

THE TIME MACHINE

October November 21

A most enjoyable
Doggy Run for the
members and the
very well-behaved
dogs of the Club.
And a Midget to
celebrate the 60th
Anniversary



The Official
Magazine of the Gold
Coast MG Car Club

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On all models shown



THE TIME MACHINE

The OFFICIAL JOURNAL of the
GOLD COAST MG CAR CLUB INC.

Affiliated with the MG Car Club UK



Club email: goldcoastmgcarclub@gmail.com

Club Web address: www.goldcoastmgcarclub.com.au

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(Editor)

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(Run Co-Ordinator)

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(Regalia)

Lindsey Stevens (Gary)

(Joint Membership Sec)

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Register Co-ordinators

Peter Kerr - T & Pre War Gary Lock - MGA John Crighton - MGB

Other MGs - TBA

The Committee welcomes your phone calls but please before 9 pm.

President's Report

In mid September, we were finally able to hold the Club's AGM, following its rescheduling due to COVID lockdown. As you would have seen in the list of office bearers on page 3, the Committee has grown with the addition of Caren Sattler, Lindsey Taylor, Shane Goodwin and Cheryl Robinson.



My thanks to Peter Kerr for his input into the Committee over the past year. Laurel Godwin reluctantly accepted the Treasurer's role to ensure the club was able to continue, but Laurel would like someone else to take on the role. The club uses Quickbooks which I am told is very easy to use. I am therefore appealing to members to consider offering to be Treasurer.

Further to my email following the AGM, the 45 members at the meeting passed the resolution to rescind the motion passed at last year's AGM and agreed to hold either a BBQ or a Noggin & Natter every couple of months. The motion to amend the By-Laws in relation to General Meeting motions was withdrawn to take account of helpful comments from the floor. Once rewritten, the amended By-Law will be circulated to members for comment, prior to being agreed to by the Committee.

On behalf of the Committee, I have tried to keep you updated on upcoming events and runs in my weekly emails, however if you haven't received them, please let me know. These emails give updated information on club runs and events including those organised by other organisations which we think you may be interested in attending. By listing these non club events, called 'calendared event' in emails and on the website, we are enabling QLD members with Special Interest Vehicle (SIV) Concessional Registered MGs to attend those events in their MG with out having to submit an impromptu run advice.

Although the Club has been lucky this year, in that it has only had to cancel one or two runs due to Government restrictions, our NSW members have missed out on these runs due to border closures. We hope to see you on runs soon and for us to be able to journey across the border into northern NSW.

Members are welcome to attend and participate in Committee meeting discussions. It is the Committee's aim to hold a BBQ or Noggin & Natter every couple of months at which members can interact with the Committee. Your help with organising these event will be greatly appreciated. If you have any concerns or suggestions relating to the Club, please contact me by email, or phone or have a word with me or another Committee member at a run.

Following comments that the club is not abiding by the "invitation to wider club members" provisions of the SIV Guidelines, the Committee is currently reviewing the club's processes for endorsing "impromptu runs" proposed by our members with SIVs. A discussion paper will be circulated by email to members in early October.

It is not the Club's responsibility to ensure the SIV owner continues their membership of the Club.

If you are not a club member and get caught, a penalty of up to \$2757 will apply and if involved in an accident, the vehicles insurance may be void. Similarly if you are caught using the SIV outside the SIV Guidelines.

MG Australia are currently holding their 2021 'virtual' Show and Shine competition which runs until Friday 15 October. To enter, and find details of the event, go to the MG Motors Australia webpage. MG will denote \$30 to the Red Cross for each entry. Last year Murray Arundell won the Pre-War class with his 1937 SA Magnette.

I have finally found some 1/4" OD copper pipe and finished the hydraulic 'Jackall' jacking system pipe work on the YT. The pipe work was originally copper, but a previous owner had replaced the pipe from the reservoir tank to pump with a rubber hose which had split. I tried using brake tubing, but I could not get it to bend it, the required 100mm dia. 'U' bend to join the tank and pump. Replacement stickers for the tank have arrived from England and are now stuck onto the tank.

I have also fitted lap seat belts front and back and by the time you read this, they will be certified and a modification plate attached to the car. I needed to have 2 inner floor rails made of 5mm angle iron as the original 2mm thick rails did not meet mounting specifications.

Keep well and stay safe and driving your MG

Yours in MGing

*Please Note - This will be your last
Time Machine if you have not paid
your subscription for this year.*

Stuart Duncan
President

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Our team has decades of experience working with all models of MG and it's an unusual day in the workshop if at least one or two MG's are not here. We thank the owners for bringing them into our care and look forward to seeing more MG's soon.

