

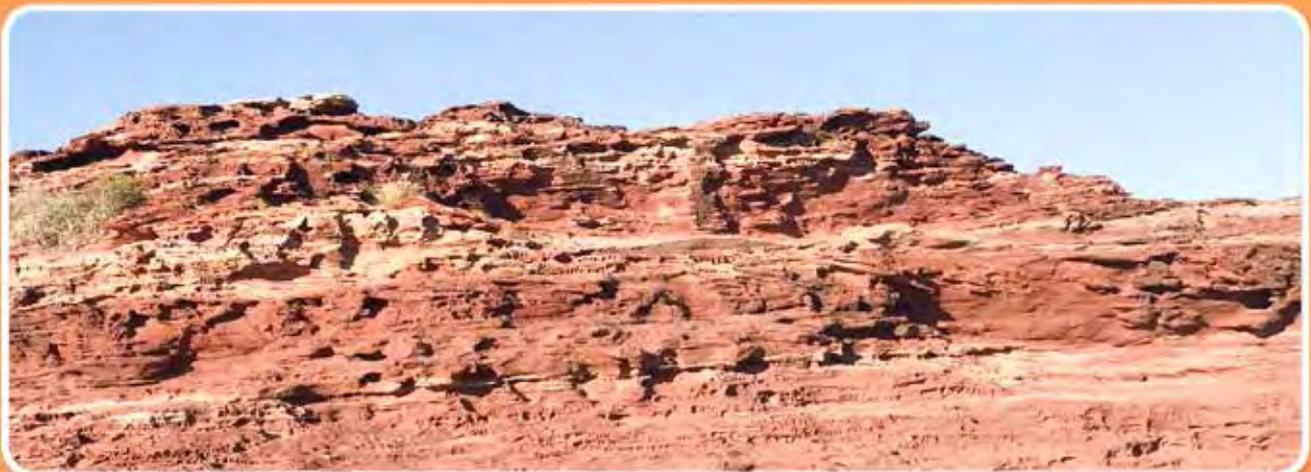
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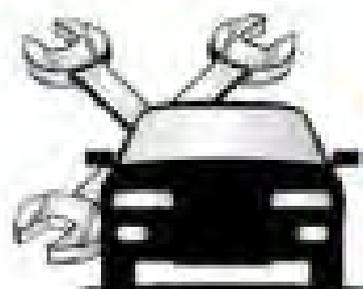
August September 22

Starting in the next Time Machine will be the adventures of 2 MGAs and 2 MGBs Over the Top. The Club members have recently returned home from Perth



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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www.goldcoastmgcarclub.com.au

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Shane Goodwin (Lorraine)

(Interim Secretary)

Perry Collier (Jodi)

(Treasurer)

Carole Cooke (Peter)

(Editor)

John Careless (Kate)

(Run Co-Ordinator)

Allan Ross (Leola)

(Regalia)

Lindsey Stevens (Gary)

(Joint Membership Sec)

Gary Stevens (Lindsey)

(Joint Membership Sec)

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John Crighton - MGB

Other MGs - TBA

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

President's Report



The Club's Annual General Meeting is just around the corner and will be held on Sunday 7 August at the Gold Coast Antique Auto Club rooms in Mudgeeraba, starting at 1pm with a free Sausage Sizzle prior. Members are asked to consider coming onto the Management Committee. Nomination forms were emailed to members in mid July, however, if positions are not filled prior, you can nominate for a position at the meeting.

As mentioned in my last magazine report and in numerous emails, the \$70 membership fee is due during July, if you haven't paid, please do so, and if you have decided not to renew membership, it would be appreciated if you could let the Membership Secretary know (email address is listed on the previous page).

If you haven't paid your 2022-23 membership fee and get caught driving a QLD SIV Concessional or NSW Conditional Registered car, you may be charged with driving an Unregistered / Uninsured vehicle. Also, if you sold your MG or have bought another MG, could you let the Membership Secretary know by completing the form on the Club website at <https://www.goldcoastmgcarclub.com.au/on-line-membership-information-update/> , so the Club database is kept up to date.

Concerning insurance, I wish to remind Queensland members that if you are participating in an Impromptu Event / Run, you are on a privately organised run, and are not covered by our Club insurance policies, as these runs are not considered Club runs. The club is only providing the means by which other club members are advised of the proposed run, and registering the run as required by Government Regulations.

As mentioned recently in my weekly email, Past President and Life Member Neil Weenink recently passed away. Neil and Madeleine joined the club in the late 1980s, not long after moving to the Gold Coast. Information on Neil's life and involvement with MGs is published later in the magazine.

Members who participated in the May LSIM Over the Border run and the recent Christmas in July run to Tenterfield will attest the roads in northern NSW are in need of considerable maintenance and repairs. Leisa Conroy has provided a report on the Over the Border run which is printed later in the magazine, whilst the report on the Tenterfield run will appear in the October / November magazine. My apologies to the Tenterfield travellers for my poor choice of roads.

The Club's annual Concours and Display Day will this year be held at Crocker Park, Mermaid Waters, on Sunday 21 August. After considerable email exchanges with Council, the Club decided to use a less popular Park, as the bond required by Council reduced from \$10,000 to \$2,000, plus the general requirements for using the park were considerably less stringent.

As mentioned in the LSIM June - MGB 60th Anniversary get together report elsewhere in the magazine, the Committee would like to see as many MGBs and other MGs as possible on display at the Crocker Park in a few week's time.

