

THE TIME MACHINE

April May 2023

Two MGBs at the
Coffee Run on
February 6 and
two FTFs at
Welcoming the Shed
on March 4



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

On behalf of run organisers I would like to thank members for advising their proposed attendance for runs prior to the stated RSVP date, it definitely helps the organisers when contacting venues for catering.



As a number of members (in addition to the Club) have a number of MG parts and books, the Club has scheduled a MG Swap Meet at the Mudgeeraba Club Rooms on the morning of Saturday 6 May.

Due to difficulty in getting anyone in Grafton to confirm details of this year's Jacaranda Festival, the proposed run planned for October or November has been cancelled.

Cheryl Robinson has organised a Wildflower & Wine Tour weekend away in Stanthorpe over the Queens Birthday long weekend at the beginning of October. Contact Cheryl to book a room or to get more information on the weekend tour.

Elsewhere in *The Time Machine* you will read about the Club's Centenary of MGs metal Grill Badges which members can purchase from our Regalia Officer Allan Ross. The badges look very impressive with an image of one of the MGs produced 100 years ago.

Our "Licence to Use" a garage / shed at the Frank Gaston Sporting Field, Worongary Rd, Gilston, has been approved by Council. The Council also suggested the club put in a request to use the adjoining bitumen area which was formerly a model car race track. We are awaiting Council approval. The garage / shed is currently being used to store donated F/TF parts and one of our donated F/TF cars.

The two "How to" demonstration mornings held so far have had very good member attendance, and not just male members. The Committee envisages these first Saturday in month mornings get together to continue.

As the Sporting Field Club Rooms are up for lease in a few months' time, the Committee is in talks with other uses of the facilities (ie. the local Cricket Club and the Dog Obedience Club) to formulate a joint use submission to the Council. More details will/were provided to members at the late March Noggin & Natter evening.

You may ask, why the club is collecting and supplying MG F/TF parts. One of our Club's (as per Constitution) objectives is "To foster the restoration, preservation and maintenance of MG cars" and with F/TF parts being hard to acquire, the Committee decided if someone is disposing of parts for these MGs, the Club should acquire them, preferably as a donation to the club, in lieu of them going to the tip as landfill.

Following a discussion with member Bill Fuller who has put a Morris Minor differential centre in his MG TB, to lower the engine revs for any particular speed, Bill has been

modifying a spare Y Type diff housing and Morris Minor 1:4.555 diff centre, I had sitting around. With new half axles, bearings and seals I am hoping it will be quick exchange, only needing to remove the YTs diff centre sun gears and inserting them into the new Morris Minor diff centre. Changing the differential ration from the existing 1:5.143 to a 1:4.555 ratio should drop the engine revs at 50mph from 3350 to 2960 rpm.

Yours in MGing

Stuart

Features

President's Report	4
MG 100 - How it all Started	6
Over the Top - Part 4	12
Australia Day Classic	18
Racing MGF	19
Coming Events	20
Story of our Badge	23
Coffee Run - Feb 6	24
Valentines a Day Late Run -Feb 15	25
John Talbot Memorial Run -Feb 22	28
Why the MG Shed	29
A Welcoming to the Shed - Mar 4	31
Mountain to the Bay Run - Mar 8	34
For Sale	35
Projection Resurrection No 5	36
For Sale	37

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.

Sue-Anne & Andrew Midgley - '64 MGB & '02 MGF - Upper Coomera
Doug Pearman - '78 MGB - Upper Coomera

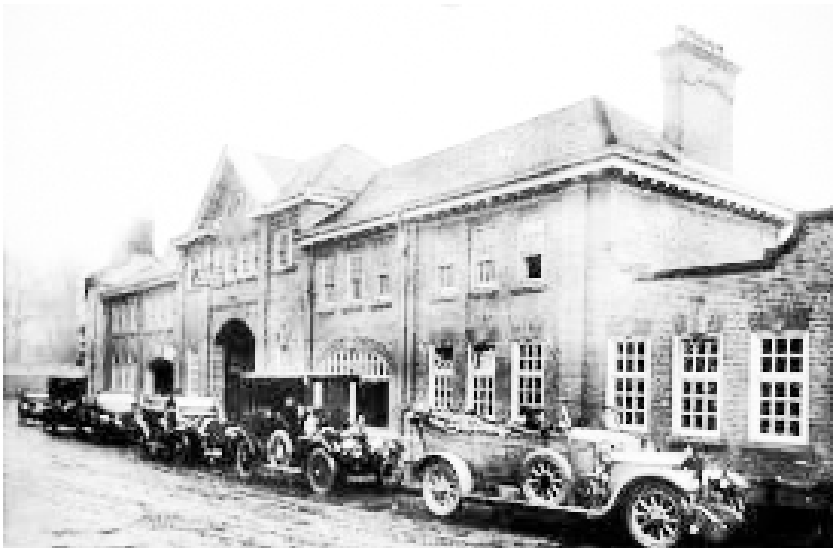
The photos in this TM have been contributed by Carole Cooke, John Careless, Shane Goodwin, Lesley and Stuart Duncan, Ian Rogers, Shez Letten and the Over the Top travellers, Ken Shead, Allan Ross, Dave Godwin

MG 100

MG: How it all started by Bob Vitrikas

A quick scan of our Club's (MG Car Club of South Africa) 2022 roster shows that half of our membership owns either an MG (25) or a Triumph (21). By happy coincidence both of these beloved marques are celebrating their 100th anniversary this year and we will celebrate right along with them. I am unabashedly an MG enthusiast so I'll exercise editorial privilege and start the ball rolling with a series of articles on the MG.

Ready? OK, here we go!



Where it all started, the original Morris Garage on Longwall Street in Oxford. Workshop General Manager Cecil Kimber took the initiative to transform mundane Morris cars into sportycars that appealed to the automotive enthusiast. They were modified in a corner of this workshop. Sadly, this building no longer exists, having been torn down and replaced with town homes.