We've enjoyed a close relationship with the owners club and we're always here and happy to offer advice. We welcome your business and continued support.

Should it help in getting back from our location, courtesy transport can be provided.

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 your MG.



37 Lemana Lane, Burleigh Heads, 4220
Our new phone number is 5659 1455
info@classiccarclinic.com.au



Coffee Run to View Café, Hinze Dam, on Monday 21 June





Coffee Run - July 23

The July Coffee run to David Freeman's 101 year old Organic farm was one of the biggest surprises I have had for a long time.

Freeman's Organic farm grows bananas, custard apples, avocados and vegetables. David's mother's tennis court has been converted into a super sized vegetable garden. The farm is on Tomewin on the edge of a millions of years old volcano with views to Spring-wood and to the Pacific Ocean and is a perfect spot for a coffee and cake from the farm cafe. I'm sure we will be visiting this one again.

We were lucky that David Freeman made himself available to give us some history on the Currumbin Valley and the fourth generation family farm.

David himself is a retired Lt. Col. in the Australian Army with services in Timor, Iraq and Afghanistan and in 2009 retired and moved back to the family farm.

Sixteen car club members and 10 cars enjoyed their coffee and tour of the farm.

Roger Paltridge





Coffee Run to Eagle Heights Tavern - August 21

With the AGM being postponed to September, it was decided that we should include a Coffee run, in lieu of AGM, in August. Although Queensland Covid restriction limited attendance in public spaces to 10 people, if we were to attend a Licensed premises or café, we came under their COVID plan which usually allowed more people to attend. As the club hadn't visited Eagle Heights Hotel Motel on Tamborine Mountain for a while, I decided we would go there for a Saturday morning coffee get together.

21 members plus a couple of potential members attended in 13 MGs, plus yours truly in the only non MG. About half of us decided to arrive before 10am and partake of a late breakfast. We all enjoyed the outdoor setting overlooking the Gold Coast whilst drinking our tea, coffee or hot chocolate.

Newish members Mike Lynch, came from Beaudesert; John and Ann-Maree Doyle from Greenbank, out past Jimboomba and Logan Village, and Shane Goodwin from Broadbeach Waters joined us on for their first Coffee run/get together.

Stuart



Coffee Run to Eagle Heights Hotel-Motel





Coffee Run to Eagle Heights Hotel-Motel



Swap Meet Run - July 25

I'm not sure who was responsible, but the bright and sunny weather that was ordered for the Sunday 25th July run from the Clubrooms to the Gold Coast Motor Museum was delivered. To not deter members from purchasing that special sort after part that they SOoo much needed (but didn't really know they needed until they saw it) the LSIM run started at 11.00am after the punters had spent their money at the Gold Coast Antique Auto Club's Swap Meet.

Twenty one members rolled up in an assortment of MGs and 'others'. Lowering the tone set by the MGs in the car park, and taking up three parking bays, was John and Marian Crighton's (absolutely gorgeous) Rolls Royce Phantom. Obviously to save money in its production it has only one door, and that is on the passenger's side! It is truly a "Classic" in its own right and wonderful to see it on the road.



Another 'classic' that debuted was Gary Steven's beautiful and very rare Lenham GTO (MG Midget conversion) making its maiden longer run after a very long gestation period. It drew comments from guests when parked outside the front entrance to the museum.



The run was designed and advertised as suitable for our older vehicles but unfortunately none attended. The run, that was meant to take only about an hour, was lengthened by a few who decided to take another scenic route. But all managed to find their way to the Gold Coast Motor Museum.



A Holden and a Ford Club were attending. Luckily many of our members parked their MGs right inside the entrance gates lifting the level of ambience. Actually it was great to see a number of enthusiasts clubs there literally filling the restaurant to capacity.



Lunch was at Stanley's Barn Restaurant & Bar adjacent to the museum. The Chowder was a very popular choice and can be recommended. If you haven't yet been there then do so. It is a great museum. If you are going on a Sunday make sure you make a booking for the restaurant.

John Careless



Cut off date for next magazine 10th November 2021

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 September 2021

Active & Family 262 Life 8 Honorary 5 TOTAL 272

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

Christmas in July (7th & 8th July)

It rained, it rained, it poured! Not looking good I thought to myself. However, Wednesday July 7 arrived and as if the MG driving Weather Gods were on our side as they sent glorious blue skies and sunshine!



