

THE TIME MACHINE

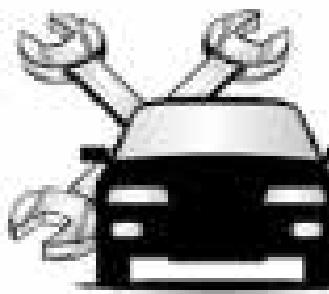
August September 23

On a lovely winter's day, Cars & Coffee was held at Wake View Park, Maudslan



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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

As mentioned in my *Club Chatter* emails, the Club's Annual General Meeting will be held at the Antique Auto Club Rooms in Mudgeeraba on Sunday 13 August at 11.00am followed by a club supplied lunch. Please consider nomination for the Committee, as new voices will bring new ideas that can be considered by the Committee.



Committee nominations need to be the Secretary by Sunday July 30, whilst completed Proxy vote forms can be handed to the Secretary prior to the Meeting. The AGM Agenda and Proxy form is included with this magazine.

Again, I wish to congratulate Carole on another excellent Club magazine. As you read this issue of *The Time Machine* you will notice most of the articles accompanying the photos are by Carole.

Carole, I am sure would appreciate members writing an item, no matter how small or large, concerning your experience with your MG.

In the past month, the Committee has cancelled a Mid week run as no member stepped up to organise it and next month's Mid week run is a shortish run to a Hinterland Park for a BYO picnic lunch, whilst the LSIM August run at the time of writing this report looks like being cancelled as well.

The recent weekend Jumpers & Jazz run to Warwick was attended by 15 MGs, who enjoyed a leisurely run to Warwick via Rathdowney, thanks to John and Ann-Maree Doyle's excellent planning. On Sunday morning the MGs lined up along Warwick's main street, before we headed home.

Gilston Shed working bees on the newly purchased car trailer and on the donated F/TFs, and the "How to ..." sessions at the Shed have been well patronised by members with usually more than 15 members (and not just the men in the club) in attendance. Have you discovered a simple method of doing a particular job on your MG. Ian Rogers, Gary Stevens or Shane would welcome ideas for "How to ..." sessions.

Following the AGM, Lesley and I will be heading to Scandinavia and Scotland for 6 weeks. Unfortunately, we do not return home in time to participate in Cheryl Robinson's Wildlife and Wine weekend run at the end of September to Stanthorpe.

Whilst we are overseas, my YT's seats will be at AAA Trimmers in Labrador getting reupholstered in the correct trim pattern.

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.

Jason and Joanne Mewes, Reedy Creek, 1975 Green MGB GT
Darrin Braybrooke, Varsity Lakes, 1997 Green MGF
Michael Davis, Camira, 1971 Green MGB Mk II
Laurie and Selina Kinne, Arundel, 1997 Green MGF
Garry and Cher Townend, Helensvale, 2004 Grey MG ZS180
Ray and Kathy Osborne, Yatala, 1967 White MG Midget

The photos in this TM have been contributed by Carole Cooke, John Careless, Shane Goodwin, Lesley and Stuart Duncan, Ian Rogers, Marlowe Vincent, Roger Paltridge

Swap Meet - May 6

Club members met at the Clubrooms to look over items for sale at the Swap Meet.



Midweek Run - May 10

A most enjoyable run was organised by Caren Sattler. We first went to a park at Fingal Head for morning tea on a beautiful Autumn day. Caren then rounded us all up to go to the Pottsville Tavern for lunch. Thank you Caren. **Editor**



Cars & Coffee - May 20

A small number of members attended the annual coffee morning in Burleigh Heads and NMH day run up the Tallebudgera valley. Unfortunately Matt the owner of the Matt cave was very sick and was unable to open to show us his extensive collection of signs juke boxes and cars. He has offered to open again for us later in the year. Paul from Quest coffee does not normally open on the weekends but opened specially for us. Scott my son came along and took some very good photos from his drone.

The motoring heritage run was very good and showed the extensive damage from the recent flooding and the damage to the roads the council have had to repair. In places the road was nearly washed away. The dam was flowing over the spillway. On top of all this we had perfect weather. Thanks to John Careless for doing the run sheets for us all to enjoy.

Roger Paltridge



Murwillumbah Meander - Sunday May 28

We met at Arthur Earle Park Nerang at 9.30 for a 10.00 am departure for a run organised by John and Colleen Boyce. John set a course that avoided the M1 both down and back. We first had morning tea at Bochow Park on the Nerang Murwillumbah Rd, a park we have often driven to. That was followed by a drive to Murwillumbah Services Club for lunch. Thanks John and Colleen, I enjoyed the drive, but lost my camera! **Editor**



Cars & Coffee - June 5

Always a popular place to meet for Club members is Expresso 25 for Cars & Coffee with the added bonus of a car museum to wander through. **Editor**



Midweek Run - June 14

As the start of the run was to be at Jubilee Park Beaudesert it meant we could take a very pleasant drive via the backroads.