We are a British car club that welcomes all British marques and body styles, not just sports cars. The fact is about 90% of our members own at least one sports car and MG and Triumph are the embodiment of that genre. So let's start with the basic question, and a hotly debated one at that, "What is a sports car?" Colin Campbell, an automotive engineer for over 35 years, answered that question rather simply, "A sports car is any road vehicle in which performance takes priority over carrying capacity." Hmm, that definition leaves me rather cold. I prefer a more emotional description. Sir Osbert Sitwell's book "Left Hand, Right Hand" describes motoring in the early 1900s in a more colorful and emotional manner, painting a beautiful word picture of the sensations many of us experienced on our first drive in an open top sports car such as an MG or Triumph. Maybe we were fortunate to have our girl friend or wife along like the author did. As you read this I hope it brings back a flood of memories to warm you on cold winter day and something to look forward to on a SVBCC drive to come in a couple of months.

"They would sit together, the two of them, the man at the wheel, the girl beside him, their hair blown back from their temples their features sculptured by the wind, their bodies and limbs shaped and carved by it continually under their clothes, so that they enjoyed a new physical sensation, comparable to swimming; except that here the element was speed, not water. The winds — and their bodies — were warm that summer. During these drives, they acquired a whole range of physical consciousness, the

knowledge of scents, passing from one into another with an undreamt of rapidity, the fragrance of the countless flowers of the lime trees, hung like bells on pagodas for the breeze to shake, changing into that of sweetbriar, the scent of the early mornings and of their darkness, of hills and valleys outlined and tinged by memory; there was the awareness of speed itself, and the rapid thinking that must accompany it, a new alertness, and the typical effects, the sense, it might be of the racing of every machine as dusk approaches, or the sudden access on a hot evening of cool waves of air under tall trees; all these physical impressions, so small in themselves, went to form a sum of feeling, new in its kind and never before experienced. Even the wind of the winter, at this pace snatching tears from their eyes, and piercing through layers of clothes, was something their father had not known.”

Beautiful don't you think?

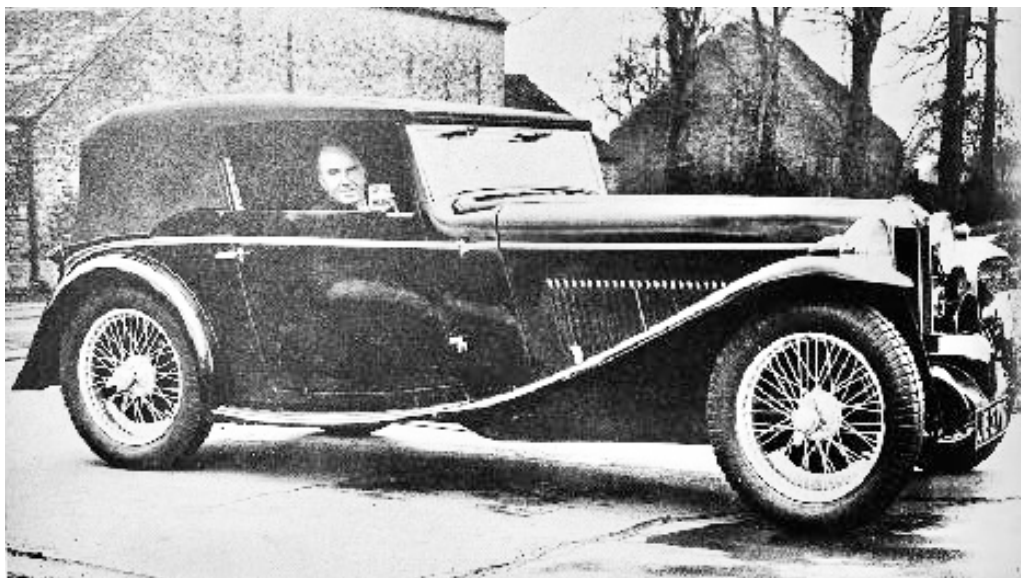
Cecil Kimber, the man whose vision and enthusiasm gave birth to the MG sports car. Shown here at his desk at the Abingdon assembly plant.



Great cars often start with men of great vision. Enzo Ferrari, Henry Ford, Ferdinand and Ferry Porsche, Sir William Lyons and Jaguar, Henry Royce and Rolls-Royce, and yes even MG. The inspiration behind MG was Cecil Kimber whose passion for motor sport combined with his organizational skills, propelled the MG marque to become the most popular sports car in the world.

Born in 1888, Kimber was the son of a south London printer. Despite his father's urgings, Kimber didn't fancy himself as a printer. What excited him were automobiles and motorcycles. Imagine how exciting it must have been for him as a teenager in the turn of the century (the last century, not this one!) as the horse and buggy were replaced by cars and motorcycles!

Being of modest means, Kimber started his motoring journey with the purchase of a motorcycle and rode it enthusiastically I'm certain, until it all came to a screeching halt in 1911 when he suffered a serious accident followed by a two year recovery. At the age of 24, he was left with a limp for the rest of his life. He kept on for three more years with his father in the printing business but his heart wasn't in it. Eventually the strain in their relationship became too great and Kimber left his father to begin work in the motoring business just as World War I was erupting. Following the war, in 1921 Kimber began working at the Morris Garages as Sales Manager and was quickly promoted to General Manager the next year. In addition to his organizational skills, Kimber was an avid sportsman enjoying motorsports competitions, sailing his boat "Fairwind" and fishing.



He also had a love of art which he got from his mother who was a painter. His sense of proportion and a beautiful line are evident in his cars, as shown left.

Kimber's personal MG was this magnificent 100 mph supercharged six cylinder Magnette with one-off Corsica drophead coupe body.

His enthusiastic driving was legendary but he did keep true to his slogan "Safety Fast!" and seldom had an accident. Truth be told he did have a serious accident driving his wife and mother-in-law in a factory experimental car which had a new type front suspension. The suspension failed and the resulting crash broke Kimber's nose. History does not record what ill-effects, if any, his wife and mother-in-law suffered. Kimber managed to get the car back to the factory, swapped it for another and continued the journey. He never reported the accident because he didn't want the suspension designer to be blamed for the accident.

