

THE TIME MACHINE

June July 22

NatMeet 2022
Les & Jacob Clarke 1st
MGB Push Button
Handle
Bill Fuller 2nd
Pre-War
Stuart Duncan 3rd
Y types



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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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Club Web address:

www.goldcoastmgcarclub.com.au

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Other MGs - TBA

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

President's Report

When will this rain stop? Like all of you, I would like to see the sun for more than a few days and be able to take my MG on a club run. That said, I wish to remind members that there is no obligation to come in your MG, although it is preferred, after all, we are a social group of people with a penchant for MGs.



In my April / May report I commented on road conditions. I can confirm the roads in the upper Tweed Valley and secondary roads elsewhere across northern NSW and SE Queensland are not in the best condition due to large pot-holes, numerous rough patches and wash aways or land slips. With another landslip on the Gold Coast – Springbrook, the opening up will be put back further.

Elsewhere in the magazine is a summary of the Club's involvement in this year's National MG Meeting in the Newcastle area, during which Carole Cooke finally received her 2020 'Best Magazine' trophy. Other than personal trophies gained by members, the club was not a winner this year, of any awards.

On top of the events listed in the central pages calendar, keep an eye on my e-weekly newsletters for other events organised at short notice.

The Club's AGM is fast approaching. It will be held at the Club Rooms in Mudgeeraba on Sunday 7 August.

The club's Concours and Display Day will this year return to Rudd Park at Burleigh Heads on Sunday 21 August, so start preparing your MG for display.

As report in my e-weeklies Peter Kerr, Carole's partner of 11 years, passed away on the 5th of May. Peter had been a member of our club since 2007 and a member in the early days of our club. He was a very early member of the MG Car Club Victoria, and the MG Car Club (UK). Peter wrote many articles for our club magazine, plus other MG publications. His first car was a TD, back in the early 60s and he always had at least one MG. One of his notable MGs is 'Roger Rebel', a V8 powered TC which he crashed on Bathurst's Mt Panorama Conrod Straight at very high speed, on another car's oil spill, and which was repaired and back on track the next day.

Further to my report in the last issue of *The Time Machine*, the Committee is considering the option of all new members joining the club following the AGM, receiving only an electronic copy of the club magazine. The club is looking at making the electronic version of the club magazine a 'Flip-page Book', available to be read on the club's website. A large number of organisations have moved to only electronic versions of their magazines, with some providing it in a 'Flip-page book' format.

'Flip-page Books' are pdf / digital versions of hardcopy books where the reader flips a page horizontally, unlike standard pdfs where pages are arranged vertically. They also have the advantage that additional features, like videos and additional photos, can be included.

Upon the publication of this issue of *The Time Machine*, I will provide a link in my e-weekly newsletter to the electronic version of the newsletter.

I recently purchased another rear axle housing for my YT into which I intend installing the Morris Minor differential I purchased a year or so ago. Also on the way from England are new rear half shafts, bearings, bushes etc. The idea is when I change the differential, I will also refurbish the rear suspension of the YT, to hopefully a better ride and remove or at least reduce the squeaks coming from that end of the car.

Lastly, a reminder that your annual membership fee of \$70, the same since 2007, is due at the end of June. It would be appreciated if you could pay it in early July and not in June so our Treasurer doesn't have an influx of entries at the end of the financial year, thereby enabling the club's finances to be audited in time for the AGM.

Yours in MGing

Stuart

President

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Burbs to Bay 16 March 2022

Around a dozen cars assembled at Arthur Earle Pk and headed onto morning tea at North Tamborine taking the steepest roads on the coast on the first leg of the Burbs to Bay Run.

It was great to see the supercharged TB power up the steep mountain roads! It certainly showed most of the convoy a clean pairs of heels and even the gearing in my modern TF was soon found wanting on the steepest inclines (nothing to do with my driving technique!)

The group had relaxing morning tea at Geissman Park, which is a real hidden gem on the often crowded mountain. Plenty of room for parking and the covered tables had the group enjoying a rare break from the inclement March weather.



MGB's were well represented but only solitary company from a modern TF and an MGA. And of course the lovely TB was the centre of attention.



Most of group travelled on to a fine lunch at Jacob's Well tavern.

Shane Goodwin



LSIM Run to the Royal - March 24

With the threat of rain possibly spoiling the run, 14 of us met at the BP at Coomera. That threat obviously deterred some members from bringing the 'soft tops' out for the day. A couple of MG3s and John and Colleen Boyce's new hybrid MG joined a couple Bs and the F/TF. Will the day come when we have more of the 'new' MGs than the 'real' MGs? God forbid! Just joking.....we love all MGs.



After a short briefing by Moya and Jim Haines we hit the M1 for a short run to Peachey Road and a beautiful drive through some of the quieter roads to Jimboomba.



From there a few more 'side tracks' and we arrived a Wyralong Dam, a beautiful place for morning tea by the water where we were joined by 3 more members.



The Model A Ford owners of a local vintage car club thought so too as they happily waved us goodbye so they could have our parking spots.

Jim and Moya were surprised to see their cousin from the Ford group while Stuart and Lesley met someone who they knew from their time in the MG club in Darwin.



Next stop was the Panorama Motorcycle Museum at Roadvale. It was not just motorcycles but all sorts of memorabilia from the late 1800s to the 1960s. Who in their right mind collects old sewing machines, radios, televisions, and oil lamps? After a lot of 'I remember my gran having one of those', we departed for a well-earned beer at the Royal Hotel in Harrisville. Who should we meet there doing their latest Mobile Home trip, but Allan and Leola Ross.



We now had a total of 19 at lunch, which by the number of clean plates at the end of lunch, was thoroughly enjoyed by all.

Thanks to Jim and Moya for a great run.

