

THE TIME MACHINE

August September 19

Day 1 of the 7th Peking to Paris Challenge. Club members John and Marian Crighton are at the start at the Great Wall of China, with MG friends.



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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Other MGs - TBA

The Committee welcomes your phone calls, but please before 8.30 pm
Q time

PRESIDENTS REPORT



Greetings All

I am sure you are all aware that the Gold Coast City has now become home to a dedicated MG Dealership called MG Motor. The Dealership is located at 4 Spendelove Avenue, Southport and consists of showrooms and a MG workshop. Having spoken to the principals they are thrilled to be associated with our Club. In this addition of the TTM you will notice their Advertisement on the front inside cover. If any member is in the market for a new car, the new MG is well worth considering.

In conjunction with MG Motor we have been asked to partner with the Dealership in presenting some of our cars at the next Gold Coast Show to start on the 30th August and closing on September 1st. . It was suggested that we have a range of our classics alongside the new MG vehicles. The Show is located at the Parklands on the Southport Broadwater and is the largest and most popularly attended event on the city calendar. Last year was a record year with over one hundred and ten thousand guests enjoying what the show has to offer. The opportunity for our Club to showcase our vehicles and promote owning a classic whilst belonging to this great Club is an opportunity not to be missed.

Since the last Time Machine the Club has never been busier with away runs, day runs and coffee runs. The attendance at these events has been excellent. It's now nothing to see twenty to thirty cars lined up start a run. I can honestly say I know of no other Gold Coast Car Club that can match our Club's consistently high numbers attending rallies and events. I overheard a new member mentioning how friendly and welcoming our members were. That says to me that this Club is doing something right. As for that to happen every active member should congratulate themselves for even being a part of this organisation.

There has been a change on how we distribute new membership cards. Rather than post new cards every year we are now going to issue you with a card showing your name, date of joining and membership number. This will be your permanent card and will be sent with your Club's Time Machine. The cost of mail delivery now forced this change. Upon payment of your membership fees our computer system will generate a receipt that will be electronically sent to you. You can then print it or store it within your computer or phone.

Next month marks three years since I became President of this wonderful Club. Next month also marks the closure of my role as President. I have always maintained that three years is for me the period for a Presidency. As in all things there have been so many highs associated with being President and unfortunately some lows. Particularly when we witness the passing of beloved fellow club members.

Much of what this committee has achieved over the last three years has been behind the scenes. The upgrading and where necessary replacement of computers and computer systems has ensured we, as a Club, comply with ever changing and increasing legislative rules. Our award winning website is testament to what we can achieve without increasing membership fees or altering our Clubs asset base. Each committee member has dedicated many hours of their time to this Club and for that I thank them. The introduction of Coffee runs and those wonderful extended away trips that so many of us enjoyed has added to the diversity of Club activities. This is a very active Club with a big charitable heart and that for me made me very proud to be its President.

Finally, I thank you all for your support over the past three years with a special thanks to my wife, Liz. Her support and wisdom has been my rock. I have nominated for committee so I will be able to support the next President whoever that is.

So enough from me, so let's go and have fun.

Peter Johnston

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Classic Car Clinic

8-241 Brisbane Rd

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www.classiccarclinic.com.au

Start of a New Era

One thing is sure in business – nothing ever stays the same!

With the retirement of Mark Boldry, Classic Car Clinic is entering a new phase – one where you, the Customer, will be assigned Rob or Steve, one of our qualified Technicians, who will be responsible for your vehicles – from the outset! Our Technician's prime responsibility is to ensure your experience with Classic Car Clinic is a successful one, so that not only will you be better informed, but we hope you will tell other classic car enthusiasts of your experience too!

When your classic car is ready for a service or repairs, please get in touch and give us a go! We are here to help!

Dave Godwin - Classic Car Clinic








Peking to Paris 2019

Congratulations to Ashton and Giles....'They' said it couldn't be done in a Healey.... Well, here's the proof.... ! The only issues were rear springs (component failure) and clutch thrust bearing (due to mud..!)...

*The Austin Healey 100/4 extensively restored and prepared by the
Classic Car Clinic*

PEKING TO PARIS

FIRST RACE 1907 WITH 5 CARS

- **Itala**,  7 litre engine, finished 1st, driven by Prince Scipione Borghese and Ettore Guizzardi
- **Spyker**,  finished 2nd, driven by Charles Godard with Jean du Taillis
- **Contal**,  did not finish, three-wheeler Cyclecar, driven by Auguste Pons
- **DeDion 1**,  finished 3rd, driven by Georges Cormier
- **DeDion 2**,  finished 4th, driven by Victor Collignon