We were joined by Keith Bailey who also enjoyed the lack of traffic off the main road. We could see in the distance what appeared to be smoke on the horizon but as we got closer we realized it was thick fog! We were driving the ZS and this gave Jim one of the only chances he has had to legally use the fog lights!

At morning tea we met a young couple from the Netherlands. They are studying Mechanical Engineering on the Gold Coast and by chance their hosts had a non working MG in their garage. Jip and Lotte took control and soon had it back on the road and joined us for the run.

On our way north towards the Waterford turn we came across a family of Minions suitably attired to support Queensland in the State of Origin. Travelled west till heading south again on Veresdale Rd. It is great drive, lots of ups and downs and beautiful scenery. The view out towards the mountains was stunning. Into Beaudesert to the RSL Club for lunch where, thanks to John and Colleen and code 899, we took advantage of the member's price meals and drinks.

Thanks John and Colleen... the 26 members and 4 guests had a great day

Moya and Jim Haines.





Below - Jip and Lotte from The Netherlands joined us at Beaudesert and drove with us back to the Beaudesert RSL



It was cold at Beaudesert at first and we did our best to keep warm, even starting the BBQ for warmth. Soon the sun came out and we were OK.



RACQ Motorfest - June 18

A few MG members met at 6am to go to the Motorfest at the Showgrounds. As there was a celebration for MG 100, they had to be in place in the pavilion early. RACQ had hoped for 100 MGs but they were able to get around 60.

The attendees were: Stuart Duncan, YT, Les Clarke, MGB, Roger Paltridge, MGA, who took the place of Gary Stevens whose MG decided it didn't want to go, John & Ann-Maree Doyle, MGB, Jason & Joanne Mewes, (MGB) (plus Jason's father from Townsville), Graham & Coral Cogzell, MGB and Marlowe Vincent, TC.

Also attending were joint GC/QLD MG Club members, Bill Fuller J3, Peter Cahalane, classic TF, Ross & Shez Letten, MGB, Michael Davis, MGB and George Diggles, Magnette.

Some members came for a look, including myself, the queues were long to get in but moved quickly. Just \$2 entry. Finding a parking spot outside was fun...

Editor

*From top -
Bill Fuller J3
Graham Cogzell MGB
Les Clarke MGB
Roger Paltridge MGA*





Top & Clockwise-
George Diggles, Magnette,
Ross & Shez Letten, MGB,
Stuart Duncan, YT,
John & Anne-Maree Doyle,
Marlowe Vincent, TC



Cut off date for next magazine
15th September 23

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

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

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

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

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

National Australia Bank, BSB 084 852
Account Number 14-920-3252

Account Name Gold Coast MG Car Club Inc

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

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

GOLD COAST MG CAR CLUB INC
The Secretary,
P.O. Box 1018, SOUTHPORT, QLD, 4215
Email - goldcoastmgcarclub@gmail.com

Membership at July 23
Active & Family 288 Life 11 Honorary 4 TOTAL 303

The Life Members of the Gold Coast MG Car Club are -
Murray Arundell, Rob Baylis, Carol Brookman (dec), Bruce Corr (dec),
Marie Conway-Jones, Jim Haines, Phil Redding, Jeff Sattler,
Jim Lutherborrow, Neil (dec) and Madeleine Weenink



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The MG Shed Gilston

It would appear the project of establishing a shed for the boys and their toys is developing very well.

Apart from the growing list of MGF parts, which have assisted several members to maintain their cars, we have also helped to enlighten those members who have utilized the 1st Saturday of the month 'How to Sessions.' These are not designed to replace your normal repairer if you have one, but to help identify and suggest cures of fault, utilizing wide experience. .

The practical mornings started with the changing of the timing belt, water pump and belt tensioner on an MGF motor. Followed by the checking of Roger P's MGB front end and brakes. Then the head replacement on Marius V Z's MGB. The up rating of the MGB starter circuit and p-scan error reports on MGF/TF by Shane Goodwin.

There have also been working bees on other Saturdays to increase the security on the Sheds, derusting and painting the replacement trailer and building new ramps for the new trailer.

The main feature of our mornings from my point of view, is the willingness of the members to get involved and get their hands dirty and sharing their knowledge, but the other great part is morning tea were we sit around in a group and chat and tell stories.

The spare parts both new and second hand are currently being sorted and catalogued to make it much more efficient. All MGF/TF owners are encouraged to utilize these parts, if you have any thing not working or broken on your car we can help. Not only MGFs but maybe MGBs and other models as well. If you have a list of parts for what ever MG, let Ian Rogers know so that we can redirect enquiries. Be aware we have some special tools required for some process which can be borrowed to make life easier.