Thirty eight members in a total of 15 MGs had registered for a run intending to brave the winter chill and drive the back roads from the Gold Coast to the Kooralbyn Valley Resort for Christmas in July.

Masked members met for the start at the Clubrooms. Following a briefing we were off with the intent on meeting the remainder of the group either along the way or at Kooralbyn.

First stop was Beaudesert for morning tea via Canungra and the scenic route of the less travelled Biddabada Road. Kate and I were bringing up the rear (a few hundred metres in front of Graham and Coral) when



we got to the road works outside Beaudesert. We could see ahead that all the MGs including multiple trucks and general traffic had made the lights and were driving into the distance as we got the red light. We thought we were going to be stuck for the next 10 minutes, however the bloke in charge of the lights, quickly





switched them to green, allowing Kate and I through. Unfortunately Graham and Coral were held up! We figured he wanted to inspect one more MG up close and personal.



New members John & Annie Doyle, and Mike Lynch, dropped in for morning tea and a chat. Mike decided he would continue on with us via Kerry, Darlington, and Christmas Creek to Rathdowney for lunch. His intention was to take his stunning orange MGBGT to get to know the roads but instead he got to know us! As a group we can't have been all bad because he decided to ring Kooralbyn and spend the rest of the event with us.



The afternoon run en route to Kooralbyn involved a loop in front of Mount Barney. A number of crews got extra value from this little drive by reading the instructions differently and as such made their own loop (around and around). Fortunately we reconfigured in Rathdowney and by the end of the day's run there was no doubt in any one's mind that the Scenic Rim was aptly named.



Arriving at the Resort in the early afternoon members were able to take advantage of the facilities. A few drinks at the bar, lots of friendly conversation, some had a nap, others a quick round of golf and a few games of lawn bowls were all managed before pre dinner drinks. (OK, OK it was Putt Putt and Bare Foot Bowls.) While Laurie, Kay, Kate and I invented



our own 'biased' barefoot bowls rules we were aptly coached by Jim, Moya, John and Colleen with Moya demonstrating a superb 'nearest the jack'!

Kooralbyn Valley Resort provided a great dinner complete with seafood, turkey, all the trimmings and Christmas pudding. The Bon Bons provided for a 'cracker of an evening'!

Stuart & Lesley missed the first day's run and only arrived as we started dinner because they had spent several days officiating at a Hockey Tournament in Gympie. As Stuart handed out the President's Christmas presents, I'm sure he wished he was wearing his Father Christmas suit. That might now have to be the main drawcard at the Presentation Lunch!

Following dinner we were to have a sing along around the fire pit and although the Resort did set up the area for us it was a bit too chilly (6 degrees) so Graham & Coral graciously provided the entertainment in the dining area.





Next morning there was great breakfast spread put on by the Resort and hence a slow start to the day. A few members took advantage of the close proximity to the Coast to return directly home or to work.

Departing from the resort at 10.00 am the plan was to navigate through the back roads west of Beaudesert and Jimboomba before driving through Canungra and over the range from the western side through to Lower Beechmont. We had quick stop at Rotary Park, Jimboomba to wait for our tailenders to catch up. Turns out there had been a problem with one of the T types that fortunately Stuart was able to solve quickly thus allowing everyone to continue with the run.



Leaving Flagstone I learnt a valuable lesson in leading a convoy of MG drivers. When I said, "Well, we're off", I expected that would mean we're all moving. No that is just an indication that at some time in the future we will move, but not just yet. Turns out I only had two cars following me.

We arrived (well I when I say we I mean Kate and I, followed some time later by the others in the convoy) for what was supposed to be a 'light lunch' at The Nook & Kranny. That was of course until a number of members noticed the homemade pies in the display case. The pies were a couple of inches deep! Some even had to take half a pie home for dinner! It was decided there and then that we will have to do a Pie Run up there sometime when the weather is cool!

To all intents and purposes it was a great couple of days through a beautiful part of the world. A few of the roads not only surprised some folk who had not been on them before; but also some of the "experienced campaigners" were also impressed with the overall scenery and lushness.

Thanks Marie for suggesting it. Thanks Stuart for sorting the bookings and visiting the resort prior to make sure all was in order (and it was!) The Kooralbyn Valley Resort looked after us very well, fed us well and allowed us to take over the dining area for our Christmas in July celebrations. I would heartily recommend them for a future club run.

John Careless





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Mike Doust New Member.

The cars that have had an influence upon me; Morris Mini-minor, Triumph TR6, Vauxhall Chevette, Chevrolet Camaro, Renault Alpine, Home-built Westfield 7, Peugeot 309 diesel, Renault 21, Hyundai Tiburon, these are but a few.