Dennis & Mae Simpson



John Talbot Memorial Run with the Gold Coast Antique Auto Club.

The combined John Talbot Memorial Run was again cancelled due to weather and flooded roads. Instead, participants gathered at the Kampung Malay restaurant in Mudgeeraba for lunch to remember John, who was Club Captain of both our Club and the Gold Coast Antique Auto Club.

Stuart Duncan

Eagle Heights Hotel - April 9

Even though it was wet, 19 members gathered at Eagle Heights Hotel for brunch, with over half travelling in MGs. Dave and Laurel Godwin travelled up in their 1937 TA, just to check how it would go on the hills down to the Nat Meet. New members Errol and Wendy Hogar in a MG3 were given a warm welcome, whilst John and Colleen Boyce turned up in their very new MG, the latest model HS +EV. It is a hybrid with a small battery which provides power for around 70km.

The Eggs and bacon, and the strawberries and pancakes went down well.

Thankyou John and Ann-Maree for organising.

Stuart Duncan




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2022 National MG Meeting Report

11 GCMGCC members attended the Event on the shores of Lake Macquarie, Newcastle area, over Easter 2022.

- Les and son Jacob Clarke (Brunswick Heads in MGB),
- Carole Cooke (modern MG TF),
- Bill Fuller and Zrinka Johnston (MG TB),
- Dave and Laurel Godwin (MGA),
- John and Denise Bromley (MGA), and
- Lesley and I (MG YT).

Travel Down

Les Clarke, Bill Fuller and I trailered our MGs down and back.

Dave and Laurel planned on taking their TA, but it's upper radiator hose split on the way to our meeting point at Chinderah. They waited 5 hours for RACQ to arrive to take them back home to pick up the MGA.

Carole, John, Denise, Lesley and I headed off on the route planned via Kyogle, and Casino to Ebor Falls.



The tyres of the TA were in the YT, John expertly rolled them back to the TA.



The road up the Tweed Valley had a number of wash aways (into River) and landslides and potholes, and 20km before we reached Kyogle we had to detour south due to road closure towards Lismore, before diverting back to Casino. From Casino we travelled the Summerland Way to Ebor Falls, our first overnight stop. What a relief to arrive and get out of our cars, as it rained all the way and the pot holes and patches were something I do not recommend anyone drive over. We were glad Dave and Laurel were not in the TA.

Dave and Laurel, after picking up MGA RIP, proceed down the M1 to Coffs Harbour for the night, and journeyed up to Ebor Falls in the morning to meet with us.

RIP arriving at Ebor Falls



The second day (along Waterfall Way) to Armidale, then to Walcha and Gloucester (our over-night stop) was more enjoyable with less pot holes and patches. Dave had organised lunch at a local Walcha café with fellow MG world travellers George and Cherie Pethard.



We left Gloucester in convoy, us in front, followed by Carole, John and Denise, at the rear Dave and Laurel. A keen police officer let us drive past and pulled over Carole. Her bright yellow car apparently had a young hoon at the wheel. He must have got a surprise seeing Carole. We continued our third and final drive to the Nat Meet via Stroud Road and Maitland.



Accommodation

The accommodation at Toronto was 10 minutes from the Nat Meet HQ and the cars were parked undercover most nights. The seven (7) of us staying there utilised our Pajero and one of the MGAs to get to and from the evening social functions.

Rocker Cover Racing and Noggin and Natter

This was an informal evening. We were able to grab a table for the GC contingent. The Rocker Cover Racer that Roger Paltridge provided went well, but was beaten in the first round by the eventual winner which was made from a F/TF cover and had front and rear suspension, plus weights.

Stuart practising with the rocker cover and all of us cleaning our MGs.



At the start of the evening, Victoria presented the Best Magazine and Website awards for 2020. The GCMGCC won the Best Magazine award and we delighted to send Carole up to receive it.

Concours

The Concours was on the Lake Macquarie foreshore at Speers Point. It was well publicised and had a large public attendance. The organisers knowing how many were in each class had set aside a space for each MG entered.



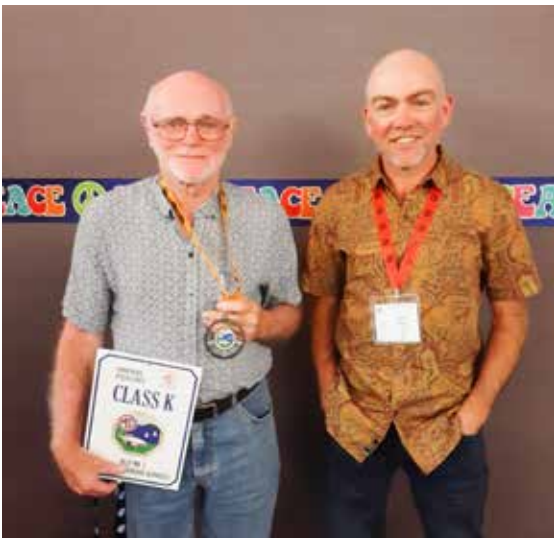
- I made a late change to my entry (on Monday prior) from Social to Competitor to compete in Concours and Observation Run, and got third place.
- Dave and Laurel's MGA was positioned with the Pre War MGs, as that was the only space available, and they had entered the TA.
- Bill and Zrinka's TB was nearby and gained a second in class. Bill's TB was called up as the winning Pre-war MG, and we got Bill to return from his family lunch to move the TB into place ready for judging for overall concours awards. Unfortunately, the commentators made a mistake and the eventual first in class was positioned on the concourse for judging, As Bill had returned to his lunch his TB was left on the concourse.
- Les Clarke's MGB took out first in class (Mk 1 - Push button handle)

A number of participants (including Carole and the Bromley's) did not enter cars in the Concours due to them needing to purchase Motorsport Australia day licence. Some were allowed to put their MGs on display in the area adjacent to the Concours MGs,

but they had to stay there until the Concours concluded. (I ended up parked in the carpark, after all the cleaning I had done. Editor)



Theme Night and Presentation evening
Due to the number attending, participants were spread across 2 rooms. For both dinners the GC contingent were seated on 2 tables with some Brisbane members (including George Diggles, a GC-MGCC Member) and Tony Slattery from Sunshine Coast and two Geelong members who couldn't find a seat with their club members.