Now that I've introduced you to the man behind the marque, what about the machine? The Morris Garages were located in Oxford, a hot bed of motoring enthusiasm with several garages selling motorcycles and offering modified specials in the same manner we have today with AMG for Mercedes, John Cooper for Mini etc. In his book, "Behind the Octagon" Brian Moylan relates that on Sundays hundreds of enthusiasts congregated in Oxford city center where the dealerships would open their showrooms for business with their latest models on display. The County Hall was even opened on Sunday so new

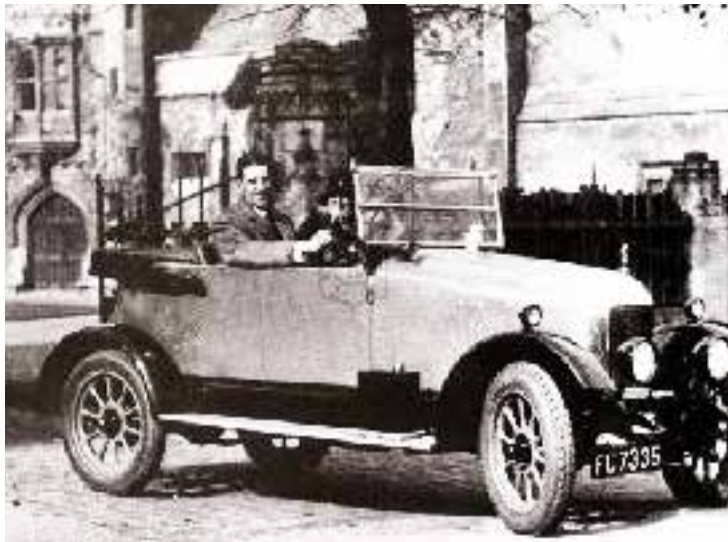


owners could register their purchases! William Morris, Kimber's employer, let him carry on with the Morris Garages' business while he (Morris) concentrated on establishing his motorcar business. Kimber began modifying Morris bodies to offer something a little different and more sporting to attract would be buyers. Cecil Cousins, commonly regarded as MGs first employee who joined the company at the age of 17 in 1920, and "hotted up" the engines in a corner of the Morris Garages on Longwall Street.

Cecil Cousins, MG's first employee, shown at the Alfred Lane MG "factory."

After a modest success driving his modified Morris Cowley “Chummy” in the 1923 London-Lands End Trial, Kimber took the bold decision to produce a sports car based on the Morris Cowley with an attractive special body, modified chassis for improved handling and tuned the engine for greater performance. To accommodate anticipated future sales, in February 1923 production was transferred to a tiny workshop in Alfred Lane, Oxford. By tiny I mean TINY, only 20 ft wide and 100 ft long. The work force consisted of just Cousins and two other blokes. Production was started with six sporty bodies delivered by Raworth car bodies in Oxford. MG got off to a slow start. It took a year to sell these six modified Morris cars. Oh dearie me!

A happy couple out for a top down drive in one of the Raworth bodied Morris Cowley “Chummy’s.”



There has been much discussion about when the first MG was built; 1923, 1924, or maybe 1925? I defer to those in whose footsteps I follow, principally my good friend from South Africa and MG historian Norm Ewing whose epic MGA travels you may recall from my previous newsletter articles. Norm has amassed a convincing body of evidence, including first hand accounts from those MG employees who were there, that indeed the first MGs were produced in 1923 and the first one was sold to a Mr. Oliver Arkell on August 11, 1923. Norm has persuaded the MG community to accept 1923 as the birth year of the marque and hence the centenary year world wide celebrations beginning in 2023. A tip of the hat to you Norman! Here’s the advertisement and sales receipt to prove it!

CLIENT'S COPY OFFICIAL ORDER FORM.

*My first car
I believe it was the
first MG as the price
did not exceed
and was later in
to be £ 350
1923*

The Morris Garages,
Queen Street Showrooms,
Oxford.

Particulars: *1 Special Morris Cowley Sports.
as seen.*

Price: *300 0 0.*

DELIVERY ORDER DELIVERY AT ORDER RECEIVED CHECKED BY

In consideration of your having accepted the above order, we hand you herewith cheque (value) and the balance of 1923 paid in part on delivery.

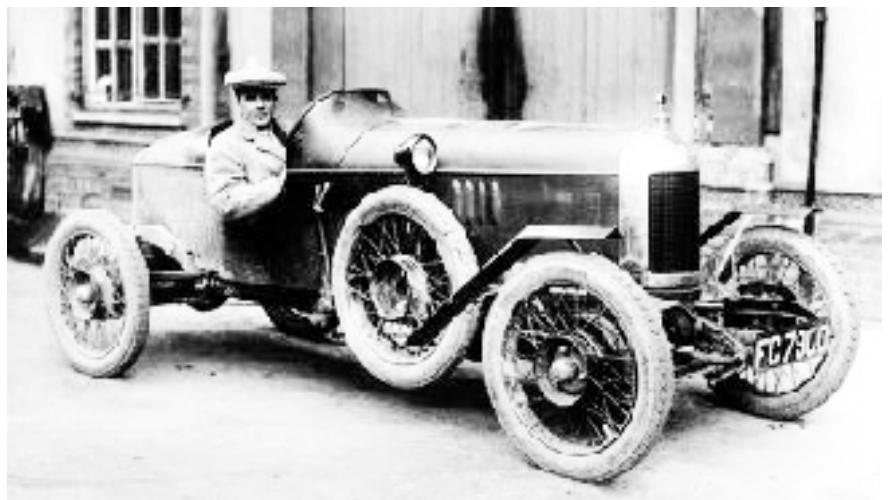
10. A. Arkell *Redlands Court, Highworth.*

On the left notice the use of the MG logo in this early ad. It appeared as early as 1921. The two tone paint scheme announces the sporting nature of the MG marque. At upper right is the Morris Garages order for the first MG car, “1 Special Morris Cowley Sports.” Oliver Arkell’s signature is at lower left. Notation at upper right reads, “My first car”.