They all had their good points and their quirks, and one ended up making comparisons. Finally, perhaps by Divine intervention I bought a proper car, an MGB GT.

My name is Mike, and I am a returning member Where have I been and what is different? The latter first, I am older, and maybe wiser, with more time to spare, but formerly, I was, as we all did, preparing for retirement! Now I am a semi-retired Dentist working as a Clinical educator in Dentistry at Griffith University.

My Dad was a motor vehicle enthusiast and taught me well to appreciate all manner of mechanical stuff. Most importantly, he owned at one time a TD. It would be correct to describe Dad as a tinkerer, as indeed I have become. In some circles this will be seen as sacrilegious, as we can leave nothing alone, all can be improved, including last Sundays' chicken Biriani!

When you first see my GT it will become apparent.

I do look forward to runs, debates and companionship, thank you for admitting me into the club.

Mike



Coming Events

October 2021

Committee Meeting – Monday 4 October

Starts at 7pm, GC Antique Auto Club Rooms, Mudgeeraba. All members welcome attend and participate in Committee meeting discussions. Please let Club Secretary, John Crighton know on johnhcrighton@hotmail.com if attending.

P - The Way We Were Mid Week Run – Wednesday 13 October

Graham & Coral Cogzell have organised a run to and visit of the Beenleigh Historic Village and Museum. Meet at 8.30am at Arthur Earle Park, Nerang, for a 9am sharp departure. If not interested in meeting at Arthur Earle Park, meet at the Museum at 205 Main St, Beenleigh at 9.45am. Graham has organised a Billy tea + Damper + Tour for the small charge of \$13.50 pp. Lunch is BYO and will be at Jacob's Well. RSVP to Graham on 0423 528 369 or graham.cogzell360@gmail.com ASAP

Noggin & Natter – Friday 15 October

Gold Coast Antique Auto Club Rooms, Mudgeeraba

Please arrive around 6pm. Cost will be \$10 pp as usual. RSVP your attendance to John Careless on rjcareless@gmail.com by Wednesday 13 October.

P – Coffee run – Monday 25 October

Our meeting location will be Espresso Twenty5 at Coomera Boatworks at 10am or thereabouts. For those who do not know the venue, drive east alongside Dreamworld, cross over railway and at round-about, turn right and drive to end of road. Always a great venue with good coffee, hot choc and food. RSVP to Stuart on lesley_stuart@bigpond.com or 0405 402 745 by Friday 22 October.

P – Heading West LSIM Run – Sunday 31 October

Cheryl Robinson is organising a day run out west of Beaudesert. Meet at 8.30am at Arthur Earle Park, Nerang, for a 9am departure. BYO morning tea. Lunch will be at a café. RSVP to Cheryl on cheryl.bgt77@gmail.com or 0466 627 308 by Wednesday 27 October.

November 2021

Committee Meeting – Monday 1 November

Starts at 7pm, GC Antique Auto Club Rooms, Mudgeeraba

All members welcome attend and participate in Committee meeting discussions. Please let Club Secretary John Crighton know on johnhcrighton@hotmail.com if attending

Presentation - Christmas Luncheon - Sunday 14 November

RACV Royal Pines Resort, Benowa, Function Room

Cost is \$50.00 per member, less \$10 if you attended and displayed an MG at the Concours and Display Day. More details will be circulated by email in late October.

P – LSIM Run – Sunday 28 November

Keep date free – Organiser and details to be decided.

December 2021

Committee Meeting – Monday 6 December

Starts at 7pm, GC Antique Auto Club Rooms, Mudgeeraba

All members welcome attend and participate in Committee meeting discussions.

Please let Club Secretary John Crighton know on johnhcrighton@hotmail.com if attending

P - Christmas Mid Week Run – Wednesday 8 December

Keep the date free for a run, with a pub/club lunch.

P - Points earned towards the Roger Thompson Tray. This is the founding President's Trophy and is awarded to the most successful MG, namely 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 member to our Club and hope to see them participating in our runs. New members and 'old' members, we would love to hear your story of how you come to have an MG.

Jason Selwood - Southport - '66MGB

Michael Doust - Helensvale - '72 BGT

Neil Devene - Upper Coomera - '69 BGT

Neil & Beverley Glenn - Arundel - '97F

The photos in this TM have been contributed by Carole Cooke, Peter Kerr, John Careless, Stuart and Lesley Duncan, Roger Paltridge, Dave Godwin, Ross Letten, Laurie Roberts, apologies if I have missed someone.