So we have airconditioning, heaters, fans, suspension, wiring and electrical parts. Wheels, seals and brakes . Trims and panels. Steering and engine parts. To much to list here. Come and check it out.

The Bauman donated car is taking up a lot of our shed space at the moment and a decision on the economics of it's repair is being addressed by the Committee with the help of experienced tradesmen, hopefully it can be resurrected and back on the road.

Thank you again to all who have supported these projects and with the advent of our own clubrooms the future is looking promising in the 100th Year of MG.

Ian Rogers

Activities at the Shed

Working bees at the Shed, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). These have included MGB advice, painting of the trailer and ramps made to fit. Also work on the interior of the Bauman F. Of course, there is also the morning teas sometimes on the large deck at the back of the clubroom, lovely in the sun. Days there were June 3, June 17 and July 1. **Editor**



June 3 above

June 17





July 1



Proposed GCMGCC Inc. Events - John Careless

The following are proposed events for the next few months as of the time of writing this report. Please refer to President Stuart Duncan's fortnightly emails and Facebook for any updates or additions. If you wish to organise an event please contact Run Coordinator John Careless 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.

30th July – (Sunday) Display Day at Mudgeeraba Market Shopping Centre. Help required for set up from 7.00am. Gates open to display vehicles from 8.00am. All in by 9.00am please. Finish around 1.00pm. Lots of food venues adjacent to the display area.

5th August – (Saturday) Shed Day at the Gilston Shed, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Have a chat, a coffee, and play with some cars.

7th 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.

P 9th August – (Wednesday) August Picnic Run. Leave the Clubrooms at Mudgeeraba at 10.00am for a drive to Bochow Park, Natural Bridge, for a BYO Picnic. No need to RSVP.

13th August – (Sunday) Annual General Meeting. Clubroom at Mudgeeraba. Meeting starts at 11.00am and will be followed by a club supplied lunch.

19th August – (Saturday) Shed Day at the Gilston Shed, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Have a chat, a coffee, and play with some cars.

20th August – (Sunday) Tamborine Mountain Car Show. Enter the event or take a run in the MG to have a look.

19th – 20th August – Leyburn Sprints. Not a club event but a great event with lots of interesting cars competing on a street course.

23 August – (Wednesday) GEAR (Golden Era Auto Racing) Morgan Park. An opportunity to race the MG on a track with a bunch of other likeminded people.

2 September – (Saturday) Shed Day at the Gilston Shed, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Have a chat, a coffee, and play with some cars.

4 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.

8 September – (Friday night) Noggin & Natter. Mudgeeraba Clubrooms 238 Mudgeeraba Road. Starts at 6.00pm. \$10 cash at the door for a supplied meal.

P 13 September – (Wednesday) Midweek Run **Organiser Required**

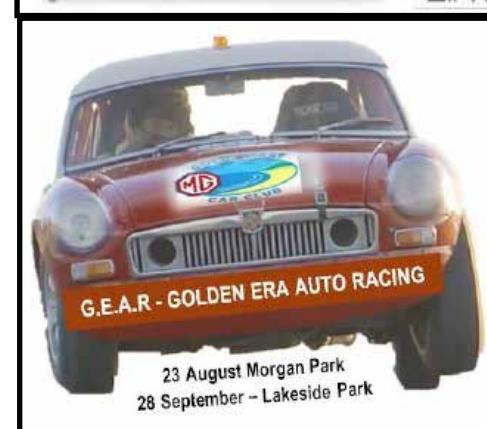
16 September – (Saturday) Shed Day at the Gilston Shed, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Have a chat, a coffee, and play with some cars.

P 30 September – 2 October (Saturday to Monday) Wildflower & Wine Tour (Stanhope) Long weekend away in Stanhope. 10 rooms available at the Apple & Grape Motel. Please RSVP Cheryl Robinson to book a room. cheryl.bgt77@gmail.com

29 September - 2 October - The Canberra MG Rally for Pre-War, T Type & Y Types.

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

7 October – (Saturday) Shed Day at the Gilston Shed, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Have a chat, a coffee, and play with some cars.

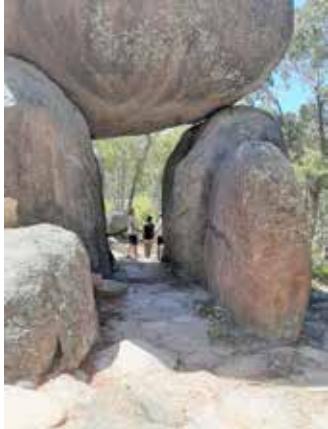


THE WILD FLOWERS & WINE TOUR STANTHORPE

Saturday 30th September to Monday 2nd October
Organised by Cheryl Robinson
Phone 0466627308.

Meeting at Arthur Earle Park Nerang at 9.30 for a BYO morning tea. We will be having a Pub lunch at Roadvale, before driving on to Stanthorpe.