I believe it was the first MG as the price had not been fixed and was later said to be 350 pounds.” Gradually sales picked up as Kimber tried different combinations of two door and four door bodies, four and six cylinder engines as well as open and closed body styles. Sales really got a boost when Kimber’s specially modified Morris Cowley; consisting of a gray painted Carbodies narrow two seat body (the 48th delivered to Morris Garages), modified chassis, and tuned engine, won a Gold Medal in the March 1925 Lands End Trial. In subsequent years, this MG has been dubbed “Old Number One” as it started a trend of “cheap and cheerful” fun and competitive two seat sports cars that defined the breed that continues to this day.

Cecil Kimber in “Old Number One.” The rear mudguards are missing, perhaps the result of the pounding they took at the Lands End Trial. The copious coating of mud on the rear body panels supports this theory!



Somehow the MG work force of three men managed to pack 25 cars, work benches, machine tools and parts into the tiny space at Alfred Lane and turned out 20 cars a week! This is how it was done. Chassis were brought from nearby Cowley, modified as necessary with a hand drill, then delivered to Carbodies of Coventry to have the body installed, and lastly bring the completed chassis and body back to Alfred Lane and do the finishing up. An 80 hour week was not unusual. Whew!

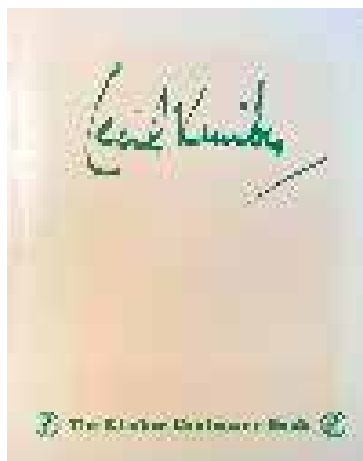
The move to Abingdon finally gave MG the production capacity they so desperately needed. Fueled by competition successes, sales soared.

As sales of the MG specials grew, it became necessary to move to a succession of ever larger workshops dedicated to the production of MGs. In September 1925 production was moved from Alfred Lane to a vacant

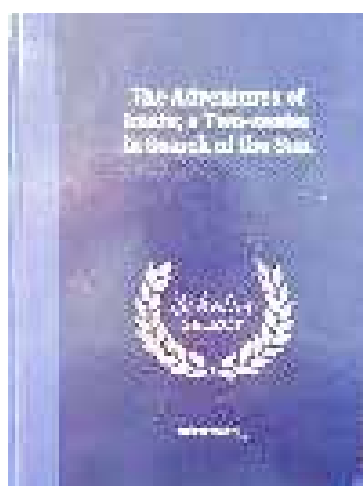


space in the Morris radiator Bainton Road factory. By this time the MG workforce had grown to 50 employees and space was still at a premium. The Works Manager, George Probert, occupied a glass-sided office just 8 ft by 5 ft! In 1927 the Morris Garages trade name was established and in the spring of 1928 the name was changed to the MG Car Company Ltd. The final move was to Abingdon in 1929 where the company remained until its closure in 1980.

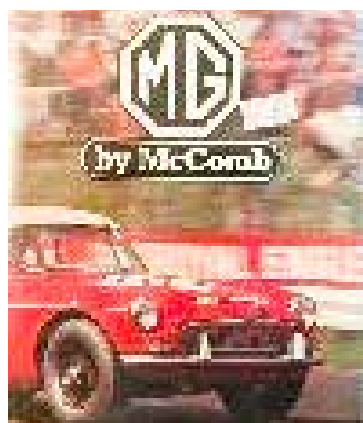
If you want to learn more about the early history of the MG, I recommend the following:



“The Kimber Centenary Book,” Edited by Dick Knudson and published by the New England MG T Register on the occasion of the inaugural Kimber Festival, April 1988, one hundred years after Kimber’s birth. This 208 page book is bursting with interesting stories about Kimber and the beginnings of the MG. Nine chapters are written by Kimber himself and one by his daughter, Jean Kimber Cook. The next Kimber Festival will be held on 28 and 29 April 2023 at the world famous Simeone Foundation Automotive Museum in Philadelphia.



“The Adventures of Imshi; a Two-seater in Search of the Sun,” by John Prioleau, first published in 1922. First editions are hard (and expensive!) to find. Fortunately, due to its popularity, affordable reproductions, such as this one, are available. The book chronicles the author’s four month road trip in his Morris car through Europe and North Africa in the post World War I years. It offers a fascinating insight into the condition of the roads and contrasting cultures Prioleau experienced during his travels. This book did much to boost Morris sales and encouraged Kimber to produce the MG.



The Story of the M.G. Sports Car,” by noted MG historian Wilson McComb, published in 1972. A later expanded edition, “MG by McComb,” was published in 1978. The copiously illustrated text covers MG history from the earliest days through the late 1970’s. Over half the text covers pre-World War II MG history. A ‘must have’ for any MG enthusiast’s library.

Murray Arundell received this article from his good friend Norman Ewing in South Africa.

Over the Top - Part 4

Days 38 to 39 18/06/2022 to 19/06/2022 Rest days in Broome

We enjoyed yet another boat cruise, this time going ashore on a secluded beach to stand among perfectly preserved, 120 million year old dinosaur footprints that are fossilised in rock. This was followed by a leisurely cruise up the Dampier Creek consuming beverages and hors d'oeuvres.

Day 40 to 41 20/06/2022 to 21/06/2022 Broome to Port Hedland 608 kms

From Broome we said goodbye to the Kimberley and crocodile territory and said hello to the Pilbara and shark territory. We spent a tourist day at Port Hedland visiting the historic house / museum and marvelling at the length of the ore trains: two engines, 132 rail cars, two more engines then 132 more rail cars three kms long managed remotely from Perth 24/365.

Day 42 to 43 22/06/2022 to 23/06/2022 Port Hedland to Karijini Gorge

Karijini Gorge was spectacular and in particular the Lower Weano Gorge which provided the hikers amongst us a challenging Class 5 scramble over boulders, into narrow passages and wading through pools to Handrail Pool.

Lower Weano Gorge

Days 44 to 45 24/06/2022 to 25/06/2022 Karijini Gorge to Cheela Plains

At Cheela Plains we had some fun taking piccies of the cars parked beneath some mothballed mine haul trucks.