Lastly, I would like to mention the Committee is making an attempt to convert this and all past issues of *The Time Machine*, back to 2014 as published on the Club's website, into Flipbooks instead of standard PDFs to make the reading experience more enjoyable. The Committee has decided that new members joining the Club from July 2022 will only receive the Digital Flipbook version of the magazine whilst other members can elect to not receive a hard / paper copy. Let the Membership Secretaries know if that is your decision, so club records can be adjusted.

See you at the AGM or on a Club run.

Yours in MGing
Stuart Duncan

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The photos in this TM have been contributed by Carole Cooke, John Careless, Shane Goodwin, Lesley and Stuart Duncan, Laurel Godwin, Paul Rogers, Ian Rogers, Peter Kerr

Over the Border Run - May 29

On Sunday the 29th May, our Queensland and NSW members were once again able to meet for a cross border run, without the challenges of border checkpoints or floods. In fact, we couldn't have asked for better weather, finally choosing a rain free day for the event after several attempts.

Thirteen MGs met for the drive, with other members joining in their daily drives, for a trip to Tweed Valley Whey Cheese Factory at Burringbar.

While poor post flood road conditions meant that the original route through Crystal Creek, Uki and Stokers Siding was unsuitable for MGs, John Careless created a scenic path that took us through the historic village of Tumbulgum, past Tropical Fruit World at Duranbah, weaving back and forth over the M1 to take in the magnificent views from Pottsville Road before heading into Mooball and arriving at the cheese factory for lunch.

As a relatively new member who joined at the start of COVID, and being a New South Welshman (or woman), I appreciated having the chance to meet other members. There were 6 new members in attendance, along with others who haven't been able to join in recent runs. It was great to see the day so well supported and I'm sure Peter and his family at the cheese factory appreciated our patronage. They, like so many of our local businesses, have been impacted by the recent flooding.

Thank you to everyone who joined the run and to John and Kate Careless for their organisation. I look forward to organising another cross border run when the roads through the hinterland are repaired and suitable for MG driving again.

Leisa Conroy





New Members Meet at the Clubhouse - June 4th

It was a very enjoyable morning, with many of our new members arriving to meet some Committee members and have a lovely morning tea. It was a sunny day and we all ended out of the Clubrooms with our coffee and cake and we looked at the MGs that were in the carpark. Yes, some of the new members are on the Committee!

Editor





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Observation Run - June 8th

On the coldest day of the year 23 members and guests met at Nerang for Dennis and Mae's eagerly awaited annual Observation Run. A list of instructions was issued including what the Driver should do when he throws the Navigator from the car!



At spaced intervals we all headed off, ready to spot the clues. We started off and thought we were doing well when I realized we had gone past a clue! Pulled over with Carole Cooke right behind and John Careless in tow. Now, the rules stated that we must not turn around so I did the next best thing and walked the 100 metres back to the sign.



On our own again we searched for 'where lions lived' and decided they could live anywhere they liked as who would argue with them. At one point I missed a clue and Jim took the wrong exit. Back on

track it was not surprising that we were almost the last to arrive to morning tea. The usual raffle run by Laurie and Kay Roberts was held and Denis Thomas' partner Vicky Kocsis won the prize. Since Denis has never ever won a prize we all agreed Vicky should come more often! By this stage it was a perfect beautiful winters day for top down driving.



Off on our final leg through the lovely bypass towards Boyland, we were lucky enough to see a Wedgetail eagle feeding on something at the side of the road, a truly impressive sight! We also saw a group of Alpacas one of which was enjoying a roll in the dirt, it looked so happy!



After buying our pumpkin from the farm gate, we arrived at the Canungra Pub. Last as usual but happy we hadn't argued too much on the way. So it was a very pleasant surprise to hear we won the run, closely followed by Denis and Vicky.

Thanks Dennis and Mae for all the work that is needed for such a run and will look forward to competing next year.

Moya and Jim Haines



Left - MGs at Arthur Earle Park



Below - MGs at Morning Tea



Right - MGs at Canungra Hotel



A Swarm of Bs at the Vineyard - June 26th

A swarm of Bs landed at the Albert River Wines on a beautiful sunny Sunday late in June. Twenty Six MGBs and a selection of other MGs transported sixty of their human cargo to morning tea of scones, jam & cream at the vineyard.

Most left the GCMGCC Clubrooms for the run west driving through the crisp morning air of Canungra. Five came from the MG Car Club of Queensland which was a nice surprise.



The multitude of coloured Bs, carefully curated by Mike's parking prowess, lined up down the driveway of the vineyard looking bright and cheery in the morning sun. We knew Mike was 'the man' because of his orange vest!!



It was a run to celebrate the 60th Anniversary of the MGB and a number of members took the opportunity to dive in to the back corners of the wardrobe for some period style attire. As usual Jim and Moya showed impeccable taste in fashion choice while Mike Lynch would have been quite at home in Mod Squad.



I had booked the ballroom and the management had things well organised to accommodate us all in these times of difficult staffing due to Covid etc. It was great to see they had a full restaurant for lunch, a band ready to kick off for the afternoon and a wedding rehearsal in the ball room at 3.00pm. They really did work to accommodate us.

A number of members went the short distance to the Bearded Dragon Hotel at Tamborine for lunch and chose to partake in some of the type of product made back at our morning tea gathering place.

A second opportunity to swarm a bigger hive of Bs comes when the club has its annual Display Day on Sunday the 21st August at Crocker Park in Mermaid Waters. It would be great to have an even bigger turnout of MGBs on that day. Given the Club has a myriad of MG models it would be fantastic to have them all represented at the Display Day.