Please consider sending articles and photos to the Editor of the Time Machine at cazcooke30@gmail.com

NOGGIN & NATTER

Friday 15th October
from 6.00pm

Clubrooms 238 Mudgeeraba Road
Mudgeeraba.



2022 MG National Meeting
"MGs by the Lake"

Bulletin 2

September 2021



15th - 19th APRIL 2022
PRESENTED BY MG CAR
CLUB NEWCASTLE <https://michaeljsnow4.wixsite.com/mgcarclubnatmeet>

HEADING WEST - Sunday 31st October BYO Morning Tea - Café Lunch near Rathdowney



Meet Arthur Earle Park,
Nerang from 8.30am for a
9.00am start. RSVP Cheryl
Robinson 0466 627 308
cheryl.bgt77@gmail.com by
Thursday 28th October.

The Way We Were Run



**BEENLEIGH
HISTORICAL
VILLAGE AND MUSEUM** 205 Main Street Beenleigh
Wednesday 13th October
Billy Tea + Damper + Tour

Great value at \$13.50 per person. Leave Arthur Earle Park
9.00am sharp or meet at the Museum at 9.45am.

BYO Lunch at Jacob's Well.

Please RSVP Graham Cogzell ASAP for numbers
0423 528 369 graham.cogzell360@gmail.com



PRESENTATION LUNCH

SUNDAY 14TH NOVEMBER 2021

RACV ROYAL
PINES RESORT

PUT THIS ONE IN
THE DIARY





The Trip Across OZ 2

Also of interest to the boys was a beautiful oil fuelled Crossley stationary engine manufactured in 1923. Quite a lot of kit to produce just 138 bhp. They start the beast up at lunchtime each day and what a stirring sight it is.

Crossley Stationary Engine at Bourke



Happy hour at Wanaaring



Tibooburra road closure



Also worth visiting was the Back 'O Bourke exhibition centre, which offers screen displays and exhibits tracing the history and development of the town including the role of the Afghan cameleers, the importance of the Darling River that rises in the area and the tales of the explorers looking for the mythical inland sea.

Although with a working starter motor we were now able to depart our underwhelming accommodation, we faced a new, unanticipated problem. There was no room to be had for the next couple of days further west. Apparently, we needed to have booked up earlier with so many Australians resorting to 'staycations'.

Anyway, Dave was eventually able to book clean and tidy cabins at Wanaaring, albeit with a 30 metre trudge to the rather primitive ablution block. A highlight of the evening was a beautiful fire that we sat around, yarning with fellow visitors and watching the bush TV. While doing a recce of the town shortly after arrival I drove to the western edge of the town to discover the sign: Tibooburra road closure.



Given that Tibooburra was our next port of call this was a bit disconcerting, but it transpired that it was the responsibility of the lady who runs the general store to update the road condition sign and that she had been too busy to change the status for a couple of days!

Salon Laurel



The accommodation at Tibooburra was a horse of a different colour with three comfortable rooms and all ensuite. Such luxury – the first in ten days. And no Band-Aids to hold the walls together...

Replica of Sturts 27ft boat dragged from Adelaide by bullock train to search for the inland sea.



A stunning sunrise



We attended a simple but very moving ANZAC Day service in front of the hotel at 6.00am and then left Tibooburra bound for Cameron Corner and Innamincka, along the Strzelecki Track, a distance of 450 kms on dirt of variable quality – some smooth, some soft, many wash-aways but worst of all the dreaded corrugations. Fortunately, both RIP and Blue B had undergone extensive re-fettling of the front suspensions following last year's Trip to the Tip, including new shocks.

Cameron Corner is where the state boundaries of NSW, SA and Queensland meet and is marked by a white post as shown in the picture. The traffic was a bit wearing on this leg: all of two oncoming 4WDs and two overtaking.

Cameron Corner Survey Marker where NSW, QLD and SA meet



An unexpected obstacle on the road to Innamincka. Fortunately, the detour was not too arduous. And then we came to a beautiful, serene lake covering the road in front of us.



As some wag observed, we do have four driven wheels between us...

It was here that Julie's Lexus started playing up. It seems that her quite large and copiously alcohol filled plug-in fridge had overwhelmed the battery and started shutting down other systems, including the starter, door locks, window lifts, collision protection, 4WD etc. Fortunately, Dave had a lithium jump starter with him so we were able to get her back on the road. But of course, the prospect of securing a replacement battery of the correct size and spec out here was remote. Fortunately, a cold reboot sorted the problem.