For those of you who would just like to come for the day you are very welcome. I will just need numbers if you decide to do this for the lunch booking.



On the Sunday you will have the option of leaving early for a walk in the Girraween National Park or just going straight to the Balancing Heart vineyard for a wine tour at 11.00 & then lunch,



I will be booking dinner for both nights and on Monday we will be having brunch at the Gardens Galore Nursery in Warwick.



If interested in going please contact me on my email cheryl.bgt77@gmail.com or phone me on 0466627308.



If you haven't renewed your Membership Fees, please realise that this will be the last Time Machine you will receive

Noggin & Natter - June 30

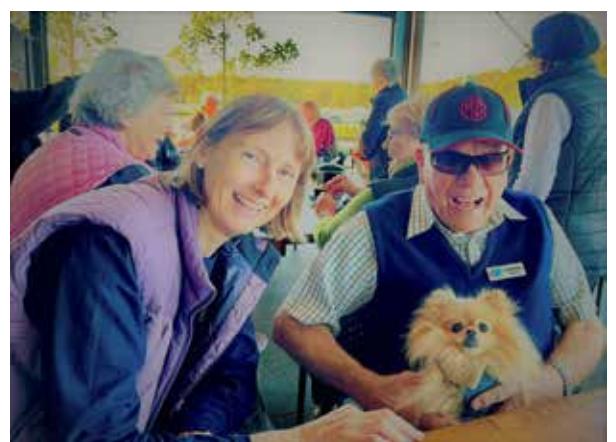
There was a good number of members who came to this N&N. Plenty of food was enjoyed by all. David Willmott and Gary Stevens then held a Trivia contest which included some way out questions.

The table with the most people won a lovely little trophy each. Yes, I was at a table with just 4 of us. David and Gary wanted a photo to prove they had help to clean up, so I obliged. **Editor**



Cars & Coffee - July 8

Members met at Lake View Park at Maudsland and enjoyed a breakfast or morning tea, plus a good chat, while watching the waterskiers go around the lake and over the jumps. **Editor**



Project Resurrection Report No 4

Unfortunately we missed the last edition of TTM partially due to a computer virus and secondly due to time spent on other club projects, meaning nothing much progressed on the MGF.

In the last couple of weeks we have made a concerted effort and the roll bar and seatbelts have been fitted, numbers have been adhered, suspension highs have been set and all that is needed now is a wheel alignment and we will be ready for a track test, hopefully at Morgan Park on 25th August at the G.E.A.R Day.

There are further modifications we could make such as larger brakes, 16" wheels, up rated suspension bushing and cold air induction improvements, but now one step at a time and have to save some more money. Let us prove what we have done so far works?

**Gary Stevens & Ian Rogers
Project Resurrection**



Expression of Interest - MG Centenary in Canberra and The Victorian High Country

It has been well proven that 2023 is the founding year of our beloved MGs. As recognition of the milestone, most countries of the world are celebrating the centenary of MG's manufacture in their own way.

In Australia, Tony Slattery is planning to celebrate the MG centenary by inviting MG owners to drive our MGs to Canberra the week before The TYME (T and Y Type) weekend of 29 September to 1 October 2023. The general idea is for Queenslanders to leave Brisbane around 26 September 2023 and to take a planned, leisurely drive to Canberra along country roads while enjoying the company of like-minded people. There is always a lot to see and do in Canberra, and this specific weekend will host the Floriade flower show, a Nightfest, and a MG Parts Market at the MG display at the markets on the Saturday.

As an add-on to the plan, I am organizing a weeklong trip from Canberra over the Victorian High Country to such places as Mount Hotham, Bright, Omeo, and Orbost, before returning to Queensland via the Sydney motorway or the New England Highway.

If you are interested to enjoy the Victorian High Country in your MG, please could you let me know so that I can make the required accommodation arrangements.

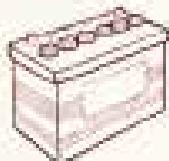
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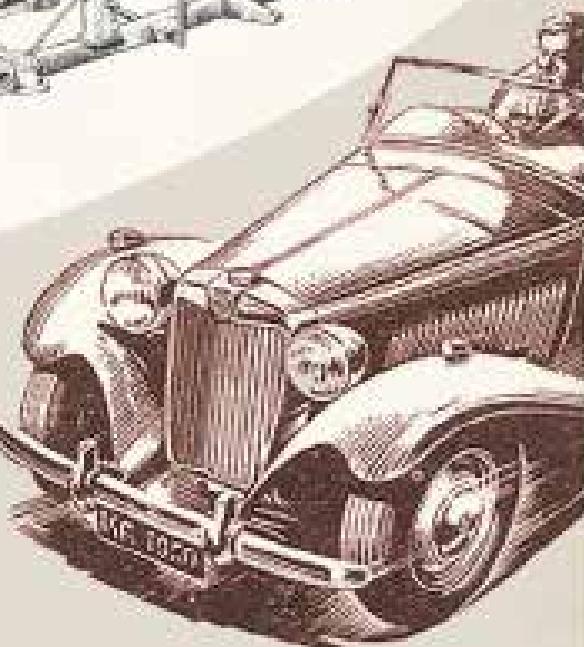
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MG100 in Europe - with Dave and Laurel

Historians have deemed that the first MG was sold to Oliver Arkell, a member of a wealthy beer-brewing family, in mid 1923. It was yellow and it appears on the well-presented MG100 badge that the Gold Coast MG Car Club produced recently.

