

# THE TIME MACHINE

## February March 20

The Presentation/Christmas Lunch was held at Royal Pines Resort on the Gold Coast. Report is on page 8. 6 MGs were invited to be on display outside the venue



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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.

## FEATURES

Santa in an MGB	4
President's Report	5
Presentation Lunch	8
November Midweek Run	12
December Coffee Run	13
Midweek Christmas Run	16
Midweek January Run	17
Saving a Midget in the Bushfires	20
Coming Events	22
Christmas in July	24
Update - Luxury Car Tax	25
The MG Adventurers are at it again	26
MG GAN 1 Midget	29
Leyburn Sprints	32
History of MG - Part 16	37

I recently had the pleasure to play Santa at the Riverstone Crossing Christmas Concert which was attended by most of the locals and obviously loads of children. I handed out presents to all the children (five sacks full) before posing for photographs. Santa's sled wasn't available so in its place I decided to use my MGB as a sled which drew a fantastic feedback.

Santa's helper and driver was none other than one of the Club's regular members Dennis Simpson who, with his wife Mae, has recently moved to Riverstone Crossing. When I asked Dennis if he would assist, he jumped at the chance.

*Les Wake*



# PRESIDENT'S REPORT



Happy 2020 to our members and hoping you all have a really terrific year, both in and out of your cars! It is exciting to think about all of the activities already in the calendar and I have to congratulate the Club Captain, Stuart Duncan, and the Committee, for their foresight in setting up so many opportunities for the Club to celebrate the MG marque again in this new decade

Like many of you, I have had a break from the MG and I am currently in Swan Hill, in country Victoria, sweltering in 37 – 40+ degree temperatures, as I catch up with my children and grandchildren at a family reunion. For me this time of the year sees a heavy focus on water sports, including water-skiing! I know that a great number of members thrive on seeing their “grandies” and I have heard many of you relate wonderful stories about your grandchildren even seeing some of them on our runs. Hoping all members have had the time to stop and enjoy your families in the Christmas and New Year break.

For those of you who attended the Presentation/Christmas Luncheon in December it was an absolute cracker, and I don't mean Christmas cracker! The venue was so appropriate at the Royal Pines RACV facility and celebrating MGs at an automobile club was fabulous. Congratulations must go to our astute Club Secretary, Marie Conway-Jones, for arranging such a great function with fantastic food, catering staff and ambience. MG cars were visible at one end of the function room and a view of the golf course at the other end of the room. I would urge everyone to read the terrific report on the Presentation Luncheon which also includes the results of the 2019 Concours Day and the Club's award winners for last year.

2020 is shaping as another exciting year as we have the National MG Event in Albury Wodonga (Albury in NSW and Wodonga Victoria) in April and many members have already booked accommodation in the twin city in order to support the event. If you are aiming to attend the Club run, or make your own way to the event, it would be worth your while contacting Peter Johnston, or the Club, to get updates on the Club's plans for supporting the MG celebrations in April.

I would urge all members to continue to log onto the Gold Coast MG Car Club website and our calendar in order to keep abreast of the activities which are logged into the 2020 cycle of events. If you are interested in Impromptu Runs please take the time to view the excellent registration system which the Club has established for your use on our website. This is a great initiative by the Club and reflects our desire to support your interests.

The Coffee Runs will continue to grow and prosper as they have enjoyed terrific support with 20 – 30 cars regularly making their way to various venues around the Coast. Members will be aware that you can make your own way to and from the selected cafes around the Coast and we have chosen eateries north, south,





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**Steve Ward**

**Robin Mitchell**

**Dave Godwin**



east, west and in central locations in order to provide access for everyone to enjoy the Coffee Runs. The Club Captain has also worked hard on ensuring that we have these Runs on Saturdays or Mondays to enable members who work can attend too. This has been a popular activity for the Club over many months.

The Mid-week and Last-Sunday-in-the-Month Runs have also continued to be incredibly well supported and more and more members have kindly been putting their hands up to organise these runs. On this note we would encourage more members to offer and organise a run which could be added into the calendar for 2020 or even 2021. If you have a plan for a Mid-week or LSIM Run, please contact the Club Captain or the Committee so we can discuss your ideas and flesh them out for approval for possible inclusion into the Club Calendar.