For the Theme Night (Back to the 60s in commemoration of 60 years since the MGB was launched) thing to we were in the main room and for the Presentation night in the adjoining room, so we had only sound and visual via a screen to see what was happening next door. The food this night was a 2 course buffet. Other than major trophies, all class Concours and Hillclimb trophies were presented at the Theme Night.

The Presentation night was a shambles, as they had trouble with the presentation of Motorkhana trophies (see Motorkhana below). The meal was an alternate drop 3 course meal. There was an entertainer (guitarist / singer) in the main room which we could not hear or see.

Hill Climb and Motorkhana

The Hill Climb event was held at the Newcastle Club's Ringwood Hillclimb, north of Newcastle, whilst the Motorkhana was held on the Rathmines WW2 Catalina concrete boat ramp.



Les and son Jacob were the only club participants in both events. Both participated in Les' MGB.

Bill and Zrinka visited the Hill Climb to view the action.



Touring Assembly (competitive) and Kimber Run (non competitive)

The Touring assembly was a competitive observation run, with picture and large 'alpha' signs to be determined in order, plus counting of special suburb signs and other questions. This event was on the same day as the Hill Climb and involved a run around Lake Macquarie, utilising urban and rural roads and the Pacific Highway. The 'Tie Breaker' at the end was determined by which participants threw the conrods the closest to a pin.

Bill and Zrinka (TB) and Lesley and I were the only GC members to participate in the Touring Assembly, Lesley and I finished second in our group (Pre War and MG Ys). Other GC members joined the run as non-competitors.



Because Lake Macquarie Council was a major sponsor of the event, the organisers tried to keep the runs within the Council area and in keeping with the theme 'By the Lake'. This was a problem as they used a lot of suburban roads with traffic lights for the Kimber Run on Sunday, and hence the Sunday afternoon traffic crawl. Carole came along on the Kimber Run as a passenger in the back seat of the YT.

Farewell Breakfast

This was held at the Belmont 16 Footer Sailing Club on the Lake Macquarie foreshore. Lesley and I and Bill and Zrinka partook of the breakfast buffet. The others left early (6am) in order to get back to the GC in one day, up the M1. Bill and Zrinka left the TB with family in Newcastle and went to Canberra for a few days before returning home. Les Clarke and Lesley and I returned home on the Tuesday, via the M1. Les' tow car had been broken into the previous night, so he drove home with a taped up rear quarter window.

All clubs other than WA Clubs had participants at the 2022 Nat Meet.

Trophies

The GCMGCC was not successful in being awarded any Perpetual Trophies this year.

- The John Wratten Memorial Trophy (accumulated points x fudge factor) went to Victoria
- The Nuffield Oceania Trophy went to the Hunter Club
- The 2022 Best Magazine was awarded to NSW *Opposite Lock* and the Best Website to MGCC Canberra.

Delegates Meeting

Lesley and I attended the meeting as GC Club Delegates which was held after the 'Farewell Breakfast' at the sailing club. It went from 10am to around 2 pm with a light lunch provided.

All clubs who had members in attendance at the Nat Meet, other than the Sunshine Coast, were present.

Over all, the organisers and delegates were happy with the running of the Nat Meet.

- Future Nat Meet Hosts
2023 – MGCC SA – Adelaide /
Taillem Bend
2024 – NSW – Goulburn /
Wakefield Park
2025 – EOI by MGCC Sunshine
Coast – Gympie ??

Stuart Duncan





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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
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**Cut off date for next magazine
10th July 2022**

**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
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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 May 2022
Active & Family 267 Life 10 Honorary 5 TOTAL 282**

**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, Neil and Madeleine Weenink**

VALE - Peter Campbell Kerr 23.12.1941 - 5.5.2022

My partner, Peter, passed away peacefully with family around him on May 5. He never really recovered from a fall at his house in February.

Peter was born in Ballarat and went to Melbourne University and became a CPA. His first car was a TD, a wreck, that he restored. The hard top was damaged at some stage, so Peter would drive to work without a hood. At Ford, he was told, get a better car or leave, so he bought



a Sprite - with a hood! Then Management at Ford said to him, 'You know about racing, you can help start up the new Ford Performance Section'. He certainly enjoyed his time there.



He became a member of the MGCCV in 1962 (I think) and stayed a member, even when he and his young family moved to Nambour, Queensland in the 70's. He was also a member of MGCCUK, MG Pre-War Clubs and the Sunshine Coast Antique Car Club for nearly 40 years. Peter joined the Gold Coast MG Club in its early days and then rejoined in 2007.

1934 MGNA 550 (Maisie) was raced by Peter, along with some TCs. When Peter won the Hillclimb at the Nationals one year in Maisie, he was told he would inherit the Yellow Rebel from the late Roger Waters Estate in South Australia. He said 'I don't need another MG', but he eventually became custodian and continually improved it.



Peter's time in competition slowed down in later years, but he joined me on many events and tours.

Caz

The Annual Observation Run

Wednesday 8th June.
 BYO Morning Tea.
 Lunch at Canungra Pub
 Meet Arthur Earle Park
 8.30am for a 9.00am start.