Also on route to Innamincka, her rear number plate came unscrewed and had to be re-attached, naturally, with good old gaffer tape. All this led to some gentle ribbing of Julie that she had been well advised to have brought along a couple of support vehicles for her trip!

Arrival in Innamincka and a very welcome site

Our route from Innamincka to Birdsville was effectively decided for us. We had originally intended to go up the Cordillo Downs road, but this meant fording the Cooper Creek just on the outskirts of town. A walk through during our rest day revealed a depth of water up to mid-calf but, most disconcertingly, the rate of flow was 4-5 knots.





So we decided that was too high risk for two little MGs with many more miles to go. Instead, we went up the alternative Arrabury Road which was longer and (a bit) easier?

Approach to Haddon Corner

And Haddon Corner

Quote from Dave re the Innamincka to Birdsville leg:



"In my estimation, today will be the hardest day of our trip! Ten hours in the saddle, rocks, stones, sand, sand dunes, vicious cross wind, flies and more flies". Flat, no agriculture, no animals, only a hint of green after the recent rains... harsh terrain indeed! Then the last 200km was towards the setting sun! High five for Julie getting over the first dune on her third try. After her first two failures, RIP shot over and apparently Jules said "If that little shit can do it, I can". Good on her, Blue B, RIP and Princess made easy meat of the other dunes too..."

Allelujah!



Dave and I spent our first morning in Birdsville visiting the local mechanic, Blake, a really friendly and helpful chap. We borrowed a trolley jack and greased and checked our cars while David had the mounting bracket for the nearside telescopic shock absorber welded back on. I helpfully keep telling him to return his car to factory specification to avoid these problems....



Birdsville camp kitchen - fantastic



Happy hour Birdsville – no shortage of flies

On our last afternoon in Birdsville, we drove out to the Big Red dune to watch the sunset and the antics of a dozen or so enthusiasts lured by the following advertising blurb: "Standing at 40 metres in height and situated just 35 kilometres from Birdsville, the famous Big Red Sand Dune provides a challenge for any four wheel drive enthusiast. The first of 1,140 parallel dunes in the Simpson Desert; the spectacular sunsets from the top of Big Red are an experience not to be missed." On this occasion we decided not to show off ...



Diamantina River which rises in Kirbys Range NW of Longreach and flows for 900km

The time had arrived to drive the feared Birdsville Track! We had heard many horror stories but thankfully, the grader must have been through in the past few months as it was narrow in places but not too corrugated! What a bonus!



Mungerannie Hotel on the Birdsville Track – absolutely riotous:

However, the shale surface played havoc with the modern knobby tyres on Princess! Two small pieces of shale pierced the soft part between the tread, resulting in two punctures and having to pump up the tyres with the 12V compressor every 20 minutes until we reached Mungerannie!



And a humorous touch outside...

Ross Letten's 'The Trip Across OZ' will continue in the next Time Machine



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CAR CLUB**

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'MG Club - Dress Shirt - STONE

60% cotton 40% polyester, Peach finish fabric shirt.

Men's & Ladies Sizes - SHORT or LONG Sleeve

Men's Sizes	S	M	L	XL	2XL	3XL	5XL
% Chest (CM)	52.5	55.0	57.5	60.0	62.5	67.5	72.5
Neck (CM)	38	40	42	44	46	50	52

Ladies Sizes	08	10	12	14	16	18	20	22	24
% Chest (CM)	45.5	48.0	50.5	53.0	55.5	58.0	60.5	63.0	65.5

\$55

☐ **Short
Sleeve**

☐ **Long
Sleeve**

**CIRCLE your
required size**

'MG Club - Ladies Dress Shirt

WHITE 65% Cotton, 30% Polyester, 5% Elastane

Open neckline with slimline placket, Cuffed sleeve and curved hemline

\$55

Ladies Sizes - SHORT or 3/4 Sleeve

Ladies Sizes	08	10	12	14	16	18	20	22	24
% Chest (CM)	48.5	51.0	54.0	56.5	59.0	61.5	64.0	66.5	69.0

☐ **Short
Sleeve**

☐ **3/4 Sleeve**

**CIRCLE your
required size**



'MG Club - Polo Shirt

60% cotton 40% polyester, Pique knit fabric polo shirt.