This is an appropriate segue to the longer runs which have been a boon for the Club over many years. Christmas in July, runs to the Sunshine Coast, the Blue Mountains, “out west” and to Coffs Harbour have been highlights over the last year and we want these weekend and longer duration runs to continue to be the jewels in the GCMGCC crown. Put on your thinking caps and if you are keen on a particular weekend, or longer run, then please chat to the Club Captain or Committee to explore your interest in setting up one of the longer duration runs.

The Noggin and Natter evenings at our Clubrooms have been fabulously well received in recent times and we had “full houses” at the last two events. These social evenings were highlighted by their great comradeship, loads of laughs and great story-telling! If you have not attended a Noggin and Natter then please get along to one of these Friday evening events and get to meet a diverse array of members in one evening. A number of Noggin and Natter events are already being slotted into the calendar so please stay tuned as to who is speaking and when.

Finally, I would urge all members to take the time to read all of the articles in the 2020 the “Time Machine” magazine as they are filled with a vast amount of information, great memories and the articles provide a fabulous overview of what the Gold Coast MG Car Club is working to deliver for its members. We want you to continue to provide ideas for the Committee and while we cannot always deliver what you are requesting from the Club, we certainly can’t deliver what you don’t discuss with us! We don’t know what we don’t know and the Committee is the place for your initiatives to be shared.

The “Time Machine” showcases the travels of many of our Club’s adventurers travelling in their MG’s in various parts of the World. I hope the stories of our members’ journeys will inspire you to join us on our many Club activities and our runs throughout the year.

Safe and trouble-free driving in 2020.

*Richard Patterson - Gold Coast MG Car Club President*

## PRESENTATION LUNCH - NOVEMBER 24

This year the event was held at Royal Pines resort and approximately 88 people attended this beautiful venue. Marie Conway-Jones deserves special thanks for securing this venue and setting up the 10 tables with her exquisite taste and attention to detail.

Outside the venue an array of MG's were displayed including:

MG SA 1937 owned by Murray Arundell  
MG Midget 1962 owned by Carole Cooke  
Magnette 1955 owned by Peter Johnston  
MG Y 1950 owned by Stuart Duncan

The piece de resistance which was given pride of place inside - MGF1 Tourer 1932 owned by Neil Anderson

Our MCs, John Careless and Gary Stevens did a fantastic job welcoming everybody and telling jokes along the way.

This occasion was chosen to present Life Membership to Jim Lutherborrow for his tireless work especially organising the Wednesday runs and the Christmas in July celebrations over many years. This well deserved plaque was presented by Peter Johnston and Liz Lutherburrow gave her thanks for this honour.



While the wine, champagne and spirits flowed, lunch was set up and what a spread it was! Every imaginable cold salad was on offer and an amazing array of hot buffet favourites including roast meats, fish and my personal favourite, the roasted wagyu beef which was so tender.



After the main course the presentations began.

Firstly, the Roger Thompson tray was presented to John Muirhead for most successful car runner, rarely missing any run.

Then special thanks were given to our Display Day judges Brian Hockey, Peter Kerr, Ian Cowan, Barry Grey, Rob Baylis and Gary Lock.

The presentations commenced with the Voevodin (Spirit of MG) Trophy presented by Murray Arundell and awarded to Dennis Land for his T type.



Next was the Marie Conway-Jones trophy presented to Laurel Godwin.



Kaye Roberts, who is a member of the Soroptimist charity and with her husband runs our Wednesday run raffles, was presented with a cheque for this charity by our President, Richard Patterson.



Next presentation by Carole Cooke was Best Pre MGA, awarded to Don Smith for his TD.



Then Robert Gibb took out both awards for Post TF, pre 1980 with his MGA 1960 and Post 1980 for his MG TF 160. The overall Concours winner was presented by Bruce Corr to Robert Gibb for his MGA.



Pride of Ownership was next presented by Ian Cowan to Bob Theobald for his MGA.

MCs Gary Stevens and John Careless  
with President Richard Patterson



Peter Johnston was up next to present the President's Trophy to "our quiet achiever" Anita Lock who can be found helping at any event in the kitchen, at the Display Day and anywhere else that is needed.



Finally the last award 'Maintaining the Breed' was presented by Richard Patterson to Neil Anderson, who many of us were fortunate to visit on a Sunday run last year and see first hand his extensive array of MGs.



As the dessert trolley was set up and we were all drooling, final thanks were given to Marie Conway-Jones for putting together this fabulous event.



Finally the lucky door prizes were announced. Unfortunately Neil Anderson's MG F1 was not one of the prizes! However many people including yours truly were happy with their prizes.