**NEW
DATE**



Please RSVP Dennis & Mae Simpson by 6 June.
twosimos@bigpond.net.au

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MGTF 20th Anniversary Run including MGFs & Midgets



Sunday
 28th August

CHRISTMAS IN JULY

TENTERFIELD TRAVELLERS
 Wednesday 13 - Thursday 14 July



AND



SAINT BERNARDS HOTEL
 Sunday 31st July

Coming Events

(as at time of writing 19/5/22)

As you will be aware the 'weather event' we had during late April & May and the road damage has meant the postponement of a number of events yet again. As this article is written three weeks prior to publication I rely on members contacting me in advance with details of 'their' run. Run details are advertised via Stuart's Monday night emails and Facebook as they become known. Stuart also lists runs on the club website calendar. Thank you to those who have contributed so far this year.

June 2022

Committee Meeting – Monday 6 June

P – Mid Week Run – Wednesday 8 June (New Date)

Annual Observation Run starts Arthur Earle Park 9.00am. BYO MT. Lunch at Cannongra Pub.

Contact Dennis & Mae Simpson by the 6 June. twosimos@bigpond.net.au

11&12 June - Cooly Rocks On – Coolangatta Rock & Roll and Car Display Festival

19 June – RACQ Motorfest – Classic Car Show at Brisbane Showgrounds

<https://www.racq.com.au/about-us/community/sponsorships/racq-motorfest>

P – LSIM Sunday 26 June

MGB 60th Anniversary Run. Depart Clubrooms 9.00am for Albert River Wines or meet there by 10.00am. Tea, Coffee & Scones (\$10 per person – cash on the day) in the Ballroom. A run to celebrate MGBs, however, all types of MGs are welcome. As we are intending to invite the MG Car Club of Queensland it is absolutely imperative you confirm your attendance by Friday 24 June with John Careless 0413250005

rjcareless@gmail.com

July 2022

Committee Meeting – Monday 4 July

P – Wednesday 13 to Thursday 14 July – Christmas in July Tenterfield Overnight Run - Stuart Duncan

Travel south west and overnight in Tenterfield experiencing *State of Origin* in hostile territory and return home.

24 July - Antique Auto Club's Swap Meet - Mudgeeraba Showgrounds

P – Sunday 31st July – Christmas in July Luncheon at Saint Bernards on Tamborine Mountain – Stuart Duncan

Run from the clubrooms to Saint Bernards (or meet there) and a two course meal (\$35 / head) in our own Marquee overlooking that beautiful view.

August 2022

Committee Meeting – Monday 1 August

7 August – AGM

Details to be advised by email or website.

P – 10 August Midweek Run – Barry & Anne Grey - Details TBA

20&21 August – Leyburn Sprints

P – 21 August – MGs by the Sea (Annual Display Day) - Rudd Park Burleigh Heads. Make sure you have this one in the diary.

P- 28 August - LSIM Run

20th Anniversary Run for MGTFs but it will also focus on MGFs & Midgets. All MGs are welcome. Starts at the Club rooms with a Picnic Lunch TBA. Contact Shane Goodwin spgoodwin@bigpond.com

P - Points earned towards the Roger Thompson Tray. This is the founding President's Trophy and is awarded to the member that accumulates the maximum number of points by organising events / runs, attendance at Gold Coast MG Car Club events and for articles written for The Time Machine.

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.

Emma Price - Labrador - '74 Midget
Francois & Charon Joubert - Worongary - '67 BGT
Wade Sprowles - Labrador - '68 B
Dave & Margie Macdougall - Mudgeeraba - '61 A
Alan Rickard - Runaway Bay - '69B 2019 MG3
Errol & Wendy Hoger - Rochedale South - '72 B
Marius Von Zeppelin - Surfers Paradise - '70 B
Jeff & Jo Copping - Burleigh Waters - '77B

The photos in this TM have been contributed by Carole Cooke, John Careless, Shane Goodwin, Lesley and Stuart Duncan, Marlowe Vincent, Dave and Laurel Godwin, website

Gold Coast Hinterland Retro Picnic

April 18, I kept my fingers crossed for no rain as I packed George, Leo pup & a picnic basket into the MG, & headed off to the much anticipated Golf Coast Hinterland retro Picnic.

Fashionably half an hour behind schedule for bump in (after a quick pit stop to put lead in the tank & air in the tyres. This procedure always takes a while with people at the servo stopping us to take photos & ask questions about the TC).



What I would call running late turned out to be a blessing, as we thankfully missed all the major traffic & delays of the hundreds of beautiful vintage & prestige vehicles lining the streets to get entry to the event.

It.Was.Packed!! And steamy hot to boot!

We managed to get the TC through the traffic & onto the huge oval already overflowing with amazing cars, & was ushered to a fantastic car park close to the entrance & festivities.



We found the MG flag flying nearby & the crew, with several sparkly MGs parked on display in amongst a sea of shining chrome & metal...I knew this event was popular, but having been postponed the last 2 years with covid the turn out of cars & crowds was exceptional!

We managed to find a few spare blades of grass to set up camp & have our picnic among thousands of others, & wander around & appreciate the multitude of incredible vintage machines on display.

It never fails to surprise me at just how much time, effort & money people are prepared to invest in their hobby car, & the amount of custom work & commitment involved in some of the restorations was beyond impressive. Owning a vintage car is expensive that's a given, but some of these cars were literally banks on wheels.



There was markets at the event with vintage & rockabilly clothing for sale, car brand collectables & various treasures, there was also live music, busy bars & food trucks serving all kinds of delicious culinary adventures (if you could handle the long queues & wait times).



We met up with friends & enjoyed our picnic lunch, took lots of videos of the shiny cars on display, & decided it was time to pack up the TC & head home after a very hot & crowd filled few hours of retro goodness.

A really enjoyable outing & I'll be adding it to the regular events calendar for future attendance.