In addition, on Sunday the 27th November, modern TFs and midgets have another opportunity to be showcased as we celebrate their 20th Anniversary. Keep an eye out for more details on this run.

John & Kate Careless





Vale - Neil James Weenink

Neil was born in 1933 in Greymouth NZ (South Island) where he spent his early days.

His father worked in a mechanical engineering firm and had a great love of motorcycles which Neil took a fancy for also.



Neil attended TAFE college and received a Mechanical Engineering Diploma and from there he joined the merchant navy and spent many years with the P & O line.

He married during this time and was presented with two daughters.



After a marriage split and his contract coming to an end with the shipping line, Neil decided to see as much of the world as possible.

A chance meeting on the Trans Siberian Railway eventually led to a lifetime romance with Madeleine whom we all know and love.



A chance meeting whilst on their honeymoon led to a career in Hotel Engineering that allowed them to work and live in many exotic locations like Saipan, Jamaica and Bangladesh then back to Darwin.



After many years of work travel, they settled in Melbourne but longed for the warmer weather that they had previously experienced. He had purchased their beautiful yellow TC "cafe racer" by now and wanted to have the opportunity to drive it more often.

They settled on the Gold Coast in 1986 and eventually joined our club, both Neil and Madeleine served as Club Presidents. They also acquired "Strawberry" their much loved red TC, and as they say, the rest is history.

Neil has been accredited as the founder of the Gold Coast Institute of Hotel Engineers which over the years, has spread throughout Australia.



Neil will be sadly missed.



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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

info@classiccarclinic.com.au



**Cut off date for next magazine
10th September 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
include payee's name as reference**

**National Australia Bank, BSB 084 852
Account Number 14-920-3252
Account Name Gold Coast MG Car Club Inc
Cheques to be made out to - Gold Coast MG Car Club Inc**

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

**GOLD COAST MG CAR CLUB INC
The Secretary,
P.O. Box 1018, SOUTHPORT, QLD, 4215
Email - goldcoastmgcarclub@gmail.com**

**Membership at July 2022
Active & Family 263 Life 10 Honorary 5 TOTAL 278**

**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 (dec) and Madeleine Weenink**

MG Cyberster: Everything we know as of July 2022

Last Updated On: July 5, 2022 8:21 am. Original article by: Suvrat Kothari

At the 2021 Shanghai Auto Show, MG showcased its vision of a two-seater sports car using the MG Cyberster concept. To celebrate MG's centenary (2024), the brand is looking to fast-track the production version of the Cyberster to offer an 'affordable sports car' for enthusiasts, according to an Autocar [report](#) dated February 7, 2022. The development is no surprise as an MG [electric sports car](#) has been anticipated since last year. [CarAdvice](#) Australia stated in April 2021 that the exciting MG Cyberster would enter production for both left- and right-hand drive markets, though a timeline was not specified. The information was communicated to the publication by a spokesperson for the brand.



Production model

Patent images of what looks like the production version of the MG Cyberster concept have surfaced online. Apparently, the road-ready model won't have the concept's dramatic design.



The silhouette resembles the concept, but that's about it—the rest of the car has been redesigned to comply with the global homologation rules. The gaping front grille has been replaced with a more conventional unit. It appears aggressive with sharp lines and it features a prominent splitter to improve downforce. The grille might be housing an array of sensors for L2/L2+ autonomous driving features. Unlike the concept version, the alleged production version has a roof, most likely a convertible soft top.



MG indicated in their press note that 2024, which marks the 100th anniversary for MG, would be a symbolic year to show the connection between the old and modern MG. MG UK's design head Carl Gotham told Autocar that the production version would wear a more 'toned down' design compared to the concept.

He added that the new electric sports car would capture the brand's sports car DNA and be technologically advanced.

topelectricsuv.com/news/mg/mg-cyberster-electric-sports-car

2022 GCMGCC calendar as of 6/7/22

1-Aug	Mon	CM	Committee meeting
7-Aug	Sun	AGM	Annual General Meeting
7-Aug	Sun		Tamborine Car Show
10-Aug	Wed	MW	We're All Goin To Pott(sville) Run
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	Annual Doggy Run
1-Sep			Toowoomba Carnival of Flowers
2-4 Sept		OTHER	Toowoomba Swap Meet
5-Sep	Mon	CM	Committee meeting
14-Sep	Wed	MW	Southern Run
15-Sep	Thur	OTHER	Golden Era Auto Racing (GEAR)
18-Sep	Sun	OTHER	All British Day
22-27 Sep		OTHER	Capricorn Coast Event
24-Sep	Sat		AFL Grand Final
25-Sep	Sun	LSIM	N&N + Car Boot Sale
2-Oct	Sun	NRL	Grand Final
3-Oct	Mon	CM	Committee meeting
6-9 Oct			Bathurst 1000
12-Oct	Wed	MW	ORGANISER REQUIRED
15-16 Oct	Sat -Sun		Heritage Truck Association
20-Oct	Thur	OTHER	Golden Era Auto Racing (GEAR)
28-30 Oct			Gold Coast 500 (V8s)
30-Oct	Sun	LSIM	The Jacaranda Run
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	TF 20th Anniversary Run
5-Jan	Mon	CM	Committee meeting
14-Dec	Wed	MW	ORGANISER REQUIRED



Weather Permitting

Coming Events

(as at time of writing 7/7/22)

As this article is written three weeks prior to publication I rely on members contacting me in advance with details of 'their' run. More 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.