MG Clubs around the world have warmed to the milestone and have arranged celebrations in various forms to commemorate the occasion.

Australian MG clubs chose to celebrate the milestone at the MG National Meeting in Adelaide this year, and the Canberra MG Club, along with the MG Pre War Register, will be celebrating the occasion in October in Canberra. Have you booked?

Laurel and I decided to take advantage of the world-wide celebrations and shipped our MGA, "RIP" to the UK early January 2023 and met up with her early May 2023.

In cold and inclement weather, we took a leisurely 10-day drive from the UK through Belgium, Luxembourg and the French Alps, before meeting the Italian MG Owners Club at Castiglione della Pescaia on the Etruscan Coast of Tuscany, to celebrate the MG centenary with likeminded MG custodians.

We also caught up with fellow Australians, John and Ann from Perth, Western Australia who had shipped their MGA (registration "Topless", as they never put up the hood!) into Rome a few weeks earlier and had toured Rome, the Amalfi Coast and

Sicily before heading to Castiglione.

All up, there were 26 MGs present: one MGTC; 13 MGAs; four MGBs; one MGC; one Midget and the rest were "modern" MGFs and TFs.

As usual, it's the friendships you make along the way that makes these trips worthwhile, and there were many made over the next week of touring...



Dinant, Belgium is where Adolph Sax, the inventor of the saxophone, was born.



RIP driving the Tour de France passes in the French Alps.



Laurel and Ann



Piero, the Italian supreme organiser of MG road trips, organised a wonderful mix of both driving and rest days: some visiting islands and others touring vineyards and villages to park in their ancient squares and get iconic photos of their cathedrals. RIP came to the rescue of one new friend in an MGB and towed it back to the hotel for repairs. Of particular interest was a guided tour of Sienna, the second biggest city to Rome at one stage, and the wealth of the city is evident in the streets, the squares and the Cathedral.



Beautiful Italy - Towing MGB to the hotel

All too soon, the week had flown past and Topless and RIP headed for France to celebrate the MG centenary in Epernay, in the champagne region.



RIP at the Mille Miglia museum, Brescia,



Dani's MG collection

However, having a week to get there, we made the best of our time and travelled along part of the famous Mille Miglia route to Brescia, Italy before driving over 5 passes in the Swiss Alps to Lausanne to visit Dani, an avid Swiss collector of classic MGs.

The French celebration of 100 years of MG was on another level!

On our arrival at Epernay, we found 323 MGs from all over Europe and the World! There was over 600 MG enthusiasts milling around enjoying champagne while signing on to the event!

Included were four Australian MGBs that had driven from Bangkok, Thailand through Beijing, China to the French event - plus a few more Australians in Pre War MGs!



Swiss passes



Many more new friendships were made while touring around the vineyards of the area and visiting chateaux and savouring their food and champagne. Included en route, 600+ friends enjoyed a lunch under trees at the old Reims race track and displayed our beautiful MGs in the Avenue de Champagne, Reims where the majority of wineries have magnificent chateau houses to express the value of their champagnes...



On leaving the Champagne region of France, we had a week to get to Silverstone, UK so toured the World War 1 and 2 areas of France before driving along the French channel coast on "B" roads from Le Touquet, near Calais to Caen, Normandie.

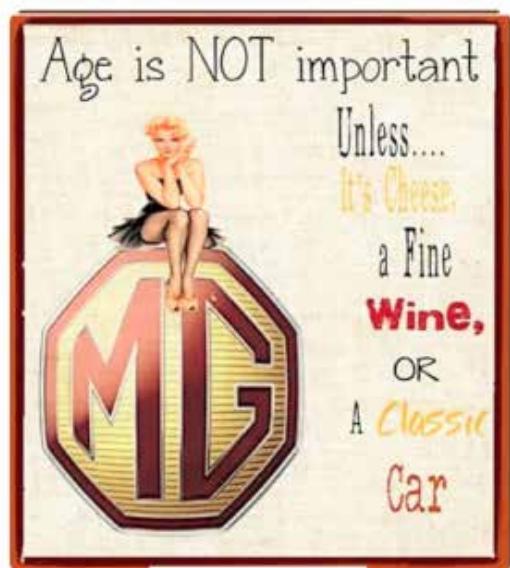
We happened to arrive just as the French were celebrating the 80th D Day event that liberated France from German occupation. Military vehicles and people dressed in military gear offered to take tourists on a tour of the region and there was signage up in many shops that read "Thank you America for Liberating France". Interestingly, they didn't thank the troops from around Europe who were involved in the battle to defeat Hitler!

