

THE TIME MACHINE

August September 2020

Sunlight through the trees creates a lovely effect on these MGs.



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.

ACTING PRESIDENT'S REPORT

Firstly, I would like to congratulate Carole Cooke, our TTM editor and all those members who have provided reports and articles over the past year, thereby contributing to The Time Machine being awarded the BEST 2019 MG club magazine by the 2020 MG National Meeting Organising Committee.

This coming month is a busy and important period for the Gold Coast MG Car Club, with the usual monthly runs, we also have our Annual Display/Concours Day early in August, and our AGM a few weeks later.

Due to Dept of Health and Gold Coast Council COVID-19 requirements, our Display Day will be a closed event (no public access) in the Mudgeeraba Club Rooms grounds on Sunday 9 August. All members participating will be required to have submitted an entry form prior to the day.

The AGM on Sunday 23 August will again be at the Club Rooms, but may need to be held outside around the pergola, due to COVID-19 meeting restrictions. Due to these restrictions, the usual buffet lunch is unable to be provided. Members are therefore asked to bring a picnic lunch. Please consider putting your name forward for a position on the Committee.

Even with the Club suspending activities due to COVID-19, Mid-week and Noggin & Natter Raffles raised \$915. The Committee, following last year's decision, recently donated \$1000 to the Soroptimist International Gold Coast Inc. to help with projects which assist women and girls to achieve a more fulfilling life by identifying and addressing issues relating to education, health, environment and economic development.

On behalf of you, GCMGCC members, I would like to thank Richard Patterson, Dale Hansen, Marie Conway-Jones, Laurel Godwin, Carole Cooke, Peter Johnston, Janine Prichard, Ken Shead, Sue Craig and John Careless for giving the Club direction through their work on the Management Committee over the past year, which is shown in the following numbers:

- 30 new members,
- 173 members attended at least one Club run or function. With membership around 270, therefore 2/3 of members have attended a run or function,
- 29 members attended 10 or more of the 34 Club functions/runs during 2019-20,
- 10 Morning Coffee Runs, averaged 29 attendees (max. 43),

- 10 Mid Week runs, averaged 26 attendees (max. 40),
- 5 LSIM runs, averaged 20 attendees (max. 30), and
- the 15 members who offered and/or organised a run during the past year, without whom our small Club would not be such a great Club.

Lastly, I would like to thank you for your support over the past year, and to my wife, Lesley, for supporting me, in providing leadership to the Club during the troubled first half of 2020.

Safe driving in your MG.

Stuart Duncan
Acting President

EDITORIAL

When the Time Machine was sent to the printers, we had started to enjoy Club runs again, with COVID-19 restrictions. I hope for the next TM I have many Run reports and photos for the events and runs that we have had.

Also please remember to pay your subscription for the year or this will be the last Time Machine you will receive. *Carole*

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CLASSIC CAR CLINIC IS NOW OPEN

Classic Car Clinic is now open with all new facilities more space and of course our continued affection for classic MG

During our opening weeks we've seen an MGA, five MGB's, three MGF's and a lovely Midget. We thank the owners for bring them into our care and look forward to seeing more MG's soon.

You'll be welcomed by some new faces and familiar too. Should it help in getting back from the new location, courtesy transport can be provided and we can also offer a pick-up service for your car.

We continue to operate during these times and we welcome your business and support. Please like us on Facebook and keep an eye on our feed for updates and invites to future events.

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



37 Lemana Lane, Burleigh Heads, 4220

Our new phone number is 5659 1455

info@classiccarclinic.com.au



MID-WEEK RUN - JUNE 10

On a damp and rainy day, approximately 30 hardy souls gathered at Hinterland Park, Mudgeeraba to escape solitary confinement by touring the roads and rain forests of our beautiful mountain area. We listened intently to the instructions from Acting President, Stuart and after his joke of the day, which was something about a Kiwi copper, we set off about 09:20.



We stopped at Apple Gum Park, Springbrook for morning tea, where Jan and Joe Evans won the raffle, a nice MG leather wallet. We had the park to ourselves and what a great spot. The centre piece, an old apple tree could tell a few stories, I am sure.



After the break we motored on down to the Numinbah Valley, via Pine Creek Road, in a burst of welcome sunshine, short lived though, as it started raining again on our arrival at the lunch spot in Canungra.



Some headed off to the Pie shop and some to the Outpost Cafe and some had their sandwiches in the esky.

Another well organised run, thanks Stuart.

Marg & Barry Beaman

COFFEE RUN - JUNE 15

Club members went to Canungra to the park for our first Coffee Run in a while. It was good to see Jim and Liz Lutherborrow come in their MGB. Editor



LSIM - JUNE 28

We all met at the Clubrooms then we took off for a lovely drive up to Mt. Tamborine.