RIP engaging four wheel drive as instructed



Lovely and unique dinner on our last evening at Cheela Plains

Day 46 to 47 26/06/2022 to 27/06/2022 Cheela Plains to Exmouth 459 kms

Exmouth was memorable for the beautiful and spiritual experience of swimming with whale sharks. These can grow up to 18 metres in length, with a mouth over a metre wide perfectly designed for the filter feeding of plankton and krill. The dive boats are directed to the location by microlight spotter planes.

This was Ross Letten's BEST

A beautiful creature (N.B. not referring to the old bloke in the foreground)



Day 48 28/06/2022 Ex-



mouth to Carnarvon 364 kms

The blowholes 50 kms from Carnarvon were an interesting phenomenon:

Days 49 to 51 29/06/2022 to 01/07/2022 Carnarvon to Kalbarri 444 kms

At Kalbarri we only scratched the surface with so much to choose from. A bus tour into the national park was interesting – apparently wild goats introduced by the early settlers have flourished to the extent that 6,000 or so are shipped off to the Middle East every year for \$500 each and of course there are no offsetting feed costs to worry about. We walked down a steep track to the Murchison River and then embarked on canoes.



And then to end a busy day a boat cruise down the Kalbarri Coast with a tricky exit and re-entrance over the bar:



Driving along the beach and through the dunes on quad bikes and buggies the next day was fun.

Rock formations around Kalbarri – amazing Laurel illustrating the enormity of one of this classic photo



Day 52 02/07/2022 Kalbarri to Jurien Bay 352 kms

And a very special visit to the world's largest Vincent motorcycle collection



Day 53 03/07/2022 Jurien Bay to Scarborough Beach 253 kms

On the last day of the MGs Over The Top Trip, members of the MG Car Club and the MGA Register met us in the outskirts of Perth and took us on a stunning drive through the hills

And then evening of 3rd July ...Mission complete and I'm afraid all good things come to an end.

As the sun sets at Scarborough Perth.....Mission Complete



So many, many thanks to RIP aka David Godwin aka The Dear Leader. He brought the Vision, did the planning, kept our spirits up and was always there whenever one of the cars misbehaved. And on the closing evening he had a few remarks to make about the other cars:

- Igloo brought fun and espresso coffee
- Princess revelled in her Tail End Charlie role and as BFF for Laurel
- Red Car brought music and appreciation of any water holes in which to swim with or without crocodiles
- Topless brought amazing techno photography, fresh ideas and an introduction to the scenic attractions in Western Australia
- Blue B brought culture and entertainment both on and off the road (that last possibly referring to Blue B's occasional misbehaviour)

Mission Complete

Ross & Shez Letten



Cut off date for next magazine
10th May 23

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

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

Membership: \$70 per year (due June 30) - Joining Fee: \$20 per
person

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

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

National Australia Bank, BSB 084 852

Account Number 14-920-3252

Account Name Gold Coast MG Car Club Inc

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

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

GOLD COAST MG CAR CLUB INC

The Secretary,

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

Email - goldcoastmgcarclub@gmail.com

Membership at March 23

Active & Family 274 Life 11 Honorary 4 TOTAL 289

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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Australia Day Classic Car Show

This year there were only 6 intrepid MG cars and their owners who braved the heat to attend the Classic Car Show at Country Paradise Parklands in Nerang.

They were Stuart (Y Tourer), Dave Godwin (RIP MGA), John Careless (MGB Roadster), Alan and Leola (MGA), Marius Von Zeppelin (MGB) and Ken and Sue (MGB GT).

As the mercury tipped towards 35 degrees we envied those who decided to stay in the aircon! However it was nice to receive compliments from the classic car community and acquaint ourselves with other brands of car.

There were a range of food trucks and iced tea and drink stands which did a roaring trade due to the heat.

Ken Shead



When the guy about to do your wheel alignment can't fit in your MG. They found a smaller human to drive it onto the aligner and I had to show him how to start it (after his failed attempts of just turning on every light bulb possible).

Marlowe Vincent

Racing MGF

Leith Johnson donated a racing MGF to our Club. Our Club members went to Warwick to collect the MG and a trailer and car load of parts too. Work is being done on this MG at the Shed.

Thank you Leith, Shane, Stuart, Ian and Gary.



Dave Godwin and his stepson, Jay at the first round of the Super Sprint series at Morgan Park, Warwick. It was the first time the 1961 (MGA drive train) Elva Courier had been on a track in 52 years.

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 changes 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.

March

31st March – (Friday night) Noggin & Natter Movie Night at the Clubrooms 238 Mudgeeraba Road, Mudgeeraba from 6.00pm. Chicken & Salad \$10 cash only per head at the door. RSVP Gary & Lindsey Phone 07 5575 9934 Text 0410 589 942
lindseytaylor9999@gmail.com

April

1st April – (Saturday morning) Meet up at the Club's Shed at the Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Learn some things, have a chat & a cuppa. Guys and Gals all welcome.

1st April – (Saturday) Classic Car Meet at Woody Point. See Stuart's emails for up to date information. (Tony Slattery is part of this organising group.)

3rd April - (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 – 11th April – MG National Meeting Adelaide.

P 12th April – (Wednesday) Mid-Week Run Organiser required. Refer to Stuart's emails for updated information.

20th April – (Thursday) Golden Era Auto Racing (GEAR) event at Lakeside Park.

P 24th April – (Monday mid-morning) Anzac Brunch / Coffee Meet from 9.30am at Sapphire Bean Coffee Shop, Boomerang Farm Golf Course, 55 Johns Rd., Mudgeeraba. Includes a small gathering at the VVSGC Memorial. Must RSVP John Careless by Friday night 21 st April (text) 0413 250 005 rjcareless@gmail.com

P 30 Apr – (Sunday) LSIM Run. Meet for brunch / coffee at The Pink Galah Café (was the Nook & Cranny) from 9.30am followed by a Mountain Run. (709 Beechmont Rd., Lower Beechmont) RSVP John Careless by Thursday night 27 th April. (text) 0413 250 005 rjcareless@gmail.com

May

1st May - (Monday night) - Committee Meeting - Club Rooms 238 Mudgeeraba Road, Mudgeeraba. Everyone welcome but please notify the club secretary if you have a point of discussion.