Overall it was a great day to catch up with old friends and meet new ones as we savoured our espresso, chocolate tart or frangipani tart with tea or coffee.

And to cap it off we were all given an MG wine glass sourced by the Godwins on their last trip to England as a memento of this special day.

*Sue Craig*

*Pam Everitt had some  
kind words for Jim and Liz*





# MIDWEEK RUN - NOVEMBER 13

The November Mid Week run was from Nerang to Beaudesert, then southwest along Lions Road (built by Lions clubs to connect 2 roads, one on each side of border) into NSW and to Kyogle for lunch. Along the way, we stopped at a lookout to view the Border (railway) Loop. Due to bushfires in northern NSW, no trains were running. A small number of MGs were on this Run this time as there were concerns about the bushfires.

*Stuart Duncan*





## COFFEE RUN -DECEMBER 2

We went down Beattie Road to the Marina area to be treated to an excellent Coffee Shop and Car Museum. Tony Longhurst's Garage 25 was great and that was the thoughts of the many MG members that attended.

*Carole Cooke*



# Cut off date for next magazine

## 10th March 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  
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It is a pleasure to meet new members, we hope to see you as regular participants at our many outings. You will find us friendly, so just make yourselves known!

**GOLD COAST MG CAR CLUB INC**  
The Secretary,  
P.O. Box 1018, SOUTHPORT, QLD, 4215

Email - goldcoastmgcarclub@gmail.com

Membership at January 2020  
Active & Family 254 Life 7 Honorary 4 TOTAL 265

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







# MIDWEEK CHRISTMAS RUN - DECEMBER 11

Our last midweek run for 2019 was the much anticipated All You Can Eat buffet lunch at the Coolangatta Tweed Golf Club. This run has become quite a tradition as a way to finish a year of motoring and friendship with our beloved MGs.

Stuart, our Club Captain, had us meet at the Club rooms for a 9.30am departure as we were dealing once again with the daylight saving issue. We needed to be at the buffet by 12.30 NSW time or 11.30 our time so we had a run without a coffee break.

10 cars met at the club rooms including MGA, B, RV8, TF, F, ZS and an MG3. Stuart's reminder email invited members to come in their daily drivers (air conditioned) if they so wished, as the high temperature and humidity are now upon us. As a consequence many members drove straight to the Golf Club from home. We left the club rooms and up Tallai Rd, then right into Earle Crt and left into Gilston Rd. We followed our well worn trail across Latimers Crossing and left into Nerang-Murwillumbah Rd. After about 10 minutes we stopped at Bochow Park on the right hand side for a convenience break and to stretch our legs. Now, I have contacted our Council to find out why the park is named Bochow, but they have no records and many of our parks could be many decades old. They have given me advice as to how I might find the background to the name so.....in the next issue of our magazine look out for the answer.

We all moved off together and made our way through Natural Bridge, Numinbah Rd, Chillingham, outskirts of Murwillumbah, Dulguigan Rd, Bilambil and down to Tweed Heads and the Golf Club.

Those of us that had driven the morning with the top down really felt the heat and looked forward to a cold drink and the airconditioned Club.

In all we had just on 40 members for lunch with Annie Grey, June Haynes, Lorraine Hornibrook, Bruce and Tip Ibbotson all making the journey down from Brisbane. The Club is so grateful to these long term members and others making the effort as Highway 1 road works caused them all sorts of grief and huge time delays. Hopefully next year the road will be open and a bottleneck removed. The day was quickly over with every one wishing each other a Merry Christmas and we made our way home truly satisfied with another great MG year completed.



## MIDWEEK RUN - JANUARY 8

Our first mid week run for the new year, 2020, saw thirteen cars meet at the Hinterland Regional Park, Hardys Road, Mudgeeraba. After the usual chatter and catch-up, Stuart Duncan ran through his run and discussed upcoming Club events. Then there was the obligatory joke, and it was well received!



We drove out at 9 am, through the backroads of the hinterland. Two cars missed a turn and were temporarily misplaced, but were soon headed in the right direction. We noted the countryside was remarkably greener than previous runs and had benefitted from the nice little drop of rain over the Christmas period. Bikers and cyclists were also out also enjoying the wonderful area we are lucky to call home. Crossing the Nerang River, we were onto the Nerang/Murwillumbah Road ultimately heading to our morning tea break at the beautiful Tamborine Mountain Botanical Gardens. The Gardens were looking spectacular and we all enjoyed our morning tea and a quiet stroll through the gardens with much cooler mountain air. The raffle was won by John Muirhead. Congratulations John. Bad luck Dennis!