The **Peking to Paris** motor race was an automobile race, originally held in 1907, between Peking (now Beijing), then Qing China and Paris, France, a distance of 14,994 kilometres (9,317 mi). There were no rules in the race, except that the first car to Paris would win the prize of a magnum of Mumm champagne. The race went without any assistance through countryside where there were no roads or roadmaps. Officially, the race had been cancelled. For the race, camels carrying fuel left Peking and set up at stations along the route, to provide fuel for the racers. It was held during a time when cars were fairly new and the route traversed remote areas of Asia where people were not yet familiar with motor travel. The route between Peking and Lake Baikal had only previously been attempted on horseback. The race started from the French embassy in Peking on 10 June 1907. The winner, Prince Scipione Borghese arrived in Paris on 10 August 1907.^[1]

On 15 May 2005 five cars led by Lang Kidby departed Beijing for Paris, retracing the original route with very similar cars to the originals; a 1907 Spyker, a 1907 and a 1912 De Dion-Bouton, a 1907 Itala, and a Contal Cycle-car replica. A four-part documentary series entitled *Peking to Paris* was shown on the ABC, hosted by Warren Brown, one of two drivers on the Itala and a cartoonist with Sydney newspaper *The Daily Telegraph*. In 2007 the Endurance Rally Association staged a rally to celebrate the centenary of the original 1907 race. *(from Wikipedia)*



The 7th ERA Peking to Paris challenge is now being held from 2nd June to 7th July. GCMGCC Club members, John and Marian Crighton are competing in their '72 MGBGT, which they have used in many world rallies.

At the time of writing, results are available to Day 23 – Kazan – Nizhny Novgorod.

John and Marian are in the Classic Section – Overall position 23, Class D -9th, in line to win a Silver Medal. There are 74 cars in the Classic Section. The leading car in Classic Section is an Australian pair of Gerry Crown and Matt Bryson in their Leyland P76! In the Vintage Section there are 27 cars.



Australian entries.



International entries, Top left - 1928 Bentley
Right - 1910 Pullman Steam Car.
Above - 1907 Contal Cyclecar

THE FOLLOWING REPORTS WERE SENT BY JOHN AND MARIAN CRIGHTON (GCMGCC) DURING THE 2019 PEKING TO PARIS RALLY:

May 30 - We arrived in Beijing this afternoon and expect to be able to collect the cars in the morning.

The 'highlight' of today was a compulsory briefing by the Chinese police. They were anxious to ensure we understood what side of the road to drive, to adjust our mirrors and seats before starting off, and to slow down before entering intersections, very helpful!!!

May 31 - Beijing does not impress, although the weather is brilliant. We were taken by bus to a storage facility near the airport to collect the cars this morning. Then the task of finding our way back to the city and our hotel. We did a few more kilometres than strictly necessary but got back in reasonable time, and then put the car through the scrutineering process. All good. Lots of interesting and exotic cars here. Rolls (1929 and 1975), Ferrari (GT4), Bentley (1928), a beautiful Alvis Firefly (1933), and lots of Porsches, Volvos, etc.

At the 'welcome' dinner we avoided folk we knew and sat with a guy who will drive a 1910 White Pullman steam car, a guy from Siberia who is one of the mechanics and a guy from Kazakhstan who has entered a Russian built Lada. Really interesting folk.

And to cap the evening off a rally friend who lives in Derbyshire invited me to be co-pilot in his 1903 Clement which he has entered in the 2020 London to Brighton Rally. Very exciting

The Chinese MG Car Club folk want to come and see the car tomorrow. They have offered us the facilities of a (modern) MG workshop if we wanted a final check but I think we will be ok.

June 6 - Just woke up from a deep sleep in a hotel in Ulsan Baatar. We emerged from the desert late last night dusty and tired. We head back to the desert tomorrow. This is what can happen to over exuberant drivers. He had screamed past us a few kms back. We stopped to help. Mum checked them out pending the arrival



of the support team. The Porsche came over a crest at warp speed, hit nose first and rolled end over end six times. The driver was injured (and lucky not to be killed) by an unsecured half shaft in the cabin that became a missile. He was lucky that he was only struck a glancing blow that removed part of his ear.

June 13 - We arrived here this afternoon to a civic reception. I guess not much happens put here so everyone excited. Crowds of people cheering and clapping, music, the full nine yards.

Sadly, my phone has gone astray, along with some of the photo of amazing places we have traversed, so verbiage will have to suffice.



Seriously difficult roads. Actually four wheel drive tracks, in many instances. But the little MGB coped, and unlike many others, did not need to be towed up a particularly rough, muddy, steep climb the other day over a 8500' pass.



A massive navigational error early in the event (in Mongolia) cost us a couple of hours and any chance of a gold medal, but now we are able to wind back and concentrate on keeping the car together. The rally has already lost around 30 cars. Some might be able to rejoin the rally after repairs, but it is an indication of the difficulty. Some of our friends are marooned on the other side of the Russian border. The daily battle is to get everything back in the car.