The idea was to have morning tea at the park opposite members Gillian and Brian Hockey where we could say 'hello' to them. The rain dampened our plans so Brian and Gillian were kind enough to invite us onto their lovely balcony and we enjoyed a talkfest there.

Off we went again and Brian and Gillian joined us on the run to Jubilee Park at Beaudesert for lunch. A great MG Run.

Editor



THE COUNE BERLINETTE

In the MGB's early years, the GT was still on the drawing board and the MGB was launched only as a roadster.

If you were prepared to pay a premium you could purchase the Coune Berlinette which was a fast back bodied MGB produced by Belgian coachbuilder Jacques Coune. This was in 1963, a full two years before Abington produced the Pininfarina designed MGB GT.

Relatively unknown by British buyers it sold in small numbers to Europeans in left hand drive form.

It looked a like a scaled down

Ferrari 275 GTB complete with a cut off stubby tail and round tail-lights and a 'normal' bootlid. Coune made the Berlinette's nose appear sleeker by moving the headlights back, lengthening their nacelles and enclosing them under Perspex covers. All four wheel arches gained lips, and a deepened windscreen sat higher than the tops of the standard-height side windows. Fixed quarter windows and chopped off corners of the rear side windows were very 'European'. The interior was quite sumptuous.



Only the first six Coune MGBs had their new panels formed in steel. To save on costs the following 50 cars used glass fibre.

It is believed the Berlinette was so appealing that Alec Issigonis talked

with Jacques Coune about building it at Abingdon. BMC sent a right-hand-drive MGB to Coune to be made into a Berlinette, and on its return the BMC hierarchy test drove it.

As the Pininfarina's designed MGB GT used more standard MGB parts in its production it was cheaper to produce and looked more closely related to the roadster. Once the MGB GT had launched, there was no real reason for the Berlinette's existence so production ceased.

Issigonis is believed to have considered the Berlinette to look 'too Italian'. You would have to think that is a back handed compliment!

John Careless



6R4 GROUP B MG METRO

The 6R4 Group B MG Metro was a homologation special VERY loosely based on an Austin Mini Metro. It was created for the short lived Group B rally category that produced some of the most exciting and scariest rally cars of all time.



Developed by Williams Grand Prix Engineering, the MG Metro 6R4 (6R4 - 6-cylinder, Rear engine, 4-wheel-drive) basically shared only the name of the production Metro as the 6R4 had a mid-mounted engine with four wheel drive transmission enclosed within a semi-monocoque seam-welded tubular chassis.



The 6R4 was produced in two forms. One was a homologation special, the Clubman model, the road going version built by Rover at its manufacturing facility in Longbridge. It developed in the region of 250 bhp (186 kW). Approximately 200 were made and sold to the public for around £40,000.

The other comprised twenty cars built to International specifications and a recorded output of over 410 bhp (306 kW). Powered by a bespoke 3-litre V6 powerplant it incorporated some Cosworth engineering featuring twin overhead camshafts and four valves per



cylinder. It was naturally aspirated (not turbocharged) which differed from its competitors. The engine was mounted back to front in the rear of the car, with the gearbox attached conventionally behind it (in front of it ???). The gearbox was essentially in the middle of the car and drove separate propshafts to the front and rear differentials.

Much of the outer bodywork was GRP, with the only exception being the aluminium roof panels, the steel doors and the remaining panels from the original Metro shell. Early versions were without wings but if they were added as aerodynamic aids which were crucial to the car's performance. Without the wings the car was very unstable. It was only adequate with them.

A 6R4 debuted at the Lombard RAC rally in November 1985, driven by works driver Tony Pond, finished third behind two Lancia Delta S4s. This great result was never repeated. It failed to finish in a string of early rallies in 1986 with the engine being at fault. But when the car was working effectively it was incredibly quick with performance figures of 0-60mph time of 2.8 seconds.



Following a series of fatal crashes in which both competitors and spectators lost their lives Group B rallying was banned halfway through the season. Austin Rover withdrew from rallying at the end of the season.

Local Queensland rally ace 'Stewie' Reid takes us through a 6R4 at his workshop on the north coast via youtube.

<https://www.youtube.com/watch?v=95SbHuGzZGk>

GARY LOCK'S LATEST PROJECT, THE MGA LE MANS.

This MGA will be for sale, as soon as hood and tonneau done. Both the sports and standard screen will come with car.

Although I hate to add to the zillions of red ones out there, this one will be red of some sort! Biscuit/tan trim.



First photos of the restoration

Below - later photos.