6th May – (Saturday morning) GCMGCC Swap Meet at the Clubrooms 238 Mudgeeraba Road Mudgeeraba. Bring along your MG parts, books, and 'stuff' to swap or sell. Refer to Stuart's emails for updated information.

7th May – (Sunday) Sports Car and Classic Car Festival 2023. A new car show at Queensland Raceway, 133 Champions Way, Willowbank, Ipswich. 8.00am – 5.00pm. <https://www.facebook.com/groups/986900472486536/> Refer to Stuart's emails for updated club information. (Tony Slattery is part of this organising group.)

P 10th May – (Wednesday) Mid-week Run Organiser required. Refer to Stuart's emails for updated information.

12th May – RACQ MotorFest 2023 is on June 18. However the entry closing date for registering your vehicle is the **12th May**.. https://racq.formstack.com/forms/motorfest_2023

18th May – (Thursday) Golden Era Auto Racing (GEAR) event at Queensland Raceway.

P 20th May – (Saturday) Coffee Meet Up & National Motoring Heritage Day Run. Meet from 9.30am for coffee at Quest Coffee Roasters, 23 Hutchinson Street, Burleigh Heads followed by a local valley run. RSVP Roger Paltridge by Thursday 18th May rogerpaltridge@me.com Text 0418 450 003

20th & 21st May – (Saturday & Sunday) QHMC National Motoring Heritage Weekend Ormiston State School. Check out the website for all the pertinent information. <https://baysideclub.org.au/event/qhmc-national-motoring-heritage-weekend-2023/>

P 28th May – (Sunday) LSIM Run Organiser required. Refer to Stuart's emails for updated information.



Meet up at the Club's Shed at the Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School).

Don't be an April Fool by missing out

Saturday morning 1st April

Friday 31st March

Noggin & Natter Movie Night

Sunday 30th April

The Pink Galah Coffee / Brunch & Mountain Run

ANZAC Coffee/ Brunch - Monday 24th April

Meet from 9.30am at Sapphire Bean Coffee Shop, Boomerang Farm Golf Course, 55 Johns Rd., Mudgeeraba

We will include a small gathering at the VWSGC Memorial

Must RSVP John Careless by Friday night 21st April
(text) 0413 250 005 rjcareless@gmail.com

Saturday Morning 6th May

GCMGCC Swap Meet

Clubrooms 238 Mudgeeraba Rd., Mudgeeraba

Sports Car & Classic Car

Sports Car & Classic Car Festival 2023

7th May Queensland Raceway 8.00am to 5.00pm

Coffee, Signs, Cars & a Run up the Valley

From 9.30am Saturday 20th May

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

Lakeside Park & Queensland Raceway

Thursday 20th April & 18th May



**Veteran, Vintage, Classic Cars & Parts,
Automobilia, Memorabilia, Model Cars,
Antiques, Collectables, Australiana**



The Story of our Badge Design

Cecil Kimber joined the staff at The Morris Garages, Oxford in 1921 and his enthusiasm for motor sport eventually led him to develop “hotted up Morris cars. The Morris Garages produced a few Morris cars with bespoke coachwork, then in 1922 began to sell Morris Cowleys with coachwork they named the “Chummy Body.” Over 100 cars were sold but not as MGs. However Kimber modified his own Chummy and in March 1923 won the London to Land’s End Trial.



Kimber’s success in this event led to William Morris sanctioning an order for 6 sporting two seaters and these were the first MG sports cars. The coachwork for these cars were made by Charles Raworth & Sons. The MG Octagon first appeared in an advert in The Oxford Times 2nd March 1923. The Octagon was designed by Ted Lee, accountant at Morris Garages. Cecil Cousins, Kimbers right-hand man considered the Raworth-bodied Super Sports as the first MGs.

Oliver Arkell (1899-1977) a descendent of a well known brewing family, travelled to Oxford from his home in Highworth, Wiltshire to buy a Morris Chummy and noticed a yellow sports car in the Queen street showroom. He was much taken with the colour, “an unusual yellow, the colour of good butter and it had black wings.” Kimber was in attendance and Arkell agreed to buy it for 300 pounds on 11th August 1923, now known as International Oliver Arkell Day. The advertised price was 350 pounds and it is suggested that Arkell’s yellow Raworth MG was the first MG sold to a private citizen.

In producing this 100 year Anniversary Badge I would like to acknowledge the time and effort Cameron Ross (son) and Lisa Bradford (Bradford Promotion) have put in over several months. I just specified I wanted a MG octagon with Union Jack background and a car the colour of good butter with black wings!

Allan Ross

Coffee Run to View Cafe, Hinze Dam - February 6 - perfect weather too



Valentines a Day Late Run - February 15

After the deluge of the night before we wondered whether the run would have to be cancelled but luck was on our side and the sun greeted us as we met up at Upper Coomera Community Centre for coffee.

It was a small group of 21 - mainly northern Gold Coast members with our intrepid couple from across the NSW border, Denise and John Bromley making the long trek up this end. There was a pleasant show of MGB's, a couple of MGB GT's and a few modern MG TF's. The raffle today was organised by Liz Lutherborrow as Kaye and Laurie were unable to attend. And the winner was....Jan Eder who will be enjoying some nice wine, chocolates and other treats for a belated Valentines Day.

The run organised by Ken Shead was based on a route where new driving students would be put through their paces by Ken, who is a driving instructor. It was good the route alongside the M1 which usually has roadworks was free and quite easy to navigate although some were frustrated with the 40km speed limit at the beginning! However we soon left the Gold Coast behind to venture into the Waterford and Tamborine Village area with a lot of small holdings and some rather large estates too. We decided on a short run today because of the heat and so we arrived at our lunch destination at Frog Hollow Café right at 12 noon. It was good John O'Dell from Beenleigh with his bright yellow MGB was able to join us for lunch.