A big day tomorrow. 550km, but only 200 on dirt. But we will end up in a largish city (Novosibirsk) where we will have a day off for repairs, washing of clothes, shopping for car parts etc etc.

June 20 - We returned to Russia (from Kazakhstan) today - 7 hours to cross the border.



We will spend the night at Bannoe Lake Resort. Not particularly glamorous but fine for us. We are both a bit tired. I had to race the clock to reassemble and install the starter motor in the car park before the start this morning.



The rear crank oil seal is leaking, probably as a result of the amazing amount of mud, dust, sand and water that the car has been immersed in recently. I hope to pull the engine out and replace the seal at the next 'rest' day.

June 22 - Not a single puncture yet on our car. This will be the third rally we have done with them on the car (Yokohama Geolander SUV tyres). Not remarkable, perhaps, until you notice how many tyres other cars are going through. One car has 'scored' an amazing 18 tyres. Another 10, and another 16. It would be very pleasing if we can arrive in Paris without changing a wheel even once!

John and Marian Crighton

Home Sweet Home?



THE DAM BUSTERS TOUR - MAY 29

Most “Last Sunday in the Month” runs are usually predictable, meet locally and commence the run at 9.00 or after, drive not too far for morning tea and after a good chin wag, off for another drive to a venue to purchase lunch.

Well not on this Sunday 26th May. We were in for a real treat: a guided tour of two of our very own dams owned by us, the ratepayers and managed by SEQWATER

Our tour was conducted by Club member Paul Rogers, whose official work title is: Coordinator: Dam, Recreation, Catchment & Supply Operations Scenic Rim.

Paul wanted us to meet at the club rooms for an early start (7.30) as we were going to visit the Hinze dam then on to the Wyaralong dam. After a briefing by Paul, the 38 attendees were given route instructions printed in colour, aptly named THE DAM BUSTERS TOUR. This was going to be an impressive day.



The first part of the run was to Hinze dam from Mudgeeraba via Springbrook and Pine Creek Rds. Once in the dam grounds





we were escorted through locked gates to the pumping station below the massive wall. This area used to be open to the public for picnics but since the raising of the dam wall in 2011, access is now forbidden. Paul explained that the wall was raised 15 metres and as a consequence the storage capacity doubled. The catchment area is 207 sq kilometres and includes the Numinbah Valley and Springbrook Plateau - about 77% is native bushland and state forest. The pumps are only run at the moment for maintenance reasons because, since the upgrade, the dam level has provided

enough capacity to gravity feed its pipework downstream. This saves large costs for electricity. Another feature below the wall is the fish catch station which is the only one of its kind in Australia. During different seasons native and imported fish attempt to return up the Nerang River so a system of concrete catchment tanks allow the SEQWATER staff to sort and return the native species up to the dam and the invasive fish are humanely destroyed.

I think none of us realised the importance of this dam to protect us from flood events as we seem to have more long periods of dry weather and the occasional rain event is so short lived, but Paul assured us that without the dam as it is now, lots of our Gold Coast area would certainly be inundated in a flood. The protection it gives us is immeasurable.

Now it was time to visit the Café at the top of the wall for morning tea. It was at this stage some members had other commitments and would leave us and make their way home.



Cut off date for next magazine 10th September 2019

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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Account Name Gold Coast MG Car Club Inc

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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 July 2019

Active 144 Family 113 Life 7 Honorary 4 TOTAL 268

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

Paul's instructions now took us up Beechmont Rd through Beechmont and into Canungra. What a great MG road!! Straight on ahead and onto Beaudesert and out the



other side on the Beaudesert – Boonah Rd for 18 Kilometres where we lunched at the Wyaralong dam with our own picnic hampers. Not a Yogi Bear or Park Ranger in sight!! (Come on, you all remember the cartoon)



After lunch Paul offered to give us the Tour of this newest Southeast dam. On through security gates and to the base of the concrete wall, this dam was only completed in 2011 and has a catchment area of 546 square kilometres. The dam has been

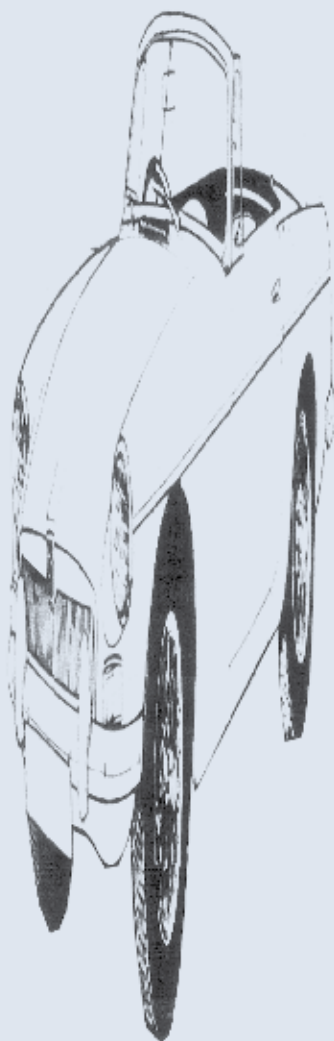
built not only for the future water requirements of the Southeast but for flood mitigation as well. It's also used for many water sports and all sorts of recreation in and around the park.