August 2022

[Committee Meeting – Monday 1 August](#)

Annual General Meeting – 7 August

GCMGCC Clubrooms (Antique Auto Club Rooms) 28 Mudgeeraba Road, Mudgeeraba. Sausage Sizzle from noon. Meeting starts at 1.00pm.

P – Mid Week Run – Wednesday 10 August

We're All Goin To Pott(sville) Run. Meet Winders Park (Currumbin Creek) from 9.30am for a 10.00am start (sharp).

BYO Morning Tea at Murwillumbah. NSW members can arrange to meet there. BYO lunch at Pottsville.

Please RSVP Barry & Annie Grey the2greys@inet.net.au Barry 0428 77 277 Annie 0409 492 719

P – Annual Display Day – Sunday 21 August

Crocker Park, 92 Markeri Street, Mermaid Waters

Gates open 8.00am - Cars in position by 9.00am.

Cash payment on entry of \$10/car + \$5 per additional car on display. Free tickets in a Hamper raffle.

BYO Morning Tea & BYO Picnic Lunch or use local café.

Car trailer parking available.

PLEASE notify the organisers of your attendance with your name, MG model & class so suitable display areas are made available.

Gary Stevens gsls65@hotmail.com or Shane Goodwin spgoodwin@bigpond.com

P – Mid Week Run – 28 August

Annual Doggy Run Meet at the Doggy Park, north end of Hinterland Regional Park, Hardys Rd Mudgeeraba, by 9.30am for a 10.00am departure. BYO morning tea and BYO picnic lunch (& doggy treats).

RSVP organisers Jim & Moya Haines on 0414324166 or email jasperhaines@bigpond.com for further information.

P.S. All members are welcome to join the run even if you don't have or no longer have a dog.

September 2022

[Committee Meeting – Monday 5 September](#)

P – Mid Week Run – Wednesday 14 September

Southern Run A run across the border. Further information will be available by Stuart's emails and Facebook. Caren Satler is the organiser but RSVP will be to Stuart at lesley_stuart@bigpond.com

All British Day – Sunday 18 September

Sponsored by Shannons. St Joseph's College Sports Ground. Tennyson. Gates open 7.30am. Not a GCMGCC event.

Capricorn Coast MG Event – 23-26 September

This is not a GCMGCC points scoring event, however, there will be members interested in attending. It is a Mini Nat Meet style event. Rockhampton / Capricorn Coast. This event has a permit issued by Motorsport Australia.

For more information about the actual event go to www.mgccq.org.au/all-chapter-meeting **NOTE:** Gary Lock has offered to organise the trip north (22 – 27 September) so please RSVP Gary on 0435 901 150 lock@winshop.com.au

P – Noggin & Natter & Car Boot Sale & Sausage Sizzle – Sunday 25 September

GCMGCC Clubrooms (Antique Auto Club Rooms) 28 Mudgeeraba Road, Mudgeeraba.

Starts 12.00 noon with a Sausage Sizzle. Members wishing to sell or swap parts please bring your own table and be set up prior to noon. \$5/head on arrival please.

October 2022

[Committee Meeting – Monday 3 October](#)

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

David and Debra Montgomery, Labrador - 1997-MGF
Robin and Suzy Mitchell, Coombabah - 1999 MGF Anniversary
Ian and Jill Rogers, Bundall - rejoined - car TBA
Lainie and Craig Anderson, Mullumbimby - 1960 MGA
Ian & Pam Hankey, Robina - 1969 MGB
Bruce Kirk and Jan Eder, Tambourine Mountain - 1970 MGB
Paul King - Mudgeeraba - 2 1959 MGA Twin Cams & 1995 RV8

Annual Doggy Run – Sunday 28 August



“We’re All Goin To Pott” (sville) Run

Wednesday 10th August



MGTF 20th Anniversary Run

including MGFs & Midgets

Sunday 27th November

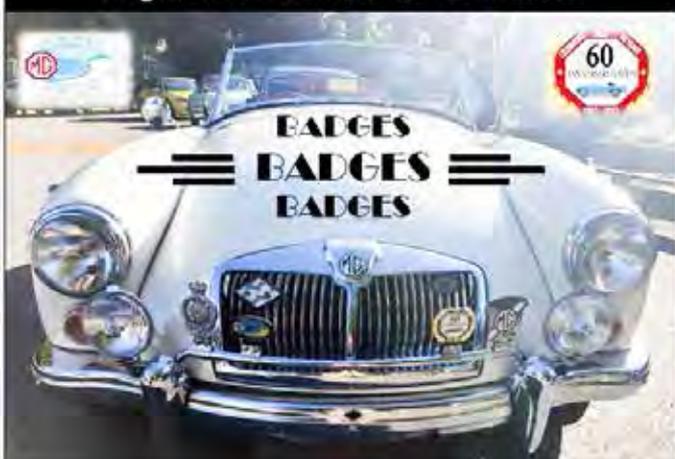


Noggin & Natter & Car Boot Sale & Sausage Sizzle

Sunday 25 September



The new GCMGCC badge & the MGB 60th Anniversary badge are now available from our website.



RUN ORGANISERS REQUIRED.

Please contact John Careless

0413250005 rjcareless@gmail.com



REMINDER CLUB MEMBERSHIP FEES ARE NOW DUE



2003 FTF - MGTF 1 - Mary

I bought this MG in 2007, (loved the number plate) and drove it over 200k, including to Adelaide for the Nationals and back home via Uluru, Mt Isa and Longreach, organised by Dave Godwin. Mary also went to New Zealand for 3 weeks, North and South Islands, organised by Gary Lock.