Marlowe

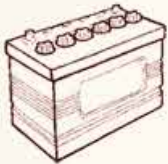


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4-Jun	Sat	OTHER	New Members Meet & Greet
5-Jun	Sun	OTHER	Angelhurst Village Charity Day
6-Jun	Mon	CM	Committee meeting
8-Jun	Wed	MW	Observation Run NEW DATE
7-9 Jun	Tu-Th	OTHER	MG Y Type 75th Anv (Gympie)
11-12 Jun		OTHER	Cooly Rocks - Coolangatta
19-Jun	Sun	OTHER	RACQ Motorfest (Classic Car Show)
23-Jun	Thur	OTHER	Golden Era Auto Racing (GEAR)
26-Jun	Sun	LSIM	MGB 60th Anniversary Run
4-Jul	Mon	CM	Committee meeting
13-Jul	Wed-Thu	Overnight	Christmas in July Tenterfield Run
14-Jul	Thur	OTHER	Golden Era Auto Racing (GEAR)
21-31 Jul			Warwick Jumpers & Jazz
24-Jul	Sun	OTHER	Antique Auto Club Swap Meet
31-Jul	Sun	LSIM	Christmas in July Luncheon Run
1-Aug	Mon	CM	Committee meeting
7-Aug	Sun	AGM	Annual General Meeting
10-Aug	Wed	MW	B&A Grey Run (Ekka Holiday)
18-Aug	Thur	OTHER	Golden Era Auto Racing (GEAR)
20-21 Aug	S&S	OTHER	Leyburn Sprints ???
21-Aug	Sun	OTHER	Display Day
28-Aug	Sun	LSIM	TF 20th Anniversary Run
1-Sep			Toowoomba Carnival of Flowers
2-4 Sept		OTHER	Toowoomba Swap Meet
2-4 Sept			Targa Barrier Reef
5-Sep	Mon	CM	Committee meeting
10-Sep	S&S	OTHER	Noosa Beach Classica
14-Sep	Wed	MW	ORGANISER REQUIRED
15-Sep	Thur	OTHER	Golden Era Auto Racing (GEAR)
24-Sep	Sat		AFL Grand Final
25-Sep	Sun	LSIM	ORGANISER REQUIRED
3-Oct	Mon	CM	Committee meeting
6-9 Oct			Bathurst 1000
12-Oct	Wed	MW	ORGANISER REQUIRED
20-Oct	Thur	OTHER	Golden Era Auto Racing (GEAR)
28-30 Oct			Gold Coast 500 (V8s)
30-Oct	Sun	LSIM	ORGANISER REQUIRED
7-Nov	Mon	CM	Committee meeting
9-Nov	Wed	MW	ORGANISER REQUIRED
17-Nov	Thur	OTHER	Golden Era Auto Racing (GEAR)
27-Nov	Sun	LSIM	ORGANISER REQUIRED
5-Jan	Mon	CM	Committee meeting
14-Dec	Wed	MW	ORGANISER REQUIRED



EVENT & RUN ORGANISERS REQUIRED
PLEASE CONTACT JOHN CARELESS
rjcareless@gmail.com 0413250005

Meet the Treasurer...

Well, after nearly a year of membership, I realised I never submitted a new member profile to our magazine editor. So finally, here is one version...

My name is Perry Collier, I was born in the mid-west coastal town of Geraldton, WA in July 1969. I lived on my family's wheat and sheep farm in Northampton until I was three, before moving to Geraldton, where I lived the relatively healthy and carefree life of a country town boy in the 70s. In 1980 I went with my mother and my step father on a caravan trip around Australia, a great adventure that I still recall clearly.

Eventually returning to WA, we settled in the seaside town of Mandurah, about an hours' drive south of Perth. I completed high school there and then "moved out" to the big smoke to study geology at university. After finishing in 1990, I was lucky enough to get a job straight away at a gold mine as... yes, of course, a geologist (also known as a "rock licker"). Thirty-two years later, I'm still in the game, working for Rio Tinto in Brisbane. I don't lick too many rocks though, these days – much of my work involves computers, instead of trucks and diggers and big holes in the ground...

I have travelled extensively over the years, initially as a poverty-stricken backpacker and then later (admittedly in much greater style!) with my work – in fact, I met my Melbourne-born wife Jodi in Amsterdam during a big backpacking adventure, she was doing the same kind of thing.

After getting married in Perth in 1999, family and work brought me to the sunny Gold Coast in 2001, where I have resided since. Of three sons, one has recently moved to Canberra to study at ANU, while the others continue the last 3-5 years' grind at All Saints Anglican School.

The things I love are: surfing, camping, bush walking, cooking, painting (pictures not walls), rocks, history (especially medieval English history) and...cool cars

Since I was about 12 years old, I was mad about exotic cars – in those days my automotive idols were the Ferrari 246 Dino, Ferrari 308 and 328 and of course, the ubiquitous Lamborghini Countach and Miura. I have always wanted a two-seat mid-engined open top sports car. Ferraris and Lotuses were ultimately ditched as financially unlikely options. But thanks to Caz Cooke, our brilliant magazine editor, who let me sit in her yellow TF at a car show last year, I am now the proud owner of a two-seat mid-engined open top sports car... a pristine 1999 75th Anniversary MGF in silver with grenadine interior and hood. Of the 2000 limited edition cars built in Longbridge that year, only 481 are in this colour combination, so I'm very proud and protective of my little Silver Bullet!



I have enjoyed being part of this Club, the Members and Committee are enormously generous with their time, advice and facilities. At 52, I still have my nose firmly to the corporate grindstone, so I don't get to as many runs as I would like to, but as Treasurer I can at least contribute in some way to the running of the Club.



While I don't have a ridiculous rock collection at home, I really *do* get excited about rocks – the Gold Coast has a fascinating geological history that is observable wherever you drive – stay tuned for an article on the subject in future issue of The Time Machine!