Back on the road at 11am with a short run, along Gallery Walk, on through Eagle Heights. We then found our way down to the Beaudesert/ Beenleigh Road connection and headed towards Beaudesert. We then took the long route to Canungra, over the Coomera River and to our delightful lunch destination, the Historic



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Rivermill. The mill, once used to mill arrowroot, has an interesting museum and is situated on the Coomera River where many families delighted in watching turtles in the water and we enjoyed our lunch on the deck with water dragons and chooks and a rooster roaming underfoot.

Many thanks Stuart and Lesley for another lovely and interesting run.

*Laurie and Kay Roberts*





# THANK YOU CFA FOR SAVING THIS MIDGET



*The sign on this MG said -*

*'Sorry that we could only save  
this car and the boat  
**CFA** ' (Victoria)*

*Aidan Handyside posted this  
on the GCMGCC Fbook site*

*Note the side window on the  
hood has melted.*





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## February 2020

### **P – Midweek Run – Wednesday 12 February**

Meet at Hinterland Regional Park, off Hardys Rd, Mudgeeraba at 8.30am for a 9.00am departure. Bring your own Morning tea and lunch will be at a pub or club. No need for numbers. For more information contact Harry Darke on 0400 775 139.

### **P – Coffee Run – Monday 17 February**

10.00am at Pasture & Co Ecovillage Cafe, Currumbin Creek Rd, Currumbin Valley. To assist with café catering, RSVP to David Willmott on [davidanthony56@hotmail.com](mailto:davidanthony56@hotmail.com) or at 5593 2524 / 0408 455 249 by Friday 14 February.

### **P – LSIM run – Sunday 23 February**

Due to Phil Rudd being unavailable on this day, this run has been deferred to Sunday 15 March.

## March 2020

### **P – March Coffee run – Sunday 1 March**

10.00am at Sanctuary Cove. Actual Café will be advised closer to event. To assist with café catering, RSVP to David Willmott on [davidanthony56@hotmail.com](mailto:davidanthony56@hotmail.com) or at 5593 2524 / 0408 455 249 by Thursday 27 February.

### **P – Midweek Run – Wednesday 11 March**

Meet at Winders Park, Currumbin Creek, for a 9.00am departure. BYO morning tea on route to Club lunch in Tweed heads area. RSVP to your hosts Peter and Jill East on [petereast40@gmail.com](mailto:petereast40@gmail.com) or text to 0434 512 675 by Sunday 8 March.

### **P –Not a LSIM run - Sunday 15 March**

Peter Johnston is organising this run to Phil Rudd's, in Palm Beach, to view his collection of cars and automobilia. Meet at Arthur Earle Park at 8.30am for 9 am departure. Morning tea will be at Phil Rudd's residence. Members may decide to go onto a club/pub for lunch. RSVP to Peter on [pe.johnston04@gmail.com](mailto:pe.johnston04@gmail.com) or txt 0417 769 680 by Thursday 12 March

### **P - LSIM run – Sunday 29 March**

Unless someone puts their name forward (to David Willmott) to organise, this event will not happen.



# EVENTS

ase **April 2020**

SVP

r all

MGCC

ents

## **Pre - Nat Meet Tour – Saturday 4 to Wednesday 8 April**

Participants to meet at Plantation House Café, Tallebudgera Valley

## **School Holidays – Monday 6 April to Friday 17 April**

### **P – Mid Week Run – Wednesday 8 April**

Meet at Arthur Earle Park, Nerang at 8.30am for a 9.00am departure. Bring your own Morning tea and lunch will be at Harrisville pub. No need for numbers. For more information contact Ken Shead on [ken\\_shead@hotmail.com](mailto:ken_shead@hotmail.com) or Txt 0404 390 127

## **2020 National MG Meeting – Albury- Wodonga**

**Friday 10 to Tuesday 14 April**

**Post Nat Meet Tour – Tuesday 14 to Wednesday 22 April**

## **Messages from Stuart Duncan (Club Captain)**

**Website** ([www.goldcoastmgcarclub.com.au](http://www.goldcoastmgcarclub.com.au) )

### **Did you know:**

- that photos of some Runs and events are available for viewing on the Club website Gallery webpages.
- all events up to end of June have been added to the website event calendar.