I was spending a fortune keeping her going as she was my daily driver. I then bought the first MG3 as where I lived 'one person can't have 2 cars', though previously when I had a MINI, Mary went around many places. The trade offer on Mary was pitiful, so Peter Kerr said, can I buy Mary for the trade price - my answer - YES PLEASE. Peter had a few MGs. Over time Peter enjoyed Mary's company and he and I did trips in Mary and also partly restored her.

I moved from Tweed Heads to Ormeau where I had a tandem garage and Peter let me have Mary here for a while, so I had an MG. (Only had an MX5 as when people asked me did I like the MG3, I said yes, but I want a convertible) Then MariGold, Dave's yellow FTF came up for sale and I bought it. Mary then went home to Peter on the Sunshine Coast.

The garage was a deciding factor in moving, as Peter was having restored after 57 years, a genuine '62 MG Midget for me to use. Now I have 3 cars in my garage, though one hangs out a bit, 2 MGs and an MX5.



On ANZAC Day last year, Peter took a digger mate on the parade in Mary. On the way home after dropping off Bob in Nambour, he was on the Bruce Highway when he saw smoke. Peter got out, opened the boot and whoosh, a serious fire developed. He took photos of the result and Mary was unrecognisable. He somehow took the number plates off! Mary had meant a lot to both of us. We never found out the cause of the fire. I now have a fire extinguisher in my FTF MariGold.

**Carole
Cooke**

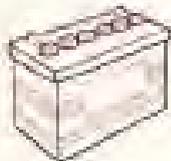


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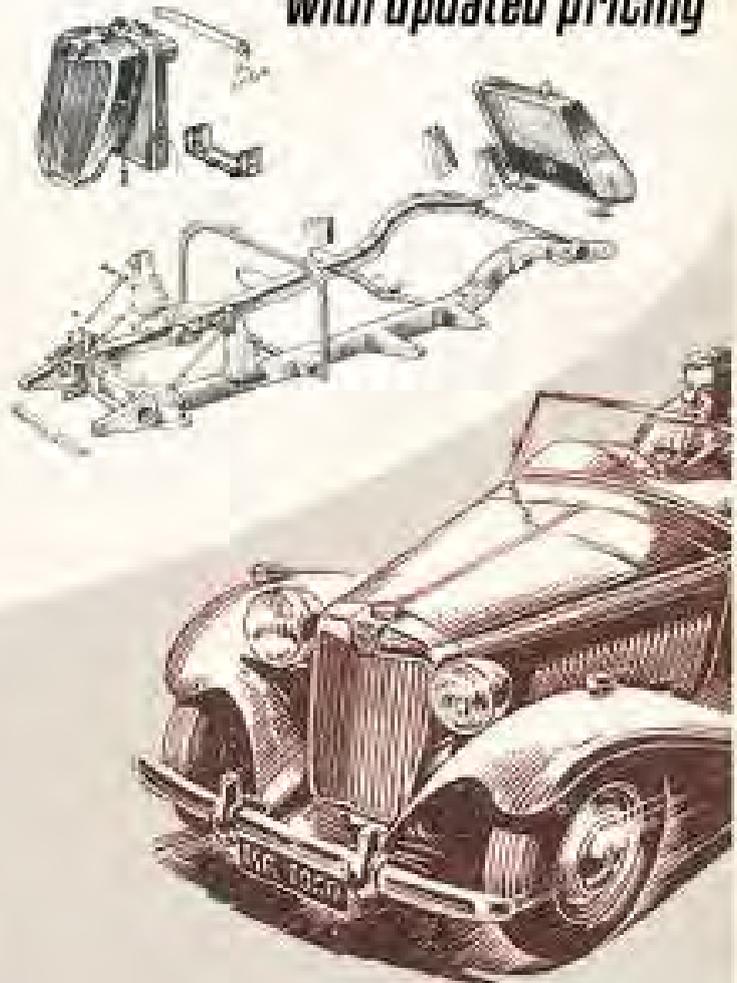
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2023 MG National Meeting 7-11 April

June Update

www.natmeet2023mgcc.com.au/



Hello again, more details on some of the events being organised for next Easter's National Meet in Adelaide.

As always, there's more info on the website shown at the top of this bulletin, and a reminder that expressions of interest are open. Please send names, e-mail contact and phone contact to our Registrar, Chris Bray, at Registrar2023natmeet@adam.com.au. If you have already done this, encourage your friends to make an expression of interest.

So here are just some of the events you can look forward to:

- **Noggin'n'Natter** – Festival Function Centre, Findon. This event, together with registration and scrutineering, gets the National Meet underway on Friday April 7th. Noggin'n'Natter is an MG tradition – a casual event to meet up with other registrants from around Australia, while enjoying some refreshments and entertainment.
- **Rocker Cover Racing at the Noggin'n'Natter** - For those of you new to this, it involves racers made from MG rocker or cam covers. They must be selfpropelled, relying on gravity for their pace. The maximum weight is 3kg and the competition is held over a launch incline 1.5m long and a level run of 6m. The competition is conducted in best of three heats of two racers at a time. Winning racers advance to the next round until all are eliminated except one racer, which will be the outright winner.
- **The National Meeting Kimber run** on Sunday April 9th will wind through the Southern Adelaide Hills Wine Region with the cars entering the Hahndorf oval from Echunga for lunch to avoid the town's busy main street. The run is about 76km long and is planned to give you time for a wander through picturesque and historic Hahndorf before lunch.