Men's & Ladies Sizes - NAVY / RED / WHITE

Men's Sizes	S	M	L	XL	2XL	3XL	5XL
% Chest (CM)	53.5	56.0	58.5	61.0	63.5	66.0	71.0

Ladies Sizes	08	10	12	14	16	18	20
% Chest (CM)	43.5	46.0	48.5	51.0	54.0	57.0	60.0

\$40

**CLUB Price
= \$35**

NAVY WHITE RED

**CIRCLE your Colour & size
Connect with line**

Member Name: _____

Contact Number: _____

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Midweek Run - September 8

Today was a perfect Spring day which beckoned us out of our Covid blues with our tops down. Our starting point was Arthur Earle Park with a luxurious 9.30am start thanks to Caren Sattler who organised this Run. There were 22 people and mostly MGB's including Denis Thomas' MGB V8. Bruce Bishop brought along a co-pilot today – Ian MacDonald and our newish member Mike from Beaudesert joined us at Canungra. This was a very relaxing Run as we had no run sheet so us "Naviguessers" were able to sit back and enjoy the view for once without the pilot asking us if we were turning right, left or straight ahead at any given moment!!

We made our way down the Nerang Beaudesert Rd with only one set of roadworks, to our morning tea spot at the park in Canungra. We had a leisurely morning tea and a good catch up with everyone. The raffle was won by Caren Sattler and deservedly so after 4 trips up to O'Reilly's over the last 6 weeks in organising this Run!



After morning tea we made our way up the twisting, winding road and managed to stay in convoy. We made another stop at Kamarun Lookout to the amazing panorama of views in every direction which was quite spectacular. Here the boys congregated around Mike (from Beaudesert) to look under the bonnet of his MGB GT while some of the girls took instruction in making flower garlands with clover thanks to Lesley Duncan. Then we meandered the last few kms to O'Reilly's through the overhead canopy of trees to our lunch spot. Luckily there were a few free picnic benches for us to spread out and open our hampers for lunch. With the birds singing and the sun shining it really was a perfect day. Just to add to the delight a cheeky Regent Bower bird landed on Jan Evans' hand and pinched a bit of her sandwich.



I have to say thanks to Caren again for giving us an amazing drive for our MGs and putting on such glorious weather.

Sue Craig



Annual General Meeting - September 12

45 members attended yesterday's AGM and enjoyed pizza afterwards.

We also belatedly celebrated Bruce Corr's 97th Birthday with a large chocolate cake.

The reports, together with the Draft Minutes of the AGM will be available to all members, when the Draft Minutes are finalised.

Contact me on lesley_stuart@bigpond.com if you would like copies.

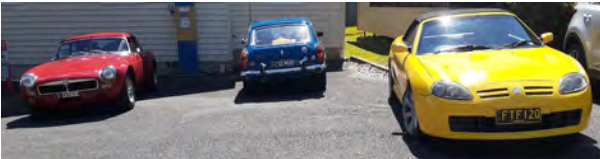
In addition to the Executive and Committee members mentioned in my email of 3 August, Cheryl Robinson and Shane Goodwin joined the Committee. Laurel Godwin indicated she would like to step down as Treasurer, but as no one offered to take on the role, she reluctantly agreed to continue in the role for now, as the law requires all 3 Executive positions to be filled. Could you assist the club by taking on the Treasurer's role? We use, easy to use, Quickbooks software.

Members present voted to rescind the 2020 AGM motion which required the Committee to withdraw \$5,000 from cash reserves each year for the next 10 years, and spend the \$\$\$\$ on member hospitality. It was noted that around \$5,000 was spent on members in the 20-21 financial year.

The 2nd motion concerning changing the By-laws in relation to the General Meeting motions was withdrawn, so comments made by members could be incorporated into the wording. Once finalised, the Committee will circulate the proposed by-law changes to members for comment.

The final motion concerning the holding of General Meetings every 2 months, was amended to require regular informal meetings, ideally at 2 monthly intervals, to be held in association with social events (BBQs or Noggin & Natters).

Stuart Duncan,
President



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History of MG - Part 24 - 60th Anniversary of the Midget

The Midget and Austin Healey Sprite resemble one another like two peas in a pod. One in principle identical, but are nevertheless, a little different. The MG Midget was refreshed as a touch more posh and was slightly more expensive. It can be recognised by the chrome strips on its sides and the vertical slats in its grille, while the wind whistled through the Austin Healey Sprite via a more lower sieve.

The twins were delivered from the same conveyor under the spacious umbrella of the British Motor Corporation in Abingdon. They were simply presented to the world one month apart -the Sprite in May and the Midget in June, 1961. Together they propagated the idea of a sound and solid people's sports car at an affordable price, in an enormous population of of 307,059 - 276,526 of them with the octagonal MG signet. And one always kept a suspicious eye on the success of the other.