Cut off date for next magazine 10th September 2020

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

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

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

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

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

National Australia Bank, Ferry Street, Nerang BSB 084 852

Account Number 14-920-3252

Account Name Gold Coast MG Car Club Inc

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

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

GOLD COAST MG CAR CLUB INC

The Secretary,

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

Email - goldcoastmgcarclub@gmail.com

Membership at July 2020

Active & Family 281 Life 7 Honorary 4 TOTAL 281

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

HISTORICAL NOTES ON ROAD TRANSPORT IN QLD

Much of this information has been obtained from the Queensland Department of Transport.

Before COVID19 we used to be able to take our MG and travel far and wide with our friends, or fly interstate or get on a train to head across to the other side of the country..... and one day it will happen again.....

It was the aborigines who created Queensland's first transport paths as they criss-crossed the land. One of the Aboriginal paths ran almost 1600km from what is now Rockhampton to the Pituri Creek in far western Queensland.

Many of the aboriginal tracks were followed by the colonialists and their sheep, bullocks and horses. The first built road was by Lieutenant William Cox and a team of 28 men across the Blue Mountains in 1814. In 1824 a penal settlement was established at Redcliffe, then a year later was relocated to Brisbane where the first "road" to be built there led from a river wharf to the Commissariat store at the northern end of the present Victoria Bridge in 1926.

The Brisbane colonists were able to access the Darling Downs in 1827 when Allan Cunningham (with Patrick Logan with 5 other men,) was able to establish the route via a gap through the hills in 1827. They identified Spicer's Gap, the pass just south of Cunningham's Gap. A built road via Toowoomba was in operation by 1847. The highway today runs from the small township of Aratula and is well known to many a club member with MG Runs through the Cunningham's Gap.

An interesting historical note: Alan Cunningham was born in England son of a gardener; he gained a position at the Kew Gardens which brought him in touch with Sir Joseph Banks who in turn enabled Alan to advance his career as a botanist and as an explorer. He was appointed King's Collector for the Royal Garden at Kew with several trips between England and Australia. His last appointment in Australia was as Government Botanist in 1837 but within the year he had resigned on finding that he was required to grow vegetables for government officials!

In 1865 the legendary Cobb & Co began its service from Brisbane to Ipswich and within 20 years ran on almost 5000km of roads carrying both passengers and mail. Despite the occasional bushranger, accident and bad roads, the coaches were very reliable.

In 1880, construction of local roads and bridges became the responsibility of local divisional boards – the forerunner of shire councils. Importantly, in 1900 James

Trackson imported the first petrol-driven motorcar to Brisbane. It only took 5 more years when there were enough motorists on the road for the Royal Automobile Club of Queensland to be formed to protect motorists' interests.

However it wasn't until 1921 when Queensland Main Roads took over registration of motor vehicles. This body collected motor registration fees and set about improving road design standards and imposing limits on vehicle size and speed. By 1960 vehicle registration had reached 406,000 and Queensland had almost 200,000km of roads of which less than 8000km were in urban areas.

Now others in our Club can tell us when the first MG was imported into Queensland.....



Madeleine Weenink

*They sing
because
they can...*



WHAT A LITTLE GEM THE CUCUMBER IS

I will look at it differently now!

1. Cucumbers contain most of the vitamins you need every day, just one cucumber contains Vitamin B1, Vitamin B2, Vitamin B3, Vitamin B5, Vitamin B6, Folic Acid, Vitamin C, Calcium, Iron, Magnesium, Phosphorus, Potassium and Zinc.
2. Feeling tired in the afternoon, put down the caffeinated soda and pick up a cucumber. Cucumbers are a good source of B vitamins and Carbohydrates that can provide that quick pick-me-up that can last for hours.
3. Tired of your bathroom mirror fogging up after a shower? Try rubbing a cucumber slice along the mirror, it will eliminate the fog and provide a soothing, spa-like fragrance.
4. Are grubs and slugs ruining your planting beds? Place a few slices in a small pie tin and your garden will be free of pests all season long. The chemicals in the cucumber react with the aluminium to give off a scent undetectable to humans but drive garden pests crazy and make them flee the area.
5. Looking for a fast and easy way to remove cellulite before going out or to the pool? Try rubbing a slice or two of cucumbers along your problem area for a few minutes, the phytochemicals in the cucumber cause the collagen in your skin to tighten, firming up the outer layer and reducing the visibility of cellulite. Works great on wrinkles too!!!
6. Want to avoid a hangover or terrible headache? Eat a few cucumber slices before going to bed and wake up refreshed and headache free. Cucumbers contain enough sugar, B vitamins and electrolytes to replenish essential nutrients the body lost, keeping everything in equilibrium, avoiding both a hangover and headache!!