• **Motorkhana – The Bend Motorsport Park, Tailem Bend** - Sunday April 9th. This will test the acceleration, braking and general manoeuvrability of your MG as well as the skill and judgment of its driver. A series of flags are placed on a sealed surface. The object of the competition is for each driver to complete the tests in the shortest time without incurring penalties. Although there are many ways to incur penalties, some of the most common ways are displacing a marker, traveling in the wrong direction or failing to stop within the “finish garage” boundaries.

The competition consists of 3 patterns with 2 attempts at each pattern. The worst time on each course is discarded. Class winners are determined on total elapsed time including penalties. No special equipment is needed.

• **Theme party – Stamford Grand, Glenelg.** The theme party is always a major social highlight of National Meets and next year will be no exception. We’re working on a theme and details will be released in plenty of time for you to figure out how you’ll dress. This is a really fun night, not to be missed

And a reminder that Easter accommodation is always in high demand so please book early to avoid disappointment. MGCC SA cannot make bookings on your behalf.

Please send your expressions of interest and enquiries to:

Tim Edmonds, President, Chairman2023natmeet@adam.com.au
Chris Bray, Registration, Registrar2023natmeet@adam.com.au
Sandra Cardnell, Secretary Secretary2023natmeet@adam.com.au

See you in Adelaide next Easter!!

Regards,

Tim Edmonds
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Project Resurrection

In the beginning, there was an idea...

When 2 mates get together with too much time on their hands and no specific project on the table, it could mean trouble. I found that after parting with my successful race car "The Superbee", which has returned to the son of the original builders in 1968, (Iain & Carol Corness). that I needed to do something and Gary Stevens had finished his special MG Midget.



While we were physically fit we needed to keep busy and hopefully build a new low cost competition car, but what with A's and B's getting too expensive and we have done that before, So looking around and seeing MGFs at silly low prices with some being wrecked and dumped, it appeared as a likely option.

The ideal car would have been the one which the Club was given and dismantled but that was past history, by chance we hear that a member, Leith Johnson, whom I had competed with at Warwick Super Sprint, had a derelict MGF sitting in his backyard and wanted to get rid of it.



Money for nothing 'and car's for free...

Why was the car free? Obviously there was a catch. In this case – a 1999 MGF 120 in Black was missing a couple of parts. Actually it was missing more than a couple – and some of them were pretty much essential. Like radiator and

fans, clutch slave cylinder, door locks, wheels and seats. non-essentials like windows, trim, airbags and exhaust system, but an MGF for nothing to clear the vendors yard, I had to act.

So the week after the floods in Warwick, Gary and I, with mate Peter Bennett, set out with car and car trailer to Warwick with the intent of rescuing this MGF and resurrecting it. Fortunately Leith provided a set of wheels so we could get it on the trailer and bring it home, having been sitting for over 2 year in the open, a mass of cobwebs and shredded tarp.



Cold light of day

Sat in the cool morning light the day after the collected free (remember it's free and therefore must be a good thing – that's what we are telling ourselves and we are keeping to it) MGF it isn't a pretty sight. The use of a high pressure cleaner, with the car on stands helps by removing lots of spider webs and shredded tarp helps a bit.



What next

The project is flexible at this point, but the aim is for that competitiveness to be derived from light weight rather than strapping on a super-charger to Rover's 1.8 litre K-series engine, meaning if it is not needed to run the car it will be removed (adding more parts to the Club's inventory) and the other part of the plan is to try and do the whole thing for as little money as possible – and to photograph every thing on the way, so we can share the experience and knowledge.



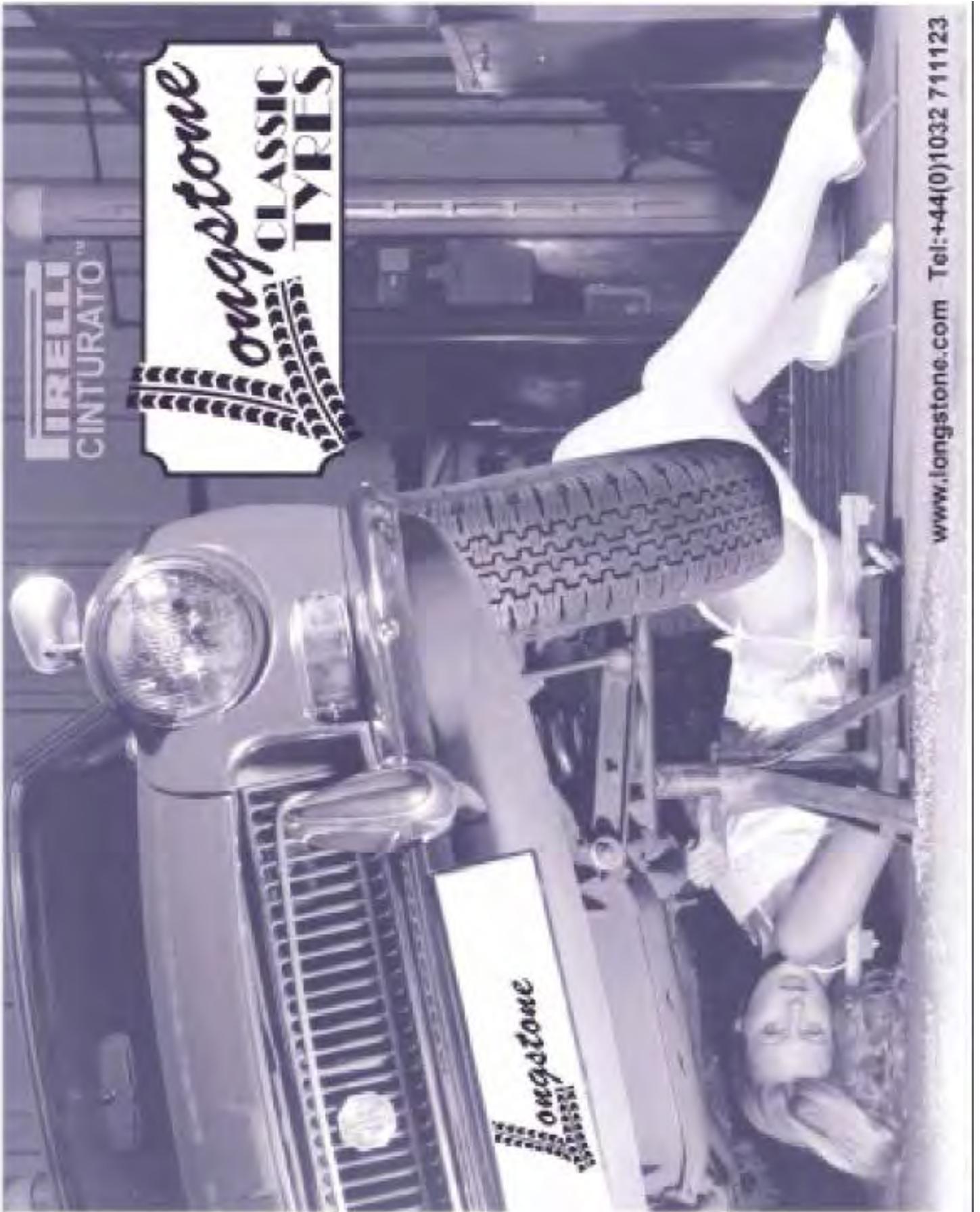
Where are we at ..