### **Impromptu Events (Runs)**

The Club's Impromptu Event (run) registration form and process has been modified to meet the Queensland Govt SIV Concessional Rego Guidelines concerning club member initiated "Impromptu Events".

Now after members complete and submit the advice form, the website will check your name, email address and membership number, against club data and if they match, your advice will automatically be published on a blog page on the website. (you may have to refresh screen to see your "impromptu event/run"

A link to the Impromptu Event (run) registration form can be found on the website's homepage.

## CHRISTMAS IN JULY

Our Club Secretary Marie Conway- Jones is now taking bookings for this years **Christmas In July** party to be held on the 8th July 2020.

We will be travelling the scenic back roads of New South Wales to the coastal town of Ballina where we have booked the Island Resort for our celebration. Costs are:



Twin share: \$ 285.00

Single: \$190.00



This great discounted package includes: Room, pre dinner Drink, canapé , Christmas Dinner, Dessert and Continental Breakfast.

Plus free lucky door & raffle prizes Plus Santa's mystery presents. This is our premier mid year event so book early to confirm your place.

For further information contact Peter Johnston on:pe.johnston04@gmail.com or ph. 0417769680

*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.*

## 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.

Peter & Stephanie Goldsmith of Tweed Heads 1999 with a Trophy MGF

The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, Lesley & Stuart Duncan, Steve Legge, Les Wake



# UPDATE: AUSTRALIA'S LUXURY CAR TAX MUST BE REMOVED FROM HISTORIC CARS

## **Australian Historic Vehicle Interest Group**

Southbank Victoria, Australia

DEC 24, 2019 —

Merry Christmas everyone!

Our Change.Org “remove LCT from historic car imports” petition has now garnered the support of 11,560 petitioners! We have won support from across the country . What a great job everyone. Thank you so much for your support. We really hope the 2020 Federal Budget will deliver the required change to the LCT legislation.

As an update, you will be pleased to learn the Australian Historic Vehicles Interest Group (which launched this petition), has just hand-delivered the 150-page petition mid last week to Josh Frydenberg's electoral office. It is a most impressive document in hard copy! We met with members of his staff and had a good discussion about the need to abolish the application of LCT on the import of historic vehicles. Our case was well made and understood. The petition has also been handed to other Federal politicians. We are continuing to explain why LCT on historic cars needs to go, hoping to gain support with Treasury and the Treasurer.

While our petition has now done its job and will shortly close, we still need your help! Please ask your local Federal Member for support and ask them to ring Josh Frydenberg direct. We would like this to occur in the first week of February 2020. Calls of support from other politicians to Josh Frydenberg ahead of the Federal Budget preparation could be key to our success.

Thanks again, and we wish you happy motoring in 2020

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

Aplologies to the Darke family. In the October 9 Midweek Report, it should say Marie's granddaughter Sam. Found in time to correct the PDF but not before printing of the Time Machine

# THE MG ADVENTURERS ARE AT IT AGAIN!

In 2017, I thought that having circumnavigated the world in RIP, this would be the end of my association with RIP's Trips, but RIP has thrown a curved ball at me, yet again!

She whispered, "Want to be the first MG to drive to Base Camp Mt Everest in Tibet?"

"

Of course! Why not!

Preliminary planning started in 2018 but things got serious in early 2019 when the editors of Safety Fast, Enjoying MG and the MGA Register graciously posted an "Expression of Interest" for me in their relevant magazines.



*Top - RIP at Bonneville and below RIP in Portugal*

The short story is four very adventurous – or is that brave - teams will be joining RIP, including Blue B from Australia, two MGAs from the UK and an MG Midget, also from the UK.

Preparations have been exciting, but also challenging for the group. Remember, we organize as much of the trip as permitted by the laws of the countries we traverse! Each MG had to be prepared to within an inch of its life! – or, is that, our lives? Spare parts and special tools had to be decided upon and packed away. The itinerary was decided upon. Agents were appointed in South East Asia and China/Tibet to assist with hotel bookings and getting us through country borders. Then came the administration tasks – researching, passports, carnets, shipping, insurances, vaccinations, first aid courses, visas, flights, handouts/gifts, regalia, car decals – the list goes on and on!

The MGs will leave Australia and the UK mid-February 2020 for Bangkok, Thailand, in time for the MG Adventurers to head to the Bridge over the River Kwai early April. Thereafter, we head eastwards to Siem Reap in Cambodia





and the delta of the Mekong River in Vietnam, before turning northwards and following the Mekong River to Laos and into China.