Did anyone find Peter Stovold's chair?

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-30%
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7. Looking to fight off that afternoon or evening snacking binge? Cucumbers have been used for centuries and often used by European trappers, traders and explores for quick meals to thwart off starvation.

8. Have an important meeting or job interview and you realize that you don't have enough time to polish your shoes? Rub a freshly cut cucumber over the shoe, its chemicals will provide a quick and durable shine that not only looks great but also repels water.

9. Out of WD 40 and need to fix a squeaky hinge? Take a cucumber slice and rub it along the problematic hinge, and voila, the squeak is gone!

10. Stressed out and don't have time for massage, facial or visit to the spa? Cut up an entire cucumber and place it in a boiling pot of water, the chemicals and nutrients from the cucumber will react with the boiling water and be released in the steam, creating a soothing, relaxing aroma that has been shown to reduce stress in new mothers and college students during final exams.

11. Just finish a business lunch and realize you don't have gum or mints? Take a slice of cucumber and press it to the roof of your mouth with your tongue for 30 seconds to eliminate bad breath, the phytochemicals will kill the bacteria in your mouth responsible for causing bad breath.

12. Looking for a 'green' way to clean your faucets, sinks or stainless steel? Take a slice of cucumber and rub it on the surface you want to clean, not only will it remove years of tarnish and bring back the shine, but it won't leave streaks and won't harm your fingers or fingernails while you clean.

13. Using a pen and made a mistake? Take the outside of the cucumber and slowly use it to erase the pen writing, also works great on crayons and markers that the kids have used to decorate the walls!!

Pass this along to everybody you know who is looking for better and safer ways to solve life's everyday problems.

Display Day

Sunday 9th August

Club Room Environs

238 Mudgeeraba Road, Mudgeeraba

**Due to Covid restrictions please send
your entry in via email**



BYO CHAIRS, TABLE, FOOD AND DRINKS

DISPLAY (PRIDE OF OWNERSHIP/ CONCOURS DAY

Date: Sunday 9 August

Time: From 8.00am, with all cars to be in position by 9.00am, ready for judging at 10.00am. Event expected to conclude by 1.00pm

Venue: Club Room environs, 238 Mudgeeraba Road, Mudgeeraba
A raffle will be held and drawn on the day (please bring coins)

Entry Fee: \$10 for the first MG, with \$5 per additional MGs entered by the member.

Due to COVID-19 restrictions, entries will only be accepted electronically on the e-form emailed to you in July. Details on how to complete the form were included in the form.

Entries accepted up to Monday 3 August by our Club Secretary, Marie Conway-Jones, on marieconwayjones@gmail.com with payment made electronically into the Club bank account.

BYO Food, drinks, tables and chairs, as due to COVID-19 restrictions the club is unable to provide catering.

ANNUAL GENERAL MEETING

Date: Sunday 23 August

Time: 10.30am for 11.00am start

Venue: Antique Auto Club Rooms, 238 Mudgeeraba Road, Mudgeeraba

Lunch: As the club is unable to supply a buffet lunch due to COVID-19 regulations, members are asked to bring a picnic lunch, to be held in the adjoining lawn area.

RSVP: to Secretary, Marie Conway-Jones, on marieconwayjones@gmail.com or 0411 181 725 by Wednesday 19 August.

Due to COVID-19 Restrictions which may change, all runs and events are subject to change.

August 2020

P – August Coffee run

Due to the Display Day and AGM being held in August at which members will be able to socialise (at a distance), the Committee has decided a Coffee Run in August is not needed.

P-Annual Display Day - Sunday 9 August - Club Rooms, Mudgeeraba

Due to COVID19 restrictions the Club's Annual Display/Concours Day will in the environs of the Club Rooms, Mudgeeraba and only open to members. BYO Chairs and Morning tea. Entry Forms were emailed to members in July. More details on page 21.

P – Midweek Fish & Chips Run – Wednesday 12 August

Meet at Coomera Community Centre, Abrahams Rd, Upper Coomera, by 8.30am for a 9.00am departure. BYO Morning tea and lunch will be by the Terranora Creek (subject to border restrictions). Lunch orders taken at start of run. Contact the organiser Denis Thomas on 0401 744 667 for further information. Due to COVID-19 regulations, pre-registration to Stuart on lesley_stuart@bigpond.com or 0405402 745 is required.