Perry



MGF NEWS -The modern MGTF turns 20

The modern MGTF turns 20 and its time to celebrate this milestone. So come along to the MG picnic run on the LSIM in August which is the Clubs official MGTF commemorative event. The event will of course be for all MG's but hopefully we can encourage the many MGF and TF owners to blow away the winter cobwebs and bring their car along.

When talking about the TF's place in MG history, we have to also consider its older sibling, the MGF. It seems like the MGF was only released yesterday but it is now fast approaching 'classic status'. And whilst Covid may have prevented the MG world from properly celebrating the 25th anniversary of the MGF, there is nothing stopping us from appropriated celebrating two decades of MG's last true production sports car, its close sibling, the MG TF.

Most would agree today that Rover Group's head of design Gerry McGovern, in creating the MGF, succeeded in delivering management's brief to produce a "...modern MG Midget.." using the "existing parts bin.." where possible. This led is an underdone design but necessity gave rise to some ingenious and ground breaking innovation. Although starved of development funds by Rover Group's parent BAE and later BMW, who no doubt saw the MGF as a serious sales competitor to their Z3, the stylish and competent MGF was released to rave reviews in 1995.

Frustrated with the inevitable design compromises particularly the suspension, ride height and aerodynamics, a frustrated McGovern had already started developing its replacement at the time of that launch. As a result, the new car was ready by mid-2002, six months ahead of schedule

It was much more than a Mk3 evolution of MGF or a continuation of the highly acclaimed, limited edition MGF Trophy. The body was re-engineered and strengthened with completely new suspension using coils and wishbones.

The looming discontinuation of the MGF's 'hydrogas' system provided the impetus to accelerate the suspension redesign which was already well advanced.

A new multi-link style axle was developed for the rear. Both front and rear subframes were redeveloped and modified to form the platform for the new suspension design. The decision to use coil springs was primarily about improving "the class leading traction, handling and ride quality" and provided considerable weight savings (which was partially offset by the stronger body). Damping forces were now fed into the two subframes and not the bodyshell, as was the case with the MGF. This achieved sharper handling. Ride height was lowered, the sills and rear quarter panel redesigned into a sleeker and stronger single pressing. The electric power steering was vastly improved and adapted to be speed proportional, with progressive weighting up as speed increased.

There were significant design changes at the front end principally to improve the cars aerodynamic performance. The opportunity was also taken to give the car a "sharper, more aggressive and emphatic look" whilst retaining the "modern classic" lines of the MGF. In side profile, the MGTF was lower and sleeker thanks to the suspension changes. The car had an entirely new headlight set-up, using high efficiency 70mm projector lamps. And of course, each of the engines received an increase in horsepower!

These are only a few of the changes and much more extensive lists have appeared in recent editions of Safety Fast and MG Enthusiast magazine.



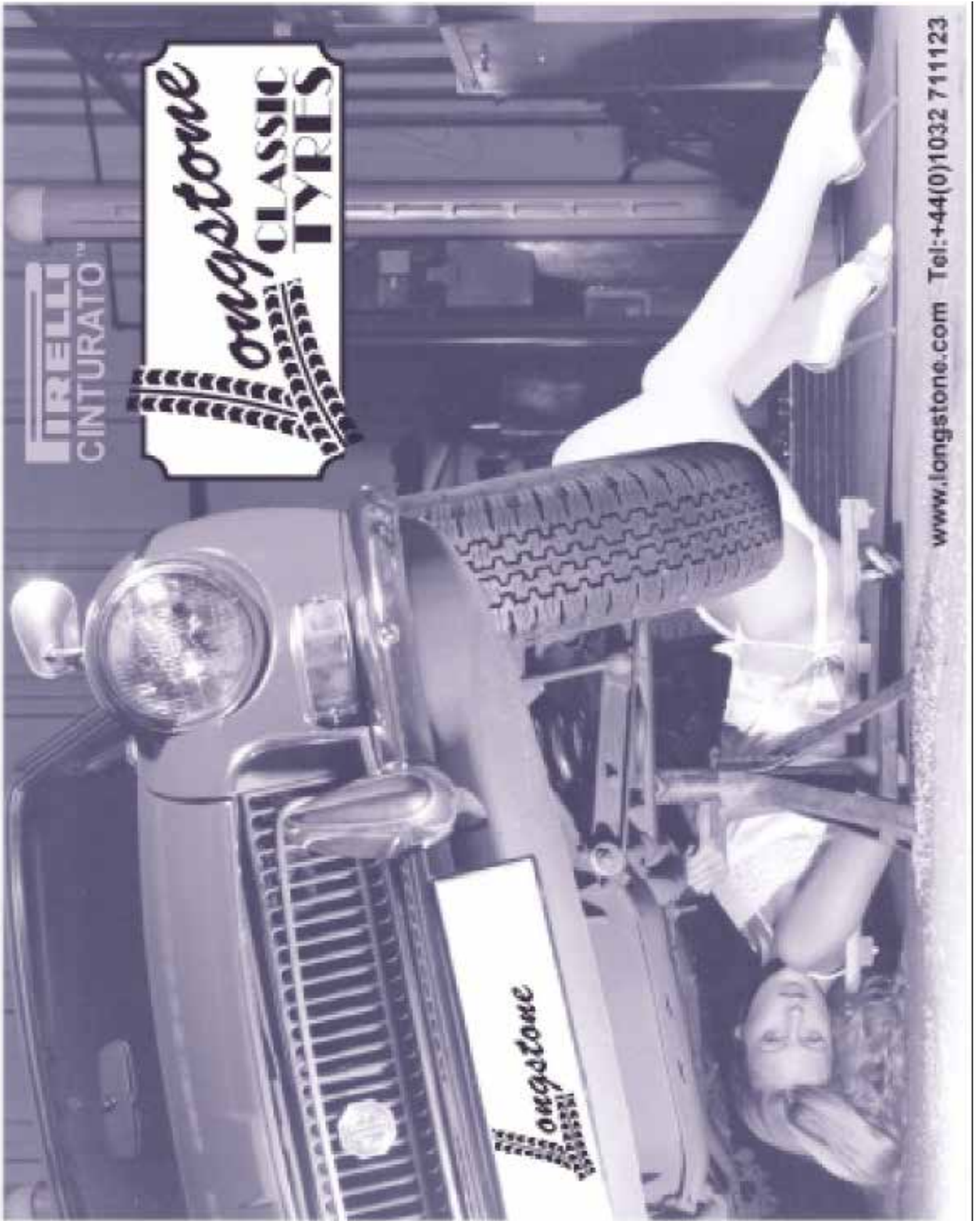
MG Rover were in no doubt that this was indeed a new model and later stated the decision to designate it as the TF was "a Board decision and was obvious". Hmmm, really?! Maybe it was obvious to them, but we are left to speculate whether it was a deliberate linkage to the much loved and venerable T-Type Midgets or to something different. Many speculated at the time that it may have been marketing driven, to capitalise on the success of the limited edition MGF Trophy and the successful race series of the same name at the time? I expect members will have some very strong views about the TF designation and the apparent attempt to link the MGF and TF siblings to the classic midget (small sports car) concept on which MG has built so much of its reputation.