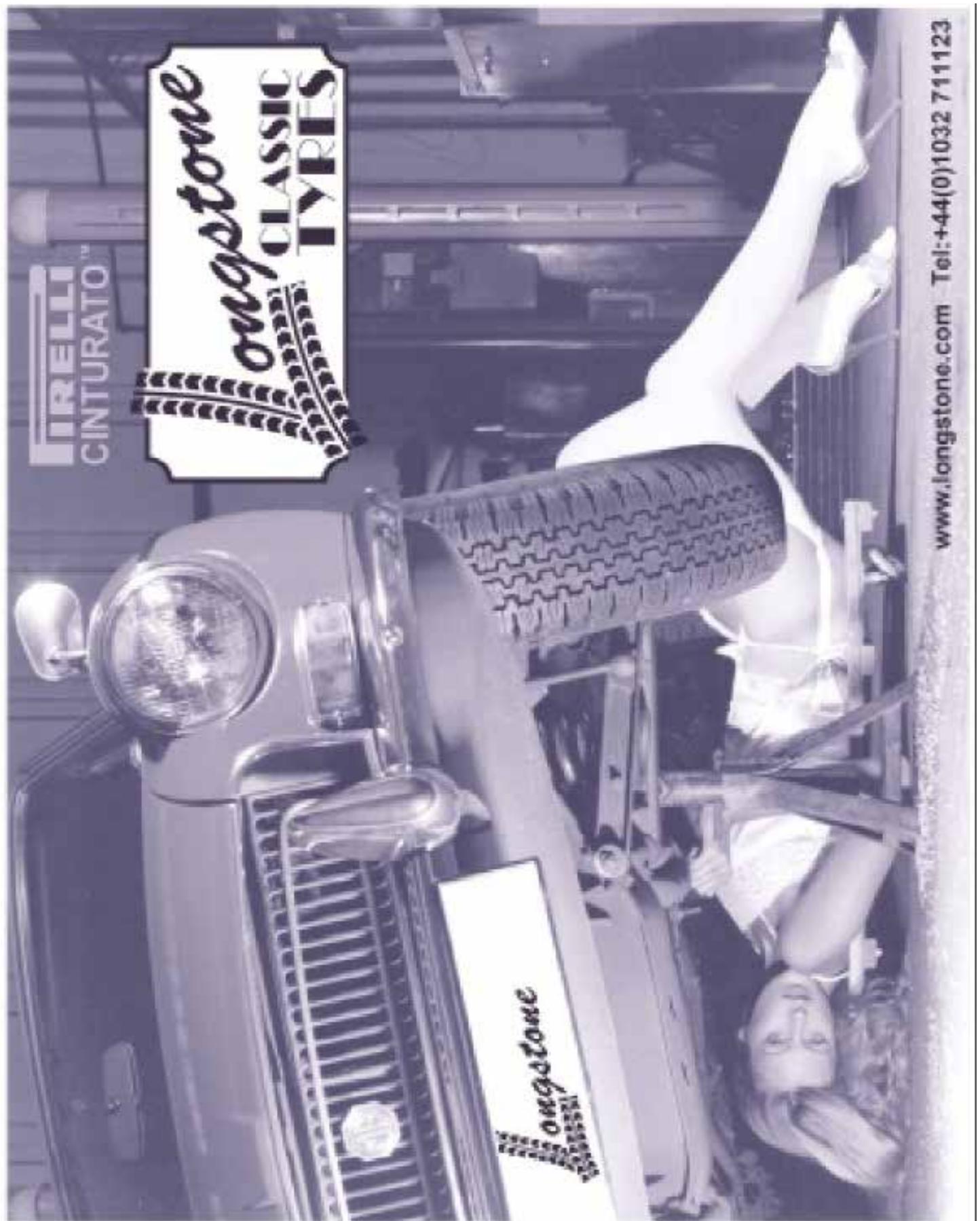
David & Laurel Godwin

Photos by John and Ann

MG100 UK next Time Machine

323 MGs tour the Champagne region of France - and the old Reims race track





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The Story of Inflation

As many of you are aware my 1968 Midget was a complete rebuild with mostly new parts so now after 1600 miles I thought it prudent to complete an oil change on the gearbox after a recent rebuild. The gearbox uses the same oil as used in the motor. I also decided to check the diff oil level and condition as I had experienced continuing oil leaks from the axle seals. This can be a common problem with Midgets / Sprites. After draining the diff oil, I went to my stash of various oil containers. We all have these containers with maybe just a dribble in them ... just in case. Some of us also have paint tins for the same reason!!