P - AGM – Sunday 23 August – Club Rooms, Mudgeeraba

The AGM will be held at the Club Rooms, Mudgeeraba, at 11am, please arrive by 10.30am. As the club is unable to supply a buffet lunch due to COVID-19 regulations, members are asked to bring a picnic lunch. Committee Nomination forms need to be received by the Secretary by Sunday 9 August (14 days prior to AGM). Attendance RSVP required by Secretary Marie Conway-Jones on 0411 181 725 or marieconwayjones@gmail.com by Wednesday 19 August. More details on page 21

P – LSIM Run – Sunday 30 August

Meet at Arthur Earle Park, Nerang by 8.30am for a 9.00am departure. BYO morning tea and lunch will be at a pub. Attendance RSVP required by organiser Stuart Duncan on 0405 402 745 or lesley_stuart@bigpond.com by Thursday 27 August to help with catering.

Please
RSVP
for
GCM
even

EVENTS

September 2020

P – Midweek Run – Wednesday 9 September

Meet at the Kiosk, at the end of The Spit, by 8.30am for a 9.00am departure. BYO morning tea and lunch at a private museum with something for everyone. Tea, coffee supplied, bring your own mug. Contact the organiser Joe & Jan Evans on 0415 760 452 for further information. Due to COVID-19 regulations, pre-registration to Stuart on 0405402 745 or lesley_stuart@bigpond.com is required.

P – Coffee run – Saturday 19 September – (central Gold Coast)

Keep the date free. Due to COVID-19 restrictions a venue can not be booked until late August. To assist with café catering, RSVP to organiser Stuart Duncan on 0405 402 745 or lesley_stuart@bigpond.com by Thursday 17 September

P – LSIM Doggy Run – Sunday 27 September

Meet at the doggy park on left at the Hinterland Regional Park, Hardys Rd, Mudgeeraba, by 8.30am for a 9.00am departure. BYO morning tea and picnic lunch. Contact the organiser Jim & Moya Haines on 0414 324 166 for further information. Due to COVID-19 regulations, pre-registration to Stuart on lesley_stuart@bigpond.com or 0405402745 is required.

October 2020

P – Midweek Run – Wednesday 14 October

Keep the date free. Organisers Graham & Coral Cogzell can be contacted on cgkog@optusnet.com.au or 0414 989 991

P – Coffee run – Monday 19 October (northern Gold Coast area)

Keep the date free. Venue not determined as yet.

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

Impromptu Runs (Queensland SIV Concessional Registration)

It is suggested that every member taking their car on an Impromptu Run, even if as part of a group run, that they complete and submit an Impromptu Run registration. This is suggested to ensure you are covered by insurance and registration, as we do not know how companies and the Government officials will react if you have an accident or are pulled over whilst on the Impromptu Run.

NSW Historical Vehicle Conditional Registration

It has been brought to my attention that Services NSW will no longer accept scanned and emailed copies of the annual Classic Vehicle Declaration form. To avoid having your registration lapse, please complete, scan and forward your form to me early, so I can complete a new form (including signing and stamping it) before mailing it back to you.

Stuart Duncan

(As Membership Secretary)

Please consider sending articles and photos in to me for the Time Machine. Email - cazcooke30@gmail.com

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.

Leisa Conroy & Tony Rose - Dulguigan, NSW - 1960 MGA

Ian Haywood - Tugun - 1969 MGB

Keith Fischmann - Numinbah Valley - 1951 TD

The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, John Careless, Paul Rogers, Madeleine Weenink, Gary Lock, Marg Beaman and the Internet.

SIR STIRLING MOSS

British motorsport driver Sir Stirling Moss, the man known as the greatest driver never to have won a world championship, has passed away at the age of 90. Moss died peacefully at his London home following a long illness.

Formula 1 world champion Lewis Hamilton led the outpouring of tributes on Sunday night (AEST) as the entire sport mourned one of its greatest characters. "It was one lap too many," his wife Lady Moss said. "He just closed his eyes."

In his 14-year career, Moss took the chequered flag in 212 of his 529 races and finishing second in the F1 titles of 1955 to 1958, and third each year between 1959 and 1961.

A teammate of Fangio, Moss won 16 grands prix and missed out on winning the 1958 title by just one point to Mike Hawthorn, despite winning four races to Hawthorn's one.

In 1959, Moss' car failed during the final race, in Florida, when leading and again in with a chance of the title.

"I hope I'll continue to be described as the greatest driver who never won the world championship, but it doesn't really matter," Moss once said. "The most important thing for me was gaining the respect of the other drivers and I think I achieved that."

Hamilton described Moss as his friend and a racing legend in his tribute. "Today we say goodbye to Sir Stirling Moss, the racing legend," said Hamilton, according to Skysports.com.

Mercedes Team Principal and CEO Toto Wolff also paid tribute to a "larger-than-life figure" in Moss. He said: "Sir Stirling was a larger-than-life figure in our sport and one of the survivors of an age when motor racing was about danger, bravery and camaraderie.