But these fine differences were ultimately thrown to the wind: the two names were melded when the driver was sitting behind the wheel of a "Spridget". The Spridget's domain was by no means the highway or the motorway: it would be forced to yield to every even moderately fast - driven middle-class limousine and even aggressively driven dwarfs like the Mini Cooper S. Instead it romped around the twisting country lanes and its labyrinths of the B-roads, top down beneath a barmy sky, preferably hosting a courting couple.



By the early 1970's the word Spridget should have been split into its component parts. Because in much the same way as the Sprite came into the world 3 years earlier in the shape of the much loved 'Frog-eye', it bade farewell to the roads eight years before the MG Midget. The cessation of business relations with Donald Healey in 1971 meant that his name was expunged, then once the remainder of the 1022 Austin Healey Sprites were sold, the model disappeared from the list of the hydra-headed BLMC, which the Austin-Morris Division had belonged to since 1969.

Up till then the twins had shared their mutual joys and sufferings. The bodywork of the Spridget, which was scarcely or only modified over the years, bore the signature of MG Head Designer, Syd Enever. He put their headlights in their exposed position in the Frog-eye, which was a case one man's meat being another man's poison, instead of their traditional place at the tips of the fenders, and with this return to convention brought the car to a wider audience.

Syd Enever also slimmed down some of the car's inherent chubbiness, and made the luggage compartment accessible from outside - loading the Sprite Mk 1 from the inside had demanded youthful agility and excusable enthusiasm.



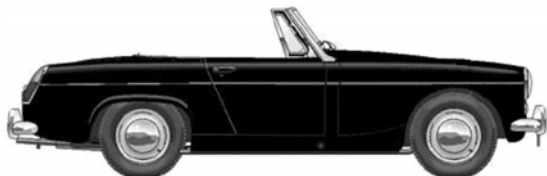
At first its chassis was adopted. From October 1962, the front drum brakes were replaced by disc brakes and from Mk 3 onwards (premiered March 1964) semi-elliptical springs checked the self-steering effect of the rigid live axle, a distinct step forward and twin trailing arms. At the same time this gentle little nipper proved even more amicable thanks to a larger windscreen, wind up windows and locking door handles, on its exterior. Engine capacity and output grew from an initial 948cc and 46.5 bhp, to 1098cc and 56 bhp from October 1 1962 (In the Mk 3, 36 hp more) to 1275cc and 65bhp from October 1966. While the Mk 2 took things fairly comfortably with a phlegmatic 0-60 mph (up to a 100kph) in 21.6 seconds and top speed of 85mph (137kph), the Mk 3 stirred itself to 17 seconds and 93mph (149.7kph).

The Mk 4 from 1972 onwards the only small roadster representing British Leyland but already on sale since 1969, stood out by its black rocker panel, improved interior appointments, and new Rostyle wheels. In 1972 its rear wheel arches were rounded off - Cavalier style of careful audacity that was to be reversed in the Mk 5 of 1974 and after up until now all of the engine were mutations of the reversible BMC A-Series which had already been done prior to service in the Austin A30 fro 1951 on. In 1974, the powerplant of the concern's own competitor, the Triumph Spitfire, took over under the bonnet with 1493cc and 65bhp, bringing its own transmission with it. This allowed something to be realised that previous generations of Spridget drivers could only dream about. The little nipper ran to 100mph (160kph), a welcome by-product, since the choice of the Triumph machine had chiefly been made with an eye on the rigid USA emissions regulations. The flip side of this orientation to the North American market was hideous plastic protuberances acting as dubious impact protection fore and aft, which were to mar of the many European cars during that period.

In 1979, the last small sports car for the time being to have been designed for the working masses, was dropped without replacement - an enormous decision given the new opinions that were shortly to follow.

We still enjoy a Mk 1 Midget today. It was bought at Abingdon and driven across Europe and Asia and up the East Coast of Australia to my home town on the Sunshine Coast. Carole fits the Mk 1 very well and it lives in her garage comfortably.

Peter Kerr



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1960 MGA roadster wire wheel car to be completed late October.

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FOR SALE - MGB Hard Top - MGB J&S fibreglass hardtop. Black vinyl is in excellent condition as is the tinted rear window. Windscreen clips and side 'J' bolts will need to be re-chromed, although I'm told these can still be purchased new, and the internal vinyl lining needs cleaning with an appropriate product. A very desirable item and I doubt very much if another one could be found. **Price: \$1,500.00 Contact: Robert O'Connor Ph 0418 742 219**



L - Jack Brabham Motors Ltd. Jack with a Midget Mk 1



R - Pre-Production Midget GAN 101 - owner Mark Boldry - it's for sale





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