Low and behold I located my Castrol Hypoy 80W/90 one litre oil container that I last used in 1974 for my Sprite that I still have. This was the last year the Sprite ran as well. Unfortunately, it only contained about a third of a litre so I ventured down to my local Repco who I purchased the original from in 1974. The only container they stocked was 4 litres but they could get a litre container from Brisbane the next day. Back the next day and the same young man served me again. Even though the name of the oil changed the grade was correct but the price was the shock.....\$30.00. As I complained about the price the young man did a wonderful explanation about the scale of purchasing 4 litres as against 1 litre.

It was now time to show him the marked price on the back of my 1974 container \$1.50. The look on his face said it all. A huge grin. He had never seen anything like it. His first comment was there was no bar code printed on the label. Of course I had to ask the question " what's a bar code?"

I could not convince him to give me a 1974 price so I coughed up the \$30.00 but before I could leave he asked me for a favour " could take a photo of the container " See, OLD GUYS still RULE.

Gary Stevens



Spoke & Hub Newsletter June 23 AHMF

Welcome to all readers. In our last Newsletter I informed you of our collaborative association with Operating Heritage Australia (OHA). Thanks to OHA we have included a calculator they have developed which you may find useful to establish how much Carbon Dioxide your vehicle emits into the atmosphere based on how many Kilometres you drive your vehicle in 12 months.

The main purpose of OHA developing this calculator was to assist the movement to base any discussion about their Historic Vehicles carbon footprint on facts not hearsay. Whilst the AHMF remains totally supportive of reducing our carbon footprint we do not believe Governments should overlook the very positive socio-economic benefits our movement brings to the broader community. As we often have car runs to rural areas, we contribute to the rural economy by having meals, buying accommodation and visiting various places of interest.

Just as an example the Bendigo Swap Meet brings between 20,000 to 25,000 people to this rural area. These people contribute \$4 million annually to the Bendigo Community. Another example is the annual Bay to Birdwood which attracts over 1500 cars from all over Australia to run in the event and 90,000 spectators who attend the start, finish and line the sides of the entire route from Adelaide all the way to Birdwood in the Adelaide Hills. Many arguments can get very confused with emotion.

The AHMF is only trying to balance the emotion with the facts. As stated in the OHA article "The total amount of petroleum fuels used each year by the 500,000 owners of historic vehicles accounts for around 0.05% of Australia's total petroleum-based fuel consumption." We believe the benefits of our movement far exceed the Carbon Dioxide we contribute to greenhouse gases.

By the time this edition is circulated National Motoring Heritage Day will have come and gone for another 12 months. I hope all enthusiasts made use of their Historic Vehicles and had a most enjoyable day. Please feel free to write to the editor 2 and let us know what events you attended. Photographs would also be much appreciated. The public interest in National Motoring Heritage Day is growing every year. Recently we had ABC Radio contact the AHMF to find out more information about the Day. AHMF have been invited to be interviewed live on air. This has been accepted with the interview going to air on Wednesday 17th May.

The AHMF is currently updating our website to make it more relevant and user friendly. A subgroup of the AHMF Committee has risen to the challenge and is making excellent progress with this project. More on this next edition. Until the next Newsletter I encourage all to use your historic vehicles as often as you can and enjoy the joy this brings you and all that see our vehicles. Keep well David Berner President Australian Historic Motoring Federation Inc. OPERATING HERITAGE AUSTRALIA How much carbon you're your vehicle emit?

There is a lot of discussion about global warming, greenhouse gases and the need to reduce carbon dioxide. There will be increasing pressure to reduce fossil fuel (hydro-carbon) usage as this is a major producer of carbon dioxide (CO₂). If we are to preserve Australia's cultural heritage in operating condition and continue the social and economic benefits that flow from this, we will need to eliminate or offset our carbon emissions.

Operating Heritage Australia supports a three-step approach to minimising carbon emissions from historic machinery: 1. minimise the use of fossil fuels in all aspects of daily life 2. use renewable fuels where appropriate. 3. where no alternative is available, offset emissions by supporting projects that consume more carbon dioxide than we produce. We need your support to inform decision-makers and the general public that our contribution to climate change is tiny and that we are working to eliminate, through renewable fuels or offsets even that tiny amount. First, start by understanding the size of the problem – how much carbon dioxide does your historic vehicle actually emit each year?