While Moss also took the opportunity of jumping behind the wheel, including partnering with Jack Brabham for the 1976 Bathurst 1000, he largely retired in 1962, following a crash that saw him in a coma for a month. Moss quit racing. "I knew that if I didn't get out, I'd kill myself and maybe somebody else," Moss said.

Moss was known as "Mr Motor Racing" and although an outspoken critic of F1 GOAT Schumacher, he was recognised for his services to motorsport in the 2000 New Year Honours list and knighted by Prince Charles.

Martin Brundle tweeted: “RIP Sir Stirling Moss. A mighty racer and gentleman. He had a press on style on the track and in life. Remarkable man. Survived the most dangerous era of motorsport and died today aged 90. He had such great stories to tell, and it was a privilege to know him.”



Moss came agonisingly close to securing that elusive first world title in October 1958, but was pipped to the crown by the late Mike Hawthorn with just a single point separating the pair.



It was an act of sportsmanship that ultimately cost the racing legend in the ninth race of that year's championship, a decision, Hamilton says, Moss never regretted making.

“There’s a great story to that,” Hamilton said. “Stirling was runner-up four times in the world championship and the closest he got was 1958, and it went right down to the very last race.

“Two races prior to that Stirling Moss was in pole position and during the last lap Hawthorn lost control and started spinning around the track. “In order to regain access to the track he had to go against the traffic in the escape road, so when the officials found out this they excluded him – hence he was going to score no points. “But Stirling Moss, off his own back, went to the stewards and said he saw what had happened.

“He told them Mike wasn’t actually on the track at the time and was in fact on the pavement getting a push start – therefore the move wasn’t illegal. “The stewards were in agreement with him, so Hawthorn retained his place in second and was awarded seven points – which ultimately decided the championship.”





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EX. 181—THE M.G. RECORD CAR

Driven By STIRLING MOSS
At Bonneville

Drawn By
TEDD PAGE



Sir Stirling Moss is with his sister, Pat. Herself an excellent racing driver. (previous page)

Stirling with some MGs and the famous MG EX181.

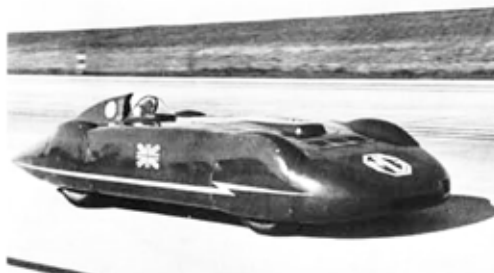
Left - Stirling couldn't stay away from racing cars to the end.

MGS AT BONNEVILLE

The salt flats at Bonneville, Utah, has been used for motorsport since 1912, and became popular for land speed record attempts in the 1930s. Malcolm Campbell, John Cobb, and George Eyston set the world record between 1935 and 1940, each beating the other over the years.

George Eyston joined the Bonneville 300 mph Chapter in 1937 when he drove his Thunderbolt to 311.42 miles per hour. He later became team manager, and the inspiration, for many MG record attempts:

1939 – Goldie Gardiner drove MG EX-135 to 204.3 mph



1954 – George Eyston piloted MG EX-179 to 153 mph. Two years later, Johnny Lockett and Ken Miles took EX-179 to 170.15 mph

1957 – Stirling Moss drove MG EX-181 to 245 mph, and two years later Phil Hill got EX-181 to go 254.91 mph.



1997 – an MGF (EX-253) driven by Terry Kilbourne, achieved 215 mph.



2003 - saw the MG ZTT (X-15) drive by Pat Kinne, become the fastest station wagon at 225.609 mph.

2014 – Chris Conrad got his MG Midget to 122.539 mph



In 2016, the MGA built by Walker-Chapman Performance Engineering in Derbyshire, England, came to Bonneville to have a go. The team comprised Colin Walker, owner, David Chapman, driver, and Stephen Walker (Colin's cousin), mechanic. In addition to their on salt roles, Colin was responsible for the data collection system, Stephen had built the car, and David had fabricated the roll cage. They first brought the car to Wendover near Bonneville in 2014, but did not get on to the salt as the surface was deemed unsuitable for racing. However, at that time they met Richard Stuhaan from California, who has raced many times on the salt, and he joined the team to provide local knowledge and his experience was invaluable. The team was also greatly helped by Steve Davies of the SCTA for the interpretation of the rules over the two years it took to build the car. They could not run in 2015 also due to lack of suitable salt.



Some more MGs at the Bonneville Salt Flats

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FORD V FERRARI IS THE STORY OF TWO FRIENDS - CARROLL SHELBY & KEN MILES.