As we ordered our meals we realised there were 4 Johns and 2 Kens and instead of giving their wives or partner's names which would have made for less confusion we soon found our meals were a bit of a lucky dip depending on which John or Ken put their hand up first to receive a meal!! Anyway we were entertained by 2 fearless lizards who regularly get hand fed by patrons. Unfortunately no frogs were to be seen!!

As an extra bonus Ken designed a return trip via Canungra towards the Gold Coast and a quicker route home for our NSW members. We must pay homage to the late John Talbot for the format of this run complete with colourful road sign graphics and foolproof directions including tick boxes for the naviguessers!! We were very lucky to avoid a downpour and a few took their tops down for the trip home.

Thanks to Ken Shead for organising the run.

Sue Craig





Valentines a Day late Run
Wednesday 15th February
To Green Frog Hollow Cafe

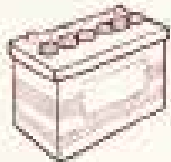


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Wednesday 22 February - John Talbot Memorial Run

22 members enjoyed the run with the Gold Coast Antique Auto Club from the Club rooms in Mudgeeraba, to Bochow Park for morning tea, where Cheryl and Caren joined us. After morning tea, it was off over the border and through the outskirts of Murwillumbah before heading to Uki, Smiths Creek and Stokers Siding. Then it was down the Tweed Valley Way to Ocean Shores Country Club for lunch. Many thanks to the Antique Auto Club for organising the run and lunch.

Stuart



Why the MG Shed at Gilston??

By now most members will have heard of the exciting new project that the club has under taken with acquiring the use of a council owned shed at the Frank Chaston Oval on Worongary Rd Gilston.

This project was initially brought about by the donation of MGF parts from David Montgomery, which lead to the donation of the damaged MGF from the Baumans, plus the excess parts from the Project Resurrection. Thus the need for somewhere to store all the bits and the car itself, but that is not the end of it. Leith Johnson (who was the source of the Project Resurrection car) had contacted the club with the offer of his Race Car (Advertised in the last magazine) and a large number of parts, some new. An offer too good to refuse. We must thank Leith very much for such a generous donation.

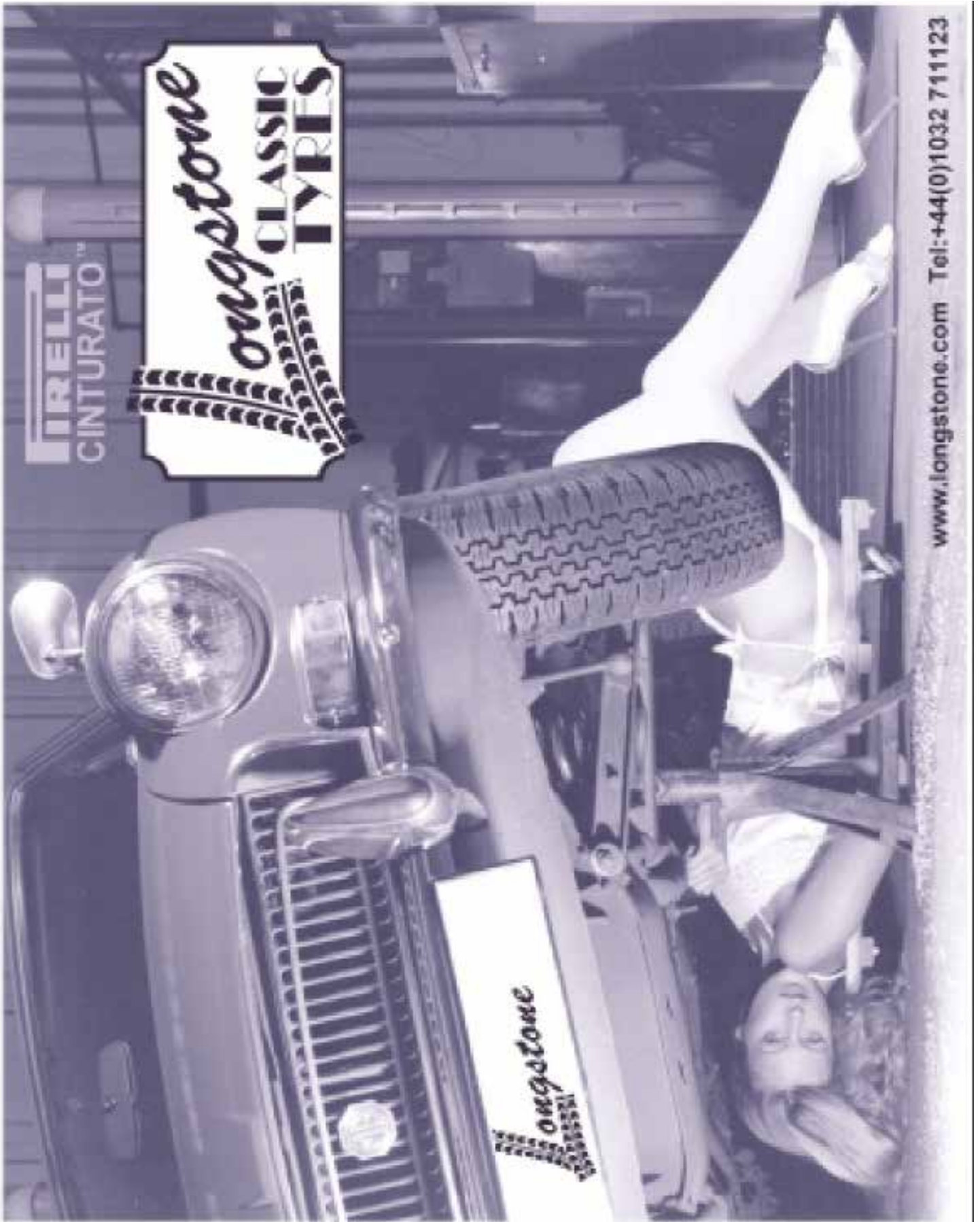
Leith had sold his house and moving to China and had to clear his sheds, so the club accepted the offer and 2 trips to Warwick later the shed at Gilston was chocablock full. Now let it be known the club is not going into the spare parts business, but fulfilling its objects within the constitution” To foster the restoration, preservation and maintenance of MG cars and to encourage their display and use “. Many off these parts are no longer available.