It was now time to wind our way back to the coast and home. What an experience we had!!



A big THANK YOU to Paul and his Hinze crew for showing us around as this would not have been possible otherwise. Do we look forward to another tour? Stay tuned folks you never know what's next.

Gary Stevens



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RING STUART OR SALLY RATCLIFF

MIDWEEK RUN – JUNE 12

The members met at Arthur Earle Park for this Run which had been organised by Barry and Annie Grey. They made their way to Charlie Hammel Park at Cabbage Tree Point.

I had hoped to bring my sister, Lorraine, who was up on holidays from Melbourne. Peter came down from the Sunshine Coast to catch up with Lorraine, as he has a lot in common with her from Eltham, Victoria.



Unfortunately Lorraine was ill and unable to come on the Run, so Peter was in his red RV8 and I was in Meghan MX5 as Peter planned to



go home after lunch. We sort of got lost on the way to morning tea and caught the group after they had left the Park.



On to the Bearded Dragon at Tamborine where we enjoyed our lunch on the verandah.

Our thanks to Barry and Annie for a very enjoyable Run.



Carole Cooke



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At the
Bearded
Dragon
for lunch



2020 MG Nat Meet

Albury - Wodonga



Your Invitation

This is your personal invitation to join the MG Car Club Victoria for the 51st running of the MG National Meeting.

The event will be held in the twin cities of **Albury – Wodonga** over the Easter Weekend, **10th to 14th of April 2020.**

The location has been especially chosen for its central position to encourage all our friends from interstate to join us in celebrating 50 years since Victoria ran its first National Meeting in Melbourne.

We look forward to welcoming you and your MG for a fun filled weekend in Albury – Wodonga

All the traditional activities and events will be included over the weekend.

The Concourse will utilize Gateway Park on the mighty Murray River shoreline.

Social events will be held in top class Council owned facilities in both Albury and Wodonga.

Our competitive comrades won't be disappointed with the 1.6km track at the Wodonga TAFE where the Sprints and Motorkhana will be held.

Accommodation is plentiful and ranges from Resorts along the Murray River, Caravan Parks and Hotels / Motels in Albury – Wodonga, some within easy walking distance to the social events.

However, please book early, as the area is very busy over Easter

Contacts for more Information

Website - www.mgcc.com.au/natmeet2020

Ian Prior – natmeetdirector@mgcc.com.au

Doug Morrissey – natmeetdeputydirector@mgcc.com.au

John Lane – natmeetsecretary@mgcc.com.au

Allan Fabry – president@mgcc.com.au





All Venues Centrally Located

The Regional location will ensure close proximity and short commuting time to all events and activities.

Friday - Registration & Noggin n Natter

Will be held at "The Cube" in Wodonga. This Council multi-purpose facility will be ideal for Friday Registration and Noggin n Natter including the Rocker Cover Racing plus Tuesday's Farewell Breakfast.



Saturday - The Concourse

Gateway Lakes Park is halfway between the two cities on the banks of the Murray River. It is a wide-open space with plenty of room for all our cars. The adjoining Arts Precinct is also worth exploring.



Sunday and Monday - Speed Events

Wodonga TAFE Logic Centre will be the centre of activities and boasts a tight very technical 1.6km track, which will test even the best drivers.

Sunday and Monday - Touring Events

The quaint historic hamlets of Yackandandah, Beechworth, Myrtleford, Rutherglen, Corowa and Yarrawonga await participants of the MG Touring events. You will enjoy the scenic landscape and the questions won't be too cryptic.



Saturday and Monday - Social Events

The Theme Night and Presentation Dinner will utilize the Albury Entertainment Centre in the heart of Albury.

P - Saturday August 10 - Coffee Run

10 am. Calypso Bay Recreation Club, Calypso Bay Jacobs Well

P - Midweek Run - August 14

Your organiser is David Willmott, Meet at Arthur Earle Park to leave by 9.30am (note later departure) for BYO morning tea at Hinterland Regional Park and onto View Cafe at Hinze Dam for lunch.

Please advise David of attendance by Monday 12th August on email, davidanthony56@hotmail.com or Ph 0408 455249.

P - Sunday August 25 will be our AGM. Starts at 11.00am.

All positions vacant. Anyone can fill in a nomination form but it must be sent into the Secretary ten days prior to AGM. Light Lunch provided.

Pre-War Rally Friday 6th - 9th September at Maclean NSW (near Yamba)

All enquiries to Stuart Duncan.

P - Midweek Run - September 11.