Shelby Carroll made his debut in May of 1952 at the wheel of an MG TC. Shelby won his first race, then later that day raced against bigger, faster cars from the likes of Jaguar and he beat them, too. "The MG changed my life, because from that point forward, I knew I wanted to be involved with racing and sports cars." In 1959 a heart condition forced Shelby into retirement.



Ken was born near Birmingham, he first raced motorcycles, and at the age of 15 became an apprentice at Wolseley Motors. Post-war, Miles competing in Alvises, Bugattis and Alfa Romeos and V8 Frazer Nash which showed his talent. In early 52, Miles and his wife went to California, where he worked as an MG service manager.



Miles built up an MG TD. It won its first race. The car was simple but Miles had the talent. Miles then developed a more advanced, MG-based special, nicknamed 'The Flying Shingle'.



Top - Carroll Shelby in the TC he drove

Middle - Ken Miles and his first TD racer

Above - Ken racing his "Flying Shingle"



Miles was part of the MG team in the 1955 Le Mans, in EX182. Miles and teammate John Lockett came 12th.best of the MGs.

1955 Le Mans was the race in which 83 spectators and French driver Pierre Levegh died following a major crash. MG then withdrew from racing.

In 1956 MG and Miles took MG EX179 to the Bonneville Salt Flats, setting 16 international 1500cc Class 'E' records, including 170.15mph for 10 miles and 141.71mph over 12 hours.



Top - MG EX 182 Middle - EX 179

He was his own worst enemy as he could have had almost anything he wanted if he could have been more tactful.



In the early 1960s, Miles would become lead test driver for Shelby. In 1964 he would take a key role, alongside Shelby, in completing the development of the Ford GT40. In 1967 Miles' Ford flipped, crashed and caught fire. He was 47 years old when he died. A steel roll cage was in the Ford GT Mk IV (mandated as a direct result of Miles's death). Miles was inducted into the Motorsport Hall of Fame in 2001.



HISTORY OF MG – PART 18 – MG MIDGETS – FIRST & LAST WITH LESS THAN 1 LITRE ENGINES

The first of the MG Midgets – the 'M' type – went into production in March 1929. Later that year the three cars pictured with race numbers 9, 10, & 14 were driven by Leslie Callingham, H.D. Parker and the Earl of March (now the Duke of Richmond and Gordon), together with two other 'M' type Midgets. All won gold medals in the High Speed Trials in the J.C.C. High Speed Trials at Brooklands.



Then in May 1930 five of these 'M' type Midgets were entered for the Double Twelve race at Brooklands. All five cars finished to win the Team Prize. M type Midgets production total was 3235.

Next came the EX120 which was built late in 1930 as an experimental car and was the first 750 cc car ever to do 100 miles an hour. Captain George Eyston took the 100 mph record with it on 16 February 1931 at Montlhery and later went on to do 100 miles IN the hour.



Based on the EX120, a development of the 'M' type, the 'C' type Midget went into production in May 1931. That year it achieved an outright win in the Irish Grand Prix, the Double Twelve at Brooklands (where it also took the first six



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places and the team prize), and the R.A.C. Tourist Trophy. The winner of the latter, Norman Black, accompanied by his riding mechanic, the late Frankie Tayler. In 1932 the 'C' type also won the 500 miles race at Brooklands and its class at Nurburgring – the first big Continental success for MG. Austin were now left in the dust of MG and only Len Lord, an Austin man, tried to stop MG when he built Austin Healey at the MG works at Abingdon instead of MGAs.

Following EX120, EX127 became the first 750 cc car to achieve two miles a minute. It was built in mid-1931 and Captain George Eyston drove it at Montlhery in December 1932 to gain the record 120 mph. By the end of 1932 MG Midgets held EVERY International Class 'H' record.



The J2 Midget, which went into production in July 1932, was a milestone in that it was the first sports-car ever to become universally popular. When it went out of production in January 1934 approximately 3500 had been built – an unprecedented production figure for that time. The J2 in pic 5 was driven by K. C. Hovenden in the Yorkshire Terror Rosedale Bank Hillclimb during the Scarborough Trial and Rally.



The PB type was the last of the under 1-litre Midgets to be produced until the 1960s under 1 litre MG. The 1930s PB production total was 526 with 1973 for the PA. The PA type Midget was first produced in 1934.