Average fuel consumption L/100km	Road Motor Vehicles						
	kg CO ₂ Produced per Year						
	km driven per year						
500	1000	1200	1500	2000	2500	3000	
3	5	90	108	135	180	225	270
4	60	120	144	180	240	300	360
5	75	150	180	225	300	375	450
6	90	180	216	270	360	450	540
7	105	210	252	315	420	525	630
8	120	240	288	360	480	600	720
9	135	270	324	405	540	675	810
10	150	300	360	450	600	750	900
11	165	330	396	495	660	825	990
12	180	360	432	540	720	900	1080
13	195	390	468	585	780	975	1170
14	210	420	504	630	840	1050	1260
15	225	450	540	675	900	1125	1350
16	240	480	576	720	960	1200	1440
17	255	510	612	765	1020	1275	1530
18	270	540	648	810	1080	1350	1620
19	285	570	684	855	1140	1425	1710
20	300	600	720	900	1200	1500	1800

For example, on average, Australian historic cars (based on the latest FIVA survey) travel around 1200 km/yr and if we assume a 14L/100km (20mpg) fuel consumption, then the amount of carbon dioxide produced is 504kg for the year. As a comparison:
- A human breathes out around 240kg CO₂ per year - A medium-sized dog produces (breathing and food) 700-800kg CO₂ per year - A typical electric car driving 10,000 km per year and charged from the grid produces around 1150kg

In 2023 the majority of historic motor vehicles could have their total carbon emissions offset through ethical revegetation schemes for under \$20 per year. Find where your vehicle's fuel consumption intersects with its km/year to find CO2 in kg. Some other information: The total amount of petroleum fuels used each year by the 500,000 owners of historic vehicles accounts for around 0.05% of Australia's total petroleumbased fuel consumption. There is no viable alternative available at this time. The average electric vehicle will produce less carbon per kilometre than an internal combustion vehicle – around half that of a modern vehicle and around a quarter that of an historic vehicle (and less if charged by solar or wind). Any new vehicle (electric or internal combustion) will produce carbon dioxide during its construction 3 (materials, assembly and transport).

According to the International Energy Agency, manufacturing a mid-sized internal combustion vehicle will produce around 6t CO2 and a similar electric vehicle around 8-10t depending on the type and size of battery. This means that it if you replace your historic vehicle with any new vehicle, it could take around 20 years before you have saved the carbon used to manufacture the new vehicle. OHA will try to keep you up-to-date in this rapidly changing area of alternative energy sources for motor vehicles. If you have any questions, please contact your local association/AHMF.

Important Disclaimer for The Time Machine

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

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

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

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

For Sale

For sale 1968 MGB Group Sb Race Car:

Contact Shane Goodwin on 0418568990. Australian Mk II. Log Book. Rowntree race motor 1968cc, CR: 11.5:1. 'Superflow' head (flow tested to Burgess full race head). Kent 719sp camshaft. Weber 45DCOE. Long tube inlet manifold ceramic coated. Long centre branch large diameter ceramic coated extractors. Needham close ratio O/D gearbox. Banjo LSD 4.3:1 diff. Sub 2 minute laps at Phillip Island and < 1:58 Eastern Creek GP circuit.



For Sale:: - Spectacular six cylinder supercharged K3 replica with pre-selector gearbox built to a very high standard on a genuine KN chassis. Only 1000 km since no expense spares full rebuild by an internationally recognised specialist in pre war and other exotic race cars. Never raced, although it was prepared with that in mind. Cosworth pistons, Phoenix con rods and crank, new cast head with all new components (cam, rockers, valves etc). Original extract from Registration Particulars confirms original engine and chassis numbers. More photos and details in [carsales.com.au](https://www.carsales.com.au) advert under 'MG Magnette'). Specialist inspection welcome. **Asking for cost price: A\$245,000. John Crighton.**



1995 MG RV8 For Sale::

Woodcote Green Rego due April 2023. I bought this car 09/2020 from MG enthusiast in Adelaide. No. 1767 of 1993 production cars made (has a VIN number of 2014 as 251 was the first VIN) and ex Japan. As with all of these comes with air conditioning. Approx Odometer 29000kms. It has had the following in my care:- Service each year from initially Classic Car Clinic but last two by Andrew Allen and Harry Darke. 4 x new Michelin 205/65R/1599VXLNergy XM2-04/21. New battery 04/2022. New Front springs and bump stops. Always garaged and no accidents in great condition. Reason for Sale - Going overseas for 4 months and not being driven enough to justify garaging. Beautiful car in great condition. **Anthony Benjamin 0412751115**



For Sale

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

**Price \$79,900. Contact Gary Lock
0435 901150**



For Sale: - 1956 MG Magnette 1620 engine, includes starter, twin SU carbs, air cleaner and plenum, 49000 km's only. \$3000.00, also MGA Grille, good condition. \$375.00 Pimpama. Contact - Paul Cleeve 0425500330



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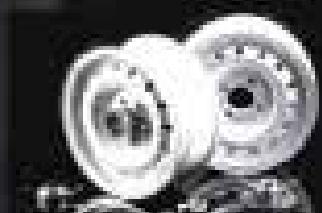
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