TBA. Organiser is David Willmott.

P - Mon 16 September - Coffee Run

10 am. Outpost Café, Canungra

P - Sunday September 29 will be our Display Day

To be held at Rudd Park. Details to come

P - Ride the Rattler - Queen's Birthday Long Weekend

October 5th - 7th See Page 40 for details. The organiser is Murray Arundell.

P - Sat 19 October – Coffee Run

10 am. Ross Evans Garden Centre, Olson Ave, Coombabah.

Please confirm details on the GCMGCC website events page or check with the Acting Club Captains for details.

**Gary Stevens and David Willmott are our
Acting Joint Club Captains until the AGM.**

EVENTS

ase
VP
all
GCC
nts

All British Day - Brisbane 2019 - September 22

39th Year Sunday 22nd September 2019 8:30am - 2:00pm Gates Open 7am at St Joseph's College Sports Grounds, Vivian Street, Tennyson, Brisbane. Featuring Classic British Cars, Motorcycles & Commercial Vehicles. Proceeds to charity.

Display Vehicles \$20.00 Walk in spectators \$2:00 Car Parking \$5:00

Food and drinks available on site Note: This is a display only, not a swap meet No dogs on site, No drones to be flown on site.

Members wishing to participate in showing their MG please make your own way to the event at the cost of \$20.00 and be there by 8.30am.

Members wishing to go in convoy and pay \$5.00 and park only please meet at the BP Coomera, at 8.00am for an 8.30 departure.

Numbers not needed.

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.

Leslie Wake - Maudsland - '78 MGB

Neville and Robyne Jones - Molendinar - 2004 TF 160

Catherine Robinson - Carindale - 2019

Stuart and Gabriella Causer - Surfers Paradise - 2018 ZS

Nigel Element - Ormeau - '56 MGA

The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, L & S Duncan, J & M Crighton, Ian George, Steve Begley, Pam Everitt, Paul Rogers, Janine Pritchard, Richard Patterson, Internet

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.

LETTER TO THE EDITOR

MG GT 2021

For several years now, I have pondered about the expense of attending National Meetings, and the added expense of insurance (i.e.CAMS) etc. ...brought about mainly by the motorsport events that are involved. I have been to several overseas annual MG get-togethers, and they are generally without motorsport and just great social gatherings. I have often wondered if this is what we need in Australia i.e. a gathering of MG's just to talk, show off, tell lies, and have a few beers/wines. So I thought I would put it out in social media just to see if anyone had the same thoughts...would you believe I had over 100 people within a few days, all saying that something like this would be great! The general consensus was that motorsport/insurance is killing the National Meetings.

I've come up with an idea, called MG GT 2021, and have centred the original one in Dubbo (being very central to all eastern States. I've spoken with Dubbo Council, and they are all for the event, having had several car clubs base events there.

Briefly, a 3/4 day gathering, with functions on two nights. Either one or two scenic runs, a display day. No prizes, no Concours, no motorsport (maybe a funkhana.. meaning novelty stuff). No regalia, except for a hat or badge. No fancy dress or theme nights.

This idea is not in opposition to the National Meetings, just an alternative and cheaper social version.

I've already had some people offer to assist with the event, if it goes ahead. I'm not sure if the GCMGCC will get behind this, but with changes to Committee over the next year or so, I'm hopeful.

Gary Lock

MG
Jig-
saw



TC 7762

TC 7762 was born on the 28th January 1949. It maintained a fairly active life and was certainly well-used and suffered in the hands of its previous owners.

That was until David Raglass purchased it in 1959 for 100 pounds. It was very rough but drivable. He immediately stripped it and commenced to build a special.



1963 TC

He commissioned South Australian man Tony Ohlmeyer to wave his magic wand and produce what we have today. The shortened T type chassis was the brain child Tony who was a very well-known and respected motor engineer who specialized in MG's.



1966 TC

Tony raced his own TA as well as race preparing many others and had a reputation for being mechanical and tuning perfectionist.

He calculated the wheelbase to track ratio of the best handling cars of the era and concluded that a TA, TB or TC chassis had to be shortened by 6 ½" to achieve the same ratio.

To our knowledge Tony shortened eight chassis during the 40' and 50's and all became successful on the track or road. Tony shortened his own TC engine TA as well as Tom Stevens TA/TC which was later raced by Jack Brabham and now owned by John Gillet of Bira K3 fame.



2019 TC dash

The Lou Molina race TC is also an Ohlmeyer car. Others have since followed in Tony's footsteps and gone on to shorten T type chassis.

There is no visual evidence of where a genuine Ohlmeyer chassis has been shortened. Tony cut 6 ½" piece out of the box section on an angle after removing the cross member. He then welded the join using strips of the waste piece as welding rods to ensure the steel was an exact match. He then ground the weld off perfectly and re-fitted the cross member so the rivets were either side of the weld. The body runs its original steel panels all be it modified to take the shorter chassis but the timber frame was replaced with a lightweight aluminium frame but steel box framed channel at the major stress points.