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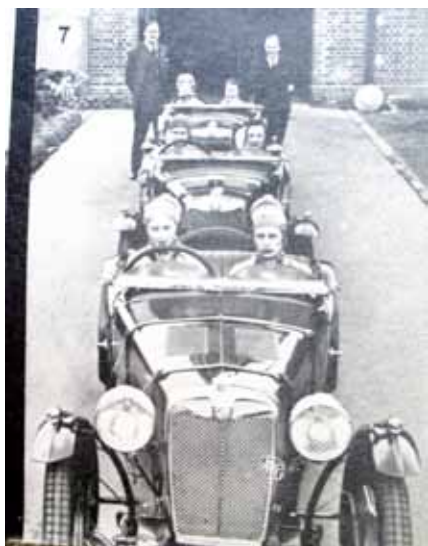
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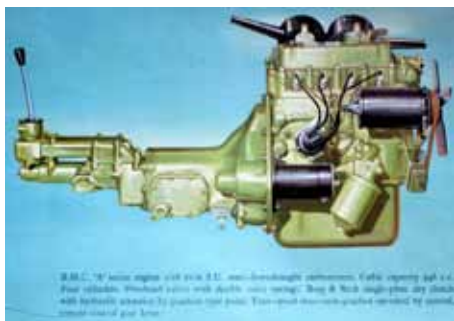
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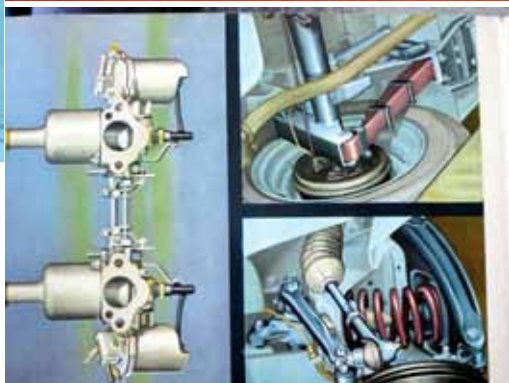
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A team of three of this model was entered for the Le Mans 24-hour race in 1935. Captain George Eyston, the team manager, selected a complete team of ladies for this event (the first time an all-women team had ever been entered) These ladies were dubbed 'George Eyston's Dancing Daughters'. All three cars completed the race, finishing 24, 25, and 26 in the General Classification.



The last under 1 litre MG Midget was introduced in 1961 in England with the 948 cc A series four-cylinder engine. None were built in Australia as Austin Healey Sprites were produced to match the Austin Healey built in Abingdon. 16,080 GAN1 MG Midgets were built at Abingdon.



Our GAN 1/13371 RHD Export Mark1 (948 cc) was built at Abingdon on 1 -7 May 1962 and despatched on 8 May 1962 in Old English White with black tonneau and hood plus Ace

Mercury wheel discs. The American buyer collected his new MG from Abingdon plant. He drove it across Europe and Asia to Singapore where it was shipped to Melbourne. He drove it north to Nambour trading it on a 4WD to drive to Cooktown. Ray Grace the dealer stored the MG in a garage in Carole Street Nambour. He paid \$18 000 for a repaint and his apprentices began restoration. Ray sold it to me after 7 wheelie bins had all the bits they removed. Lots of items were bought new by Ray. When he sold his motor dealerships, I bought it and the MG was driven for the first time since 1962 down my driveway in 2019. This Midget now lives on the Gold Coast.

Peter Kerr



Top - Peter Kerr's M-Type. Middle - Ex Ross Kelly's C Type and ex Doreen Evans C Type Bottom - Ex - Bob Bazzica's J2 and Jeremy Hawke's J2



Left top - Ross Letten's PA
 Left - Cream Cracker PB
 Right - From a brochure for the
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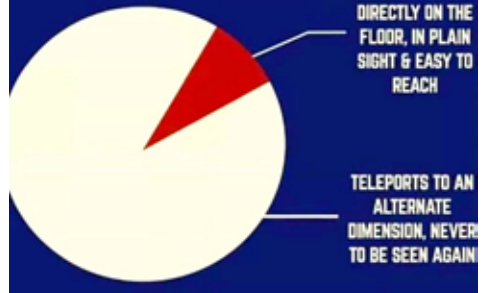
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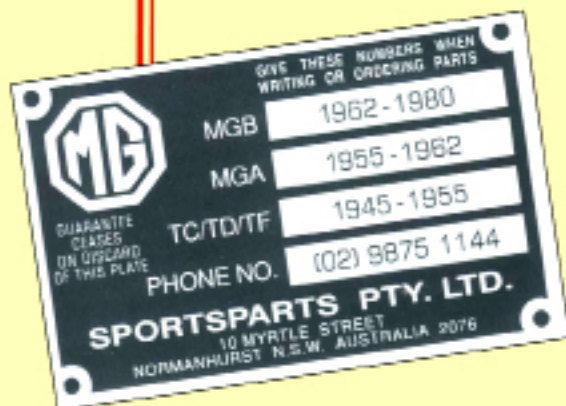
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