The amount of interest shown so far has led to seeking a second shed so that one can be for storage and one for equipment and work area, along the lines of the Mens Shed concept, accessible to the members and for educational opportunities.

It is appropriate in the 100th year of MG that new and innovative things should be added to the existing program and the establishment of our own Clubrooms could be a long overdue possibility from this momentum. Lets hope so.

Ian Rogers





liz@longstonetyres.co.uk

www.borrani.co.uk

Hudson's Yard, Doncaster Road, Bawtry
DONCASTER, UK, DN10 6NX

A Welcoming - THE SHED.

The first members day at the Club's Shed at Gilston was held in sunny autumn weather on Saturday morning 4 March.

Thirty three members took the opportunity to visit, have some morning tea and have a look at the new facility, spare parts, MG book and the race car generously donated to the Club by Leith Johnson.

The feature of the event was a 'how to' demonstration. Members watched Ian Rogers very helpful 'how to' on the changing of the cam belts, tensioner and water pump on a K4 motor.

The PSCAN diagnostic tool got a 'work out' as well on some of the member's MGFs. Reading the fault codes can be either heartening or depressing as members soon learnt, but does help to quickly identify the source of those niggling issues on modern cars.

Members took the opportunity to share problems and get some practical advice on a range of issues they have with their cars.

A large number of MGF parts were on display and some found new homes along with some of the rarer MG books on sale. If members are interested in some good MG publications, they can check the list on Facebook or contact the Club to see what is available. If they are looking for a 'hard to find' MGF part then they can give Ian Rogers a call.

A good morning had by all and which will now be a regular event (first Saturday of the month at the Shed). If all goes according to plan, the Club's road MGF (donated by the Baumans) which a group of members are restoring as a road car, will be ready for display at the April or May event. Check the website for details of the April event, which this time will focus on a 'how to' demonstration for a major service item on a MGB.

Shane Goodwin







Midweek Mountain to Bay Run - March 8

After sweltering the day before, it was quite a shock to the system when we arrived at our start point, Staffsmiith Park Mt Tamborine. To say it was a brisk was an understatement but coffee and catch ups soon had us warmed up!

Kay and Laurie Roberts ran the usual mid-week raffle and after saying I would love to win the stunning George Jensen chrome wine decanter .. I did! Several members had ideas of what could be used for including attaching it to an MGB exhaust pipe.



The drive down Mt Tamborine was spectacular with stark white tall gums against the wonderful green of the rainforest and a great winding road (sorry Pam), The route took us through a large, but easy to navigate, Industrial estate and then crossing the M1 and into the cane fields where we drove past a field of sunflowers that caused quite a few people to stop and enjoy.

Lunch was at Harrigans Irish Pub and although some of our members had to wait a while for their meal I think, by the noise level of the conversations, no one was bothered by it.

As with any run there were some withdrawals. Jim and Liz Lutherborrow were unable to meet us for lunch as planned. Then in the words of our organizers.. Cheryl Robinson .. MGBGT..'car no go'. Les Wake ..MGB.. nearly made it up Mt Tamborine and then 'car no go'. Judy Wake and sister in law Ann .. Nissan X Trail .. 'no Les'.

From those 19 members who made it a big thanks to John and Colleen Boyce for a very enjoyable run

Moya and Jim Haines





Mountain to the Bay run



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 advert under 'MG Magnette). Specialist inspection welcome. **Asking for cost price: A\$245,000.** John Crighton. johnhcrighton@hotmail.com. 0418-232-093.

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The Club is asking if anyone knows the whereabouts of the the large 6m x 3m sign written tent is. Please?

Project Resurrection #5

We have progressed some what since the last update, the project is now running with the new VVC motor and sounds good. It was not all plain sailing though, after connecting the fuel lines, cooling hoses, and all the electricals, the car turned over but would not start so we called on Shane Goodwin with his computer and plugged it into the diagnostic plug, which told us we didn't have power at the ECU. Keeping in mind we had replaced the original ECU with the correct one (MEMS J2) for the variable valve setup.

To try and diagnose this problem we downloaded several sections of electrical manual which in total has 381 pages and this is for just the MGF/TF. It turned out in our effort to remove unnecessary items and weight we had removed a fuse not identified on the fuse list but showed on the wiring diagram as the power source for the ECU and low and behold the motor fired up straight away.

Along the way we purchased and fitted a 52mm throttle body and a new air intake and filter which will be fitted to a cold air intake, to stop the hot air in the engine bay being taken, the net return should be more horse power, thus better performance. As the air conditioning has been removed, we were able to lower the alternator by modifying the air cond mounting bracket and using a shorter belt and more simple adjusting system.

The final bit of progress so far was the repairing for the body damage from a previous minor accident to the passenger side rear guard, marvelous what a bit of dent pulling, bog filler and paint can make.

The remaining substantial jobs are the fitting of a less restrictive exhaust system which we have and procuring and fitting of a competition approved roll bar which are not cheap and then we will be able to track test the project and see if we have any teething problems to solve.

Progress could be a little slow for a while with the input to the setting up of the MG Shed at Gilston and the MG parts and projects which we are involved with the Club.

Gary Stevens & Ian Rogers
Project Resurrection.



For Sale

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

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



1964 MGB roadster - needs some love and attention - has 6 months registration on it. Has always been garaged. It has been started recently but not driven on the road since last year. \$10,000. If interested please contact **Julie** on **0409180354** for inspection. A late Life Member's MG.



For Sale: - Number plates - MGT F 1 - Brand new in box as Peter was unable to use them. Silver on black. Contact **Paula Kerr (Executor)** on **0418 784 504. \$2,500 (PPQ price)**



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/1599VXL-Nergy 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**



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Trailer for Club Members to Use

Do you need to transport your car, for repair or show, maybe retrieve it after a mishap or break down. The good news is the Club has a tandem axle car trailer which can be booked and used for the donation of only \$20 per day. Contact is now Col on 0409 825 913. Trailer is stored in Mudgeeraba and is usually available on a day's notice for travel anywhere.



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