Originally built with cycle guards in 1959 but as David said he did a lot of spirited driving on dirt and gravel roads thru the Adelaide Hills and both he and the car suffered with gravel rash. David then decided to fit the original swept wings back on the car in 1966. One of our projects is to fit cycle guards back on the car as well as a new twin filler fuel tank which we had for one of our other TC's.

The car was run with twin SU's up until 1963 when a Marshall super charger with 1 ¾" SU was fitted. Tony Ohlmeyer purchased ten XPEG 1500cc short motors from a dealer who was closing down. This special runs one of these XPEG motors but retains the TC head which was modified to fit as well as ported & polished & larger valves.

The car runs a number of other modifications including telescopic shockers, front ventilated brakes, front axle torque cables, heavy duty stub axles & heavy duty half shafts just to name a few. It currently runs 17" wheels but it is intended to have some wider 16" in the near future.

To say the car goes like a scalded cat is an understatement. It is intended to keep adding to its continuous history and the aim is to campaign it within club level events, more than likely in the hands of my son Josh who says it's not to be hidden away as a garden gnome.

Ian George



COFFEE RUN JUNE 22

On Saturday June 22, Stuart Duncan organised another Coffee Run. This time we went to the Nook and Kranny Café at Lower Beechmont. We all met there by 10 o'clock. Some had a hearty breakfast while other had coffee and cake. A great day, thanks Stuart.

Carole Cooke



THE CARS : MGF AND TF DEVELOPMENT STORY (PR3)

PART 2 - KEITH ADAMS

Making the mid-engined choice

Although technically very interesting, PR1 was the first to be ruled out, because of its front-wheel-drive layout. It was felt that, although it offered an extremely competent compromise in the handling department, its reliance on the Maestro floorpan meant that it would be running on soon-to-be-obsolete componentry.

The choice was, therefore, between the hairy 3.9-litre rear-wheel-drive car, and the more sophisticated mid-engined layout. Both layouts had their adherents, but in the end, the more forward looking of the two was chosen...

After much deliberation, RSP settled on the mid-engined layout for the new car, dubbed the PR3, because of the superior road behaviour offered by the layout – this was in the days before the Lotus Elan proved once and for all that front-wheel-drive cars could be made to handle as well as their rear-wheel-drive counterparts.

Moving from Canley to MGA developments

Previous MG Midget and F16 prototypes may have been front-engine/front-wheel drive, but that was because of the ease of employing existing running gear. Although the front-engine/rear-wheel-drive option had its fans inside Special Products, it was ruled out on cost grounds: a mid-engined car could use an existing engine/gearbox package without major modification, whereas a rear driven car would require an entirely new platform and running gear.

In January 1991, with Rover's own Design Department working feverishly on the Rover 600 and the rest of the so-called Portfolio range, Special Products sensibly commissioned PR3 styling proposals from ADC, IAD and MGA Developments.

MGA Development's styling mock-up for the PR3, dating back to 1991 shows that the MGF package was already pretty much defined: the mid-engined layout, body shape survived through to the final model

Out of the three companies. MGA Development's version was deemed the most suitable by management, and it was from this proposal that the final MGF shape was created. The design brief given by Rover was open – there needed to be a conceptual relationship with the MG EX-E, as well as more contemporary rival convertibles.



It also needed to be unmistakably an MG, with an overall feeling of Britishness. Rover's management reviewed MGA's PR3 proposal and liked what they saw. Steve Harper, a member of the team that worked on the PR3 for MGA recalled their reaction: 'The feedback we got was very positive. The high rear deck went down well, as did the bodyside surfacing and the car's squat stance, but the front end treatment drew some criticism – too anonymous, not MG.'

MGF comes in-house

By May 1991, MGA signed off their PR3 proposal and passed it over to Canley for final productionisation by EX-E stylist, Gerry McGovern and Gordon Sked. Many subtle changes were made at this stage of the process – the windscreen became lower, the flanks were lowered and the overhangs shortened.



Significantly, major changes were made to the front of the car, where fuller, rounder headlights were incorporated and a traditional MG grille arrangement that aped the post-1976 MGB. Happily, the Gerry McGovern arrangement was considerably more stylish than the rather heavy-handed original.

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So the styling was an amalgam of new-age thinking and traditional MG design cues, the engineering and concept owed nothing at all to any previous production cars by the marque. The MG ADO21 and EX-E may have shared a mid-engined layout, but neither was anywhere near being a production reality.