The car has been stripped of dash , console, carpets, sound deadening , heating air conditioning and surplus ECU's and wiring. A radiator and fans fitted, new clutch slave cylinder fitted and bled, new braided brake lines and the caliper re installed. A new battery was sourced and fitted, and petrol added to the tank, Low and behold by turning the key the motor burst into life and sat idling at 1200 rpm (after sitting in the open for more than 2 years) Very encouraging.

From knowing very little about this model before we started, we are learning quickly and are impressed by the design and the engineering and frustrated by some of the accessibility, we believe we have chosen the right project with lots of modification which we will share as we proceed in the months to come.

Ian Rogers & Gary Stevens Project Resurrection





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MGF & TF Guidance Note: Engine Immobilisation Issues

About this Note

This note has been compiled to assist Gold Coast MGCC members and their repairers identify issues that could be causing the electronic immobilisation of their engines. It endeavours to pull together into one document, a lot of disparate information from many different sources.

Please keep in mind it is a compendium of issues that have affected only a small percentage of the cars produced over a long production run of over 116,000 cars. It is highly likely that you will never need to refer to this guide as the MGF and MGTF are inherently reliable cars.

This note is intended to be a guide only and although it suggests some pathways and methodology to finding solutions, it is not meant to be a technical repair manual. It should be read in conjunction with and not as a substitute for the applicable MG Rover owners handbook and service manuals.

It is prepared as a “living document” and members are encouraged to provide feedback and their experiences so that it can be expanded and improved as we learn more about these issues and find workable solutions.

As these MG models are now up to 25 years old it is to be expected that components are starting to wear out and cars will need to undergo necessary repairs due to their age and mileage. It appears that these immobilisation issues will continue to occur, as they appear to arise as a consequence of the car's electronics being without battery power whilst other unrelated repairs are undertaken.

Whilst some of the information could apply to all models, the focus of the note is directed mainly to cars up to the 2003 MY. (A much improved Pektron SCU was introduced by MG-Rover around 2003 and was designed to replace several electronic modules and integrate all of their functions into one module. It also employed a more secure communication method for the remote fobs, this along with other design features gave a higher Thatcham security rating.) There is a growing view that it may not be as reliable as the Lucas 5as system it replaced.

The Problem

The car won't start, usually after it has been without battery power for an extended period. The cranking battery has completely discharged during an extended period of vehicle storage, or the battery has been disconnected for an extended period. In the latter case, this is accepted good practise as a precaution against accidentally shorting out the electronics while some unrelated repairs are being carried out. Often this was because the ECU or the immobiliser control box needed to be disconnected and/or removed to get access to other parts of the car.

Once battery power is restored, the car does not respond when the key fob is pressed and the engine remains immobilised and sometimes as well, the alarm will not disarm and door locking system malfunctions. In some reported examples the alarm does disarm, but the engine remains immobilised when the ignition key is inserted and an attempt is made to start the engine.

In some other recent examples, the key fob has simply stopped disarming the alarm and neutralising the immobiliser, for no apparent reason.

This note explores some of the possible causes for this and possible solutions.

A Snapshot of the Engine Management System

To find solutions to these problems, it helps to have a basic understanding of the functions of the applicable components of the engine management system and security system and a snapshot of how they interface with each other.

Similarly to most modern cars, the MGF/TF has a number of CPUs (computer processing units) that control the interpretation and carrying out of instructions. In the MGF/TF these manage functions such as security, engine performance management, emissions, safety, braking etc. They need to “talk” (interface and exchange code and other data) with each other to enable your car to operate properly.

The components we are concerned with in this discussion are the key fob, the immobiliser/alarm control box CPU (the SCU) and the engine control unit (the ECU).



Shown is an early set of key fobs, Lucas 5as immobiliser and ECU.

The key fob activates/de-activates the immobiliser. This immobiliser control box is usually called the SCU on some websites but is also sometimes just referred to as the CPU which can be confusing as it is one of many CPUs in the car.