From China, we meet our Government-approved guide and visit rice paddy fields, historic villages on the Silk Road and Tiger Leaping Gorge over the Yangzi River, before turning west and entering Tibet.



Tibet is home to very many high mountain passes – our route taking us over five passes above 5000m (15000ft) and around 10 passes above 4000m (12000ft) – with views to die for!

After visiting the capital, Lhasa, we drive to our overnight stop at Rongpu

*Blue B in USA and Blue B being pulled out of the mud*

Monastery, 6km from Base Camp, where an eco-friendly bus will take us to Base Camp for an experience of a lifetime! Let's hope the weather plays its part!

At this point, the MGA and MG Midget will travel to Nepal and on through India to be shipped home to the UK while the remaining three MGs will continue along the very barren track westwards to Kyrgyzstan, where the MGs will be stored for 12 months – hopefully in a secure location!

Bring on May 2021 and the Adventurers will return to their MGs and drive to Abingdon, UK via Uzbekistan, Russia, Finland, Estonia, Latvia, Lithuania, Poland, Germany and France.

The Adventurers are:

Dave and Laurel Godwin in RIP, an MGA, who visited the UK in RIP in 2005 and fell in love with travelling the world in RIP and meeting MG people.

Ross and Shez Letten in Blue B, an MGB, which has completed all trips with RIP, except for the first trip in 2010 – namely, the first MG to drive from the MG Factory, China to the MG Factory, UK.

Charlotte (Charlie) and Steve Vowden, daughter and father, in Frisky, an MGA. Charlie inherited her Grandfather's MGA and is the youngest member of the group – very young!



Lloyd and Sue Tredell in an MG Midget. Packing will be a challenge for Lloyd and Sue as they are both tall and the MG Midget is not large...



Paul and Susan McAvoy in an MGA. Paul is an Engineer extraordinaire – designs, fabricates and installs bespoke machinery for the agricultural industry.

*Dave Godwin*

*Charlie and Steve posing for photos in Frisky*





# MG GAN 1 MIDGET 1962

## GAN 1/13371 Engine No. 17348

This Midget was bought in England and collected at Abingdon by an American who drove it through all countries where possible to Asia and then it was put on a ship to Melbourne. He then drove it up to Queensland and to Nambour where Ray Grace from Ray Grace Motors saw him having a coffee. Ray said to him 'Where are you going in that, sonny?' to which he replied that he was heading north to the top of Australia. 'Not in that! I can sell you a 4WD'. This is in 1962, of course.

Ray Grace sold trucks and his apprentices had the choice of working on dirty trucks or pulling to pieces the Midget. You can guess what they chose and the Midget ended up in 7 wheelie bins. Ray Grace also paid \$18,000 for a perfect repaint job.



It was stored at his ex-wife's place and many years later Ray Grace said that he is dying and has sold his business to Gary Crick. (He didn't die and he only recently passed away.) Ray rang Peter Kerr and said "You are

the MG man – what about this MG, don't let Crick get it". Someone wanted it for parts, "No way" said Peter. So Peter bought it, but he had to wait 10 months for Ray to find the ID plate. Ray eventually realised he was using it as a bookmark.

The Midget, in pieces, was now at Peter's place and Peter felt it would be good for his son, Alfie, to learn about MGs and help put together the Midget. They started off OK together, but the surf called Alfie and he was gone surfing and the Midget was left as it was for many years. It was now a body on wheels.

A few years ago, Peter took the Midget to be put together at Currumbin, but that fellow sold his business! Back home again. Last year the Midget went up to Peter



Tighe at Maleny, who has now put it all together - the body only needed a touchup. The 948cc engine was rebuilt. There is a lovely red interior. Ace Mercury wheel covers as original. All is now out of the wheelie bins! This original MG is running again.

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*Annie with her original tonneau and  
with her new hood on the Gold Coast*



*Sunshine Coast Daily centre spread (below) and Peter answered questions on another page*



# 2019 HISTORIC LEYBURN SPRINTS - AUGUST 16 - 18, 2019

In attending my second stint at the Leyburn Sprints I was fully expecting icy cold winds, cold nights but loads of action on the track and in the town of Leyburn. I was only let down on one count. I had promised my driver and our newly elected Vice President, Dale Hansen, that he would be okay during the weekend away if he was really rugged up – how wrong I was and we were!

This year there were five cars who made the trek from Brisbane and the Gold Coast to the isolated country village of Leyburn. A TC, an MGB, an MGF and an MGTF who were accompanied by a Mazda MX5.