The Gerry McGovern sketch shows clearly that the MGA PR3 was a suitable starting point, but major changes to the overall appearance of the car would result from his alterations. Clearly evident from this rendering is the striking similarity to the EX-E of 1985 – especially to the rear of the hard top version

So, thanks to Rover's insistence that the PR3 was to be as British as bangers and mash, it was heart warming to see that the Rover parts bin was raided – and no Honda at all crept into the design, a temptation for any Rover Engineer during the early 1990s. There was only one choice for the power unit: the K-Series engine, but surprising for observers, the suspension used was Dr Alex Moulton's Hydragas – hardly an obvious choice, given the cars in which it was previously used.



But Hydragas worked especially well with the mid-engined MG because it could be tuned specifically to provide accurate response during direction changes, without being too nervy. As Alex Moulton related in Autocar magazine at the launch of the MGF, "it de-fidgets the car" because of its best property – the front/rear connection. Being short of wheelbase, the car was potentially very susceptible to becoming unsettled on rough surfaces – but the interconnected MG suffered far less than its rivals.

Hood up or down, the profile of the MGF looked good – the low profile hood was engineered by Pininfarina, the only part of this roadster that could be construed as not being British

The 1.8-litre version of the K-Series engine is an engine that was never originally designed for a mid-engined installation. As has been relayed elsewhere, the

K-Series engine was an optimised package for use in small and medium-sized hatchbacks – and, as a result, it was an extremely compact power unit.

However, Rover Group Powertrain was faced with the pressing need to replace the bought-in Honda 1.6-litre engines – and, because of this need, the big block K-Series was born. Some very ingenious engineering solutions were employed to squeeze extra capacity from the K-Series engine, chief of these were new cylinder liners, called damp liners, which allowed an increased cylinder size by fitting bigger bores into the same block size.

The result was four cylinders squeezed into the same size block – a longer throw crankshaft effected the enlargement from 1.6 to 1.8-litres. Continuing Rover's loaves and fishes reputation, the entire budget for the engine programme was, 'less than £200 million'.

Boosting the output with VVC

For the faster version of the MGF various methods of boosting engine power were investigated. Alex Stephenson, Rover Group Powertrain's Managing Director stated: 'we looked at everything, including turbos and superchargers, but VVC offered the best package...'

Basically, Variable Valve Control (VVC) was a concept that Rover had been working on since the launch of the K-Series engine in 1989. Under the codename Hawk, the intention was to boost power by continuously varying the inlet cam period – and this was finally achieved in their first development engine, run in 1993. The secret to the VVC system was a clever mechanical link between the inlet camshaft and its drive – the engine management system altered the relationship between the camshaft and crankshaft. The result was that, at high revs, the valves were held open to boost power, but at low revs, the valves remained closed longer, thus increasing torque.

The step-over point was at 4000rpm, it all meant that VVC enabled versions of the K-Series exhibited the likeable quality of being nicely torquey and driveable at low revs, but when you wanted to press-on, the power would come in gradually above 4000rpm. The effect was somewhat akin that that of the Honda VTEC engine, but with the advantage of having better low-down torque characteristics.

At last... a new MG

To be continued



CAMEL TRAIN RUN – LSIM JUNE 30



What do a camel train, a steam train and an MG car have in common? The answer, of course, is that they are all modes of transport - past and present! The GCMGCC Last Sunday in the Month run delighted all participants in melding ancient transport, world-changing heavy transportation and “olden days cars” in the one fantastic run. Our wonderful hosts for the day, Jim and Moya Haines, created a day which had lots of adventure, oodles of fun driving and, as always, the cars and companionship were the “champions” of the day.



Who would have thought we would venture on a marvellous day, full of symbolism. Camels and camel trains have helped mankind move around the known world for thousands of years. Through the ages camels were a reliable and powerful form of transport.



We all had lunch with the “iron horse”, as the American Indians called the steam locomotive, or steam train, as it traversed the plains of the USA (and traversed Australia too!) We saw ample evidence of the scale and brilliance of trains at our lunchtime break at The Workshops Rail Museum in Ipswich. Congrats on your efforts as weather forecasters too Jim and Moya!



So what did the day shape up like? I think we all know that guys can only do one thing at a time and I was driving and not thinking about writing anything until asked to write this piece by Moya at the end of the day! So here we go...



As is always the case the drive from Coomera to Mount Tamborine was superb and I doubt any MG owner would ever tire of driving through



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the hills and dales of the mountain. You have your roof down, folk waving at you and smiling, you hear the burble of the exhausts of MG cars in front and behind you and there is no better place to be driving around the Coast!

We headed out west and eventually went past the Willowbank Raceway - all driving at the speed limit of course, to the Summerland Camel Farm. This amazing camel farm is near Harrisville and almost directly south of Ipswich.

Some of the MG Car Club members have been to Middle Eastern countries and have seen caravans of camels, visited a caravanserai with an oasis and even ridden a camel, and a dromedary too! (Is that one hump or two sir?) Never seen so many camels in my life as we viewed in the paddocks at Harrisville, all colours and sizes of camels. Some were really cute and you could pat them without them spitting at you!