Hopefully we will see some of the Spridgets, T-Types and earlier Midgets in the Club at the event to make some comparisons!

Hope to see you at the August LSIM. Keep an eye out for the venue and details on the website, Facebook and the Presidents weekly email reports.

Shane Goodwin



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2023 MG National Meeting

7-11 April

Bulletin 1

www.natmeet2023mgcc.com.au/



Welcome to fabulous Adelaide and its stunning surrounds for the 2023 MG National Meeting. Adelaide's renowned for the ring of parklands surrounding the City, the wonderful beaches in one direction and cool green Mount Lofty Ranges in the other, and of course, the best wine districts in Australia just a short and pleasant MG-ride away!

Whatever you like doing (when you're not in your MG), you'll find it in Adelaide, in abundance. And it's not just the food and wine that's mouth-watering.

The Easter National Meeting Program is already filling out with great events like these:

Friday April 7

- Registration and scrutineering – Kauri Community and Sports Centre, Seacliff
- Noggin'n'Natter (including Rocker Cover Racing) – Festival Function Centre, Findon

Saturday April 8

- Concours – Wigley Reserve in beautiful Glenelg. The Concours is always a highlight of a National Meeting and everyone who brings an MG to Adelaide will be encouraged to display their car.
- Theme party – Stamford Grand, arguably Glenelg's top venue overlooking the State's best-known beach.

Sunday April 9

- Motorkhana – The Bend Motorsport Park, Tailem Bend. SA's newest and arguably best motor sport venue with full facilities including on-site accommodation.
- Kimber Run – Southern Adelaide Hills Wine Region with lunch at the Hahndorf Oval in the heart of one of SA's most loved tourist precincts.

- **Monday April 10**
- Super Sprint – The Bend Motorsport Park, Tailem Bend.
- Observation run & Social Run – Northern Adelaide Hills Wine Region
- Presentation dinner – Festival Function Centre, Findon

Tuesday April 11

- Farewell breakfast – return to the Stamford Grand at Glenelg to catch up once more before heading home or spending a few more days exploring what SA has to offer.
- Delegates' conference – Glenelg North Community Centre.

Adelaide, the Hills and the Glenelg area have many different types of accommodation available to meet everyone's budget, and we encourage you to make bookings directly with your choice of venue.

You can find local accommodation here: <http://www.glenelgsa.com.au/>

While there are many options, we know that Glenelg is always popular during National Meets in Adelaide. It's easy to get from Adelaide to Glenelg by tram and it has much to offer when you arrive. There is plenty to keep the whole family amused such as fishing charters, sailing, beach volleyball and activities, walking trails, bike hire, the famous Dolphin swim or watch or even a twilight cruise, reserves, playgrounds, BBQ areas, lots of history and an amusement centre.

Expressions of interest and enquiries to:

Tim Edmonds, President, Chairman2023natmeet@adam.com.au

Chris Bray, Registration, Registrar2023natmeet@adam.com.au

Sandra Cardnell, Secretary2023natmeet@adam.com.au

See you in Adelaide next Easter!!

**Tim Edmonds, President,
MG Car Club of SA**

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Troubles with Wheel Nuts and Spare Wheels

There has been a couple of discussions at recent events about spare tyres, particularly the merits of continuing to use the OEM steel wheel as the spare when alloys have been fitted. So to get some more debate going here are my thoughts.... Please feel free to critique, share your experience and suggest any solutions/alternatives!

When replacing the original factory steel rimmed wheels on your MG with alloy wheels, similar to the popular Minilite replicas shown above, there are more things to weigh up than just the obvious motivations of appearance, width, ride, steering and handling.



Additionally you will need to decide whether your new alloys will require longer wheel studs and nuts and if this is the case, do I retain the OEM steel wheel as the spare or shell out more \$\$\$ for a fifth alloy.

Why is this so?

As the alloy wheel centre is generally thicker than the original steel rim centre, you need to check that the wheel studs have sufficient thread left to properly tighten the wheel. Your alloy wheels are thicker because generally, alloy has lower tensile strength so needs to be thicker in the centre to compensate. Some cars have spacers fitted as well, which further reduces available thread length and also alters the torque tightening equation. A consequence of all this is that there is less wheel stud thread available for fastening the wheel to the hub.