The immobiliser CPU (SCU) has three main functions. It arms/disarms the alarm, opens/locks the doors and activates/de-activates the ECU. A de-activated ECU immobilises the car. Cars up to 2002 used the Lucas 5as unit and thereafter the Pektron unit was used.

The ECU runs the engine management systems and a range of other functions (which are outside the scope of this note).

It follows that if the key fob is not talking to the immobiliser, then the immobiliser CPU (SCU) can't send code (signals and data) to the alarm and the engine's ECU. So, the alarm can't be turned off and the engine stays immobilised and wont start.

If the key fob is working but the immobiliser malfunctions, for example, sends the wrong code or "forgets" the code it needs to send to the the ECU, then similarly nothing works. And if the ECU malfunctions or "forgets" or doesn't recognise the code from the SCU which it must have to re-activate etc, then it stays immobilised.

Possible Causes and Some Solutions

The on-line MG forums have many threads dealing with these problems, and it is helpful to try and pull together for members, some of the recurring issues into a single note. As well, a couple of Gold Coast cars have recently experienced similar problems but with each car's issues being a little different.

The following outlines some of the recurring problems, potential solutions and experiences but is not meant to be exhaustive. If a member's problem is not covered in this note, then there is a list of information sources at the end of the document.

Battery: Several threads on MGF on-line forums firmly state that there must be 13.7 volts across the terminals when reconnecting. So ensuring you have a fully charged cranking battery is a must.

Fuses and Connections: Sounds obvious but all should nevertheless be checked as another initial step. Start with Fuses 1,2, 3 and 14 and check the condition of the black ECU connector plugs.

A member's car was recently immobilised due to a loose connection in the ECU black plug which was not visible or immediately obvious.

Faulty Relays: On later cars (from 2003) faults in the engine management relay module (EMRM) can be mistaken for immobiliser issues and for problems arising in the ECU.

On early cars in this category, the EMRM is located just in front of the ECU so it might be worth checking that first. There are four relays in the module: main MEM, fuel pump, starter and oxygen sensor.

The module can be replaced as a unit (expensive!) but may be able to be repaired. There are local reports of individual relays being replaced/upgraded by an auto electrician. Old relays are desoldered and replacement soldered back in.

The following link will take you to a thread on the MG Experience on-line forum that also provides an illustrated 'how to' for replacing the individual relays.

<https://www.mgexp.com/forum/modern-mg-forum.54/mg-and-rover-cars-from-aug-2003-two-help.2868986/>

Key Fobs: Flat fob batteries and damaged internal battery carriers and circuits boards are the main culprit.

Sometimes damage to these components will be obvious and can be fixed with careful soldering.

Changing the fob battery is straight forward. The following link to a thread on the MG Experience forum provides an illustrated 'how to'.

https://www.mgexp.com/phile/54/281860/MG_3B_Battery_Replace_Info_EMAIL_SMALL_P.pdf

Sometimes the key fob gets 'out of sync' with the immobiliser. You can try the procedure for "waking up" the key fob outlined later in this note.

These are the two types of fobs. The round fob is used from 2003 on.



Emergency Key Access (EKA Code): If the key fob is still malfunctioning, lost or dead, you may still be able to start the engine using the Emergency Key Access Code (EKA) to override the engine immobiliser. The EKA code has no connection with the key fob. This code lives in the ECU (and is not written in the immobiliser SCU).

The EKA code is found on the security information card supplied with the car. If this card is lost the EKA information can be retrieved in a number of ways - from some former MG Rover dealers who have the old MG Rover database, retrieving it from the

ECU by connecting a electronic diagnostic tool such as Pscan or T3/T4 to the ECU, or by acquiring it from a specialist service provider.

You may be able buy it, from mgrccservices.com for around £20.00. You will need your vehicle identification number (VIN) when contacting them.

MGRover Codes can supply a new EKA code for your vehicle which will (hopefully) override the immobiliser.

Try the link. <http://www.mgrovercodes.com/mg/f/eka-code/>

Once you have the EKA code you need to follow the procedure to bypass the immobiliser which is outlined later in this Note.

ECU Amnesia: There seems to be an issue whereby if the cranking battery goes flat, the gradual fall of the voltage confuses the ECU, the small remaining voltage in the battery seems to be enough to keep the ECU running but in a confused state. This is classical computer “brown out” and not unique to car CPUs.

The solution is to get the ECU to reboot. This is the hardest problem to resolve but it is suggested you first try the procedure outlined later in this Note.

ECU failure

The ECUs in the MGF and TF have a good reputation for reliability and complete failure seems to be rare. They can be repaired and new (as well as second units) are available, but these generally need to be sourced in the UK.

If you are contemplating repairing or replacing the ECU and/or SCU a good starting point is the Tecknozen Electronics website and his technical threads on the MG Experience forum. One source of secondhand ECUs is Morepartz in the UK. (See links at the end of this Note).

I have been unable to locate a similar service in Australia, but your repairer may have a source and there are also some general ECU repairers who may have experience of the Pektron ECU/SCU componentry.

First steps

Don't assume the worst – it is unlikely your ECU is ‘fried’.

Before assuming a major problem with the ECU or SCU check all the connections, particularly the plugs connecting the ECU and SCU. This is a very common cause of immobilisation issues as members have learnt.

Retrace your steps. Have a think about what was disconnected, removed to get access or replaced (or might have been accidently disturbed) when undertaking any recent repairs. **Go back and check all the connections and plugs.**

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