Seven of us had a really relaxing and enjoyable weekend staying at the gorgeous “Bull and Barley Inn” at Cambooya. The locals remembered us from last year and they were even more hospitable than had been the case in 2018! Last year the MG folk bought lots of raffle tickets for meat trays and won. This year ditto. We handed the meat trays to ladies with children, again.

Saturday was very warm for a winter’s day. T-shirts and jeans (no shorts because we thought it would be cold!) and great conditions to walk around the outside and inside of the track and explore. We were able to go into the pits to see the cars and our two run maestros, Murray and Rob, made the most of their opportunities to visit the MG racing crews between sprint laps around the town’s circuit.

It is here that I confess that I was not aware that I would be writing this tale until today (11/11/ 2019) and therefore there are gaps aplenty in the details of the run. All of us had been to Leyburn before and we all knew what we wanted to do and did it!

Dale Hansen and myself managed to get into an area on the circuit with a grandstand on the central western section of the track. A sweeping corner at either of a long straight, a chicane near the end of the straight to slow (well for most cars at least!) drivers down and a fast right hander right in front of our stand.

We had a great vantage point as we had shelter from a tree, and needed it, we had a perfect view of cars weaving in and out of hay bales and sometimes hitting them. We had perfect view of a right hander which enabled us to view nearly every car fishtailing and some ending in the dirt. One being an Escort ploughing into the school’s fence and another incident when an early model Aston Martin came to grief right in front of us. It was like watching \$100 notes being ripped up before your eyes! We were told that the Aston was a million dollar car and that the owner had headed home immediately after the race. No doubt he was inconsolable.



We watched an array of MG's giving the circuit a good working over. We were intrigued by Hyundai's first ever models really howling around a circuit which was made for them and Ford Escorts. Suffice to say the big V8s could not cut loose on the short straights and with tight corners and chicanes the big engined cars struggled to get more than wheelspin and noise going on this tight street circuit.

Have to say that weekend is a lot of fun. Two great days of racing around the streets of a small country town. When you realise that the first Australian Grand Prix events were held on the nearby airfield this weekend oozes charm, history, heritage and bucket loads of fun.

Has anyone ever considered why Murray Arundell does so well in organising MG Car Club events – right in the middle of his name it gives credence to Murray's destiny... **A...run...dell!**

Might see you at next run!

*Dale Hansen, driver and Richard Patterson, co-driver*





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# HISTORY OF MG – PART 16 - MG TD

It was clear to the MG Car Company after the end of the war that the days of the cart sprung, flexible chassis were over. They secured Alex Issigonis who demonstrated he and Alex Moulton were in the forefront of suspension design. This was a new range of coil spring and wishbone independent front suspension mounted on a subframe first found its way into the MG YA a four seater saloon which was first produced in 1947 and used the XPAG engine with a single carburettor.

This new sports car was the TD and it went into production in 1950. It is important to note the chassis was similar to the YB, the later of the two Y-type saloons, and the YB chassis swept over rather than under the rear axle. This allowed greater suspension travel, desirable in some export markets. The chassis was an immensely strong box section structure, incorporating the independent front suspension and a live rear axle, with springs considerably softer than those on the TC. Front and rear track were the same as the Y-type's, therefore wider than the TC's, but the wheelbase remained the same at 7ft 10in. The more substantial chassis and redesigned body carried a penalty in that the car was 2cwt heavier than the TC. The early chassis on the TD were flat without any additional bracing. However, after 100 cars had been produced a tubular steel brace was fitted to soften the scuttle. The chassis frame was always painted black.