The length of the available stud thread for tightening should be at least 1 times the diameter of the thread. (Some argue it should be 1.5 times.) The diameter of the original stud used for an MGB is 1/2" UNF with 20 threads per inch, so you will need to have at least half an inch of threaded stud available after offering up the wheel centre to the hub. This is near enough to 10 complete turns of the wheel nut. (This should be regarded as a minimum). MGA originally has 7/16-20-UNF studs, MGB originally has 1/2-20-UNF studs, MG Midget originally has 3/8-24 UNF studs.

If you think you might do some speed events or a regularity trial in the future, then keep in mind that some scrutineers at these events now insist on at least 3 and often 4 threads protruding beyond the fixed nut - a bit hard to demonstrate compliance with the 'domed' cap nuts used on MGBs, so for speed events at least one nut needs to be an open ended 'acorn' nut to demonstrate this.

Don't be alarmed just yet as your current studs may already be long enough to accommodate your replacement alloys. Where needed, longer wheel studs are usually (but not always) fitted by the wheel supplier when the alloys were acquired.

If you do come up short on the stud length, then you need to fit longer studs and probably longer wheel nuts as well. Don't assume your current wheel nuts will still work on your OEM spare if you have longer studs! More on that later.

In the case of the MGB, substituting 1 7/8" for 1 5/8" stud length should suffice but will of course ultimately be driven by the alloy's width at the rim centre (note: this is available fastening lengths protruding from the hub on my MGB, including the non-threaded section, not the overall length which will be around 2 3/8" or longer).

Some replacement studs do not have tapered seats at the hub end so this will require some drilling and/or further fettling of the hub before pressing in the new studs.

If you want to retain the nice looking chromed domed cap nuts with your longer studs, then that's ok but use the longer version of the wheel nut. This is because the original shorter domed cap nuts will bottom out on the longer thread before they are able to apply sufficient force to tighten the wheel.

If you want to use one of the original steel rimmed wheels as the spare, then that's ok but first make sure your new longer domed cap nuts can be tightened down onto the thinner steel rim before they bottom out. If that is the case, the simple solution is to keep 4 open ended 'acorn' open wheel nuts in the car so you can tighten the spare when the time comes.



This illustrates the standard and longer stud and wheel nut options.

Finally, a word about tightening and hardened seats.

A real problem is that alloy wheels are sometimes over tightened in the mistaken belief that this will compensate for a reduced stud thread length. As many cars including the MGB use tapered 60 degree cone nuts, over tightening can easily result in cracks in the taper of alloy wheel where the wheel nut seats. This will eventually extend across to the wheel centre. Some alloys do have hardened seats but that doesn't mean they can be overtightened. Over tightening these can also result in stripping, stretching/ deforming and ultimately breaking the stud as well as cracking the wheel centre. Disaster awaits and I have seen several cracked alloy wheel centres and broken studs. (In the late 1990s, on two occasions when historic racing, I had to dodge wayward wheels that had come completely adrift!)

Many consider that the factory wheel nut torque spec of 50-55 ft/lbs is sufficient for normal use with both steel and alloy wheels. But I note that at least one alloy wheel manufacturer and several tyre chains recommend between 75 to 80 ft/lb for alloys. Any views on this? If using the local garage/tyre shop to change the spare, just keep in mind that 30lb of pressure to a rattle gun can apply around 150ft/lb of torque to a wheel nut – good luck next time with changing that wheel!

So in conclusion, a suggestion for those using the popular Minilite replica wheels on longer studs and using the longer shiny domed wheel nuts whilst still retaining the steel wheel as the spare. Make sure your longer studs do not prevent the domed wheel nuts being tightened down sufficiently onto the thinner centre of the steel spare wheel. To be safe carry a set of spare open ended acorn wheel nuts.

And don't forget (like I did!) to regularly pump up your spare!

Submitted by Shane Goodwin



Planes, Trains and Automobiles - April 30

Around a dozen members attended at the Railway Workshops in Ipswich, after we all found a parking spot. So many adults and children were there, I think the organisers were caught off guard. The lines for food were at least 20 people or groups long, even though some outside food vans were there. The cafe line was out the door, down the stairs and further out.



It was quite a hot day, many people were sitting under the trees. The trains and workshop were great to see and cooler inside. The planes were a disappointment, I didn't see one, Shane actually took photos of one. There was an Air Force Display and a great Motorcycle Display. A Torana and a drag car were inside and outside the gates, a line of Holdens.



Some of us thought we could go into Ipswich to have lunch, it was a traffic jam on the road, so we got out of the jam and went to the Beenleigh Tavern.

Carole Cooke

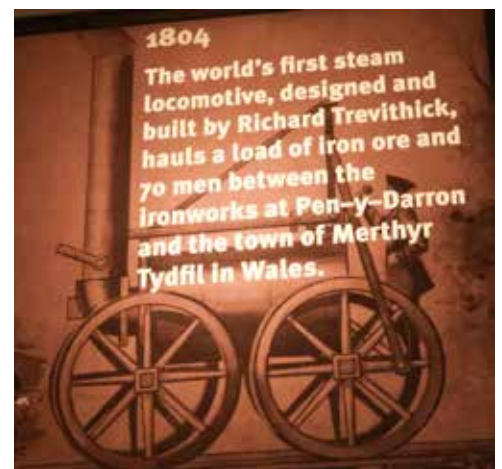




Lunch at Beenleigh Tavern



The two model train sets were very popular



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WANTED TO RENT: Secure, dry, lockable storage/ garage space for my MGA in the Mermaid Waters 4218 locality or surrounding suburbs. Please contact **ROBERT GIBB 0418 244 622** or Email - **robandjuliegibb1@bigpond.com**



For Sale - Car Badges - The Club Badge is 90mm x 62mm
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