Some MG members bought camel-produced cheeses. It will be interesting to hear what they taste like when we get together again. There was camel meat available too and an abattoir but I didn't hear of anyone buying a camel steak! This farm is Australia's largest Camel Dairy and Wild Camel Training Centre. Very impressive and a professional set up with horse-style yards, café and retail outlet. Camel rides, camel treks and a camel farm experience were all on offer.

Morning tea progressed beautifully and we had to get a "hurry up" as it was almost lunchtime. It was gratifying to see some of the newer members bringing along home-made sweet items to ensure some of the longer-standing members had plenty of energy for the next section of the run into Ipswich.

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The leg to Ipswich was a combination of country driving and trekking through the suburbs of Ipswich. You can easily forget how many Queenslanders there are in Ipswich – is there another town or city in Queensland with more of these beautiful houses than Ipswich - Maryborough perhaps? Now for a museum visit to “The Workshops Rail Museum”.

If you have the good fortune to walk around an engineering-focussed museum with a couple of engineers then you really can make a great afternoon of this foray. I marvelled at the amazing technologies which produced steam locomotives, diesel locomotives and more recently, electric trains. If you are a fan of the “Great Railway Journeys”



TV show as I am, then you would love his place. It is hard to believe that The Workshops Rail Museum is still servicing trains and rolling stock in 2019.



We were all in awe of the scale and condition of the buildings and exhibits. As a former General Manager of a museum I appreciated the work which has gone into constructing this wonderful



collection of artefacts and engineering marvels. Like many of the MG members we will go back

for a visit another day and enjoy the “iron horses” which changed the world during and post the industrial revolution. So, so impressive!

Another thing which was mightily impressive was the comradeship of the club members. Climbing out of our cars at the museum car park and stopping to admire the MG T-types, As, Bs, BGTs, FTFs and the new MGs was so much fun. I know this may sound corny



but you can feel the genuine love of the MGs as folk speak in reverence about their day, their car and their passengers who shared the day together. Having an MG is really special, driving with around 20 or so other MGs on a run is a delight and the day organised by Jim and Moya Haines was a jaffa! We can't wait for the next run!

Richard Patterson and Janine Prichard 2001 MGF

HISTORY OF MG - PART 12

WILLIAM MORRIS STARTS ASSEMBLING MOTORCARS INSTEAD OF PUSH BIKES



William Morris and his Bullnose Morris hoped to be the British Model T Ford and was his first



entry into the motor car world at the North of England Motor Show in Manchester in February 1913. The new Morris Oxford was followed by the Cowley a couple of years later. Its enduring bullet nose led to the Bullnose which is a familiar and welcome sight in vintage cars today. The early White & Poppe-engined cars of 1913-15 had their limitations but Morris's financial situation dictated that he would have to outsource the manufacture of components to other companies, and it did him no harm.



*Above - Morris Oxford
Below - Morris Cowley*

The end result was a car both affordable and to a high standard. He visited America and inspected the Continental Motor Manufacturing Co of Detroit's new 1556 cc Model U Red Seal engine. Even better was to come when Continental was approached by Hotchkiss in Coventry in 1919 As it turned out, Bullnose

production lasted for 13 years, until 1926. and in 1922, 14,996 were produced compared with the Manchester-built T's of 11,507 Fords. Morris purchased Hotchkiss's Coventry assets in 1923 because Hotchkiss could not produce enough engines to meet Morris's demand.

The greatest difference in driving a Vintage car compared with to a post war one is the need to double de-clutch but the process seemed perfectly natural. The arrangement of the pedals is such that the accelerator is in the centre and the brake is on the right. The Bullnose's gearbox and clutch are well placed. This is also the case with the later MGM type. This car was very popular and became the first large volume MG on the car market.

Peter Kerr



Clockwise - 1925 Morris Cowley, Vintage MGs - 'Old Number One' 1925 14/28 Super Sports, 1929 18/80 tourer, 1928 14/40 tourer, 'Old Number One'

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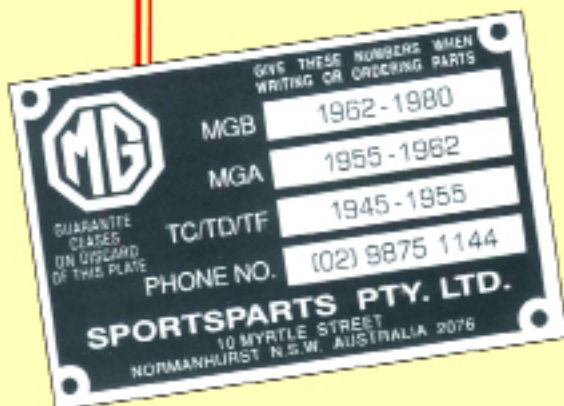
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