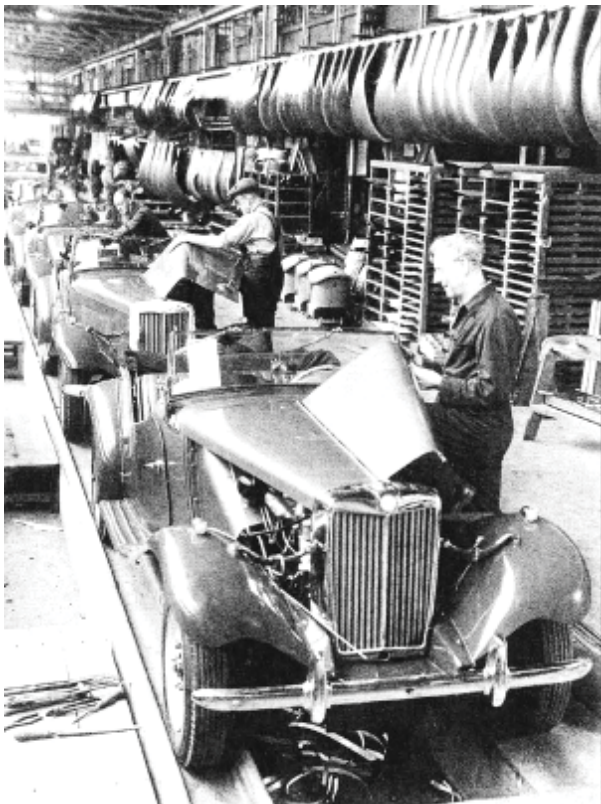


Using the XPAG engine as the last TCs, it still had the throw-way oil filter and the earlier distributor, although effectively the engine came straight off the Y-type, incorporating that version's sump, rocker cover, clutch housing, dynamo, starter and engine mountings. The front engine mounting was much more flexible than the TC's. The bearer plate was modified so that the engine was mounted at the centre in the cradle. This meant that the engine would wobble a lot more, had is not been for the fact that a stabiliser bar was fitted between the front of the cylinder head and the mounting attached to the chassis. This is known as the stabiliser bar.

All TD engines were painted deep red. This applied to the cylinder block, cylinder head, and even the sump and timing chain cover. The rocker cover was normally a silver grey-green. The exhaust manifold and clamps were metal sprayed to look like aluminium, the dipstick and gear lever were chrome plated, and the oil filler cap, gearbox dipstick and engine stabiliser link and hose clamps were cadmium plated. The gearbox remote change housing and the air cleaner manifold were left in natural aluminium. A few cars also appeared with the timing cover, sump and clutch housing unpainted.

*Peter Kerr*

TO BE CONTINUED







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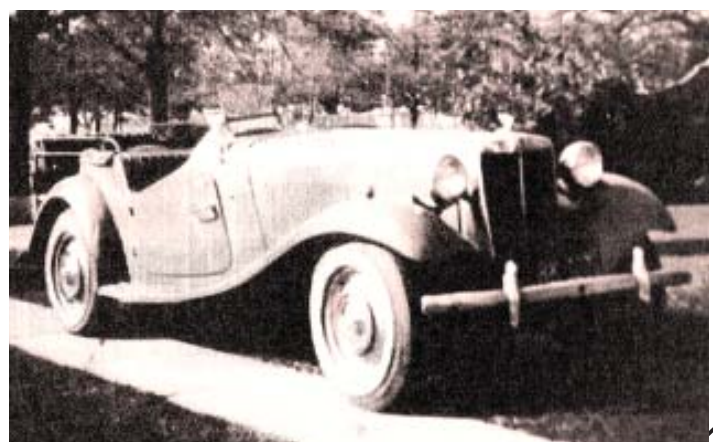
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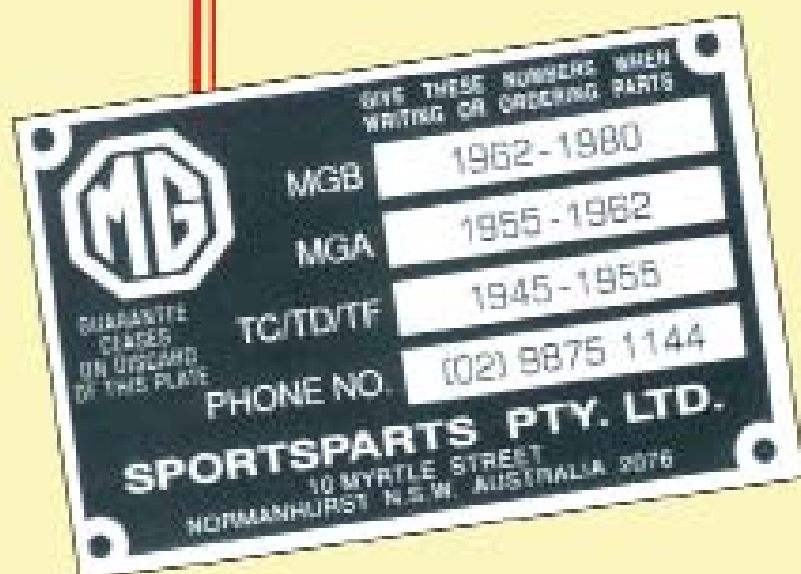


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