

TORQUE









Oct – Dec 2025



The official journal of the MG Car Club Sunshine Coast

Sunshine Coast MG Car Club

2024/2025 Management Committee

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MG Torque

THE OFFICIAL JOURNAL OF THE MG
CAR CLUB SUNSHINE COAST INC

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Front Cover: Max Beikoff driving Santa in his MGB

Back Cover: The girls Sean Quigley and Brian Dunn took to their formal, with Brian's blue and Sean's MGBs.

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From the President's Desk



Welcome to the final Torque magazine for 2025.

We've had an active and eventful year. Most events have been coordinated by a small group from our membership, and we encourage more members to step forward and help organize future events. It's easy to get involved, and Les, along with others, is always ready to offer support.

In November, a group of club members embarked on a two-week trip exploring the northern region of New Zealand's North Island. According to reports, everyone thoroughly enjoyed both the experience and the many activities this part of NZ offers. Our thanks go to Les Dixon for organising and co-ordinating this event.

Early in 2025 the 'Older Car Activity' group started with the aim of getting more of our pre-1960 cars out on the road by providing activities and short runs more suitable for the older cars. This initiative has been well supported thanks to the efforts of Tony Slattery and Merv Hyde. Our congratulations go to our club member, Tony Slattery, who was the recipient of 'The Frances Adam Award' from the Pre-War MG Register of Australia. This award is presented biennially to the SVW owner who has done the most to promote the restoration, awareness and use of SVW cars. Well done, Tony.

We would also like to express our gratitude to Norm and Wendy Cardinal, who have generously hosted a number of our events at their Chevallum property, sometimes with little advance notice. We truly appreciate being able to use your facilities, and everyone always enjoys the experience.

As a reminder - all members receive a name badge upon joining our club. Wearing your badge at events is important, as it helps new members identify you and assists existing members who may have difficulty recalling names!

The Christmas Lunch was another fantastic occasion to bring the year to a close. We saw a terrific turnout from members, which contributed to the lively and festive atmosphere. Once again, the event benefited from the superb organisation of Anne McArthur. Anne worked closely with the hotel chef and staff to ensure the event met our expectations, as well as organising the 'lucky door prizes'. A big thank you goes to Anne for her dedication and the significant effort she puts in to make the Christmas Lunch such a success every year.

In conclusion, I would like to extend my appreciation for the strong sense of camaraderie within our club. We are indeed privileged to belong to a group that demonstrates care and support for one another. I wish all members and their families a joyful Festive Season and a prosperous, healthy, and happy 2026.

Safe motoring. **Stuart Smith**

New Members

The Sunshine Coast MG Car Club extends a sincere and warm welcome to:

Darryl Roberts & Suzanne Scarffe 1963 MGB

We trust you will enjoy the fellowship of the club and we look forward to meeting up with you in the near future.

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Sunday Run 5 October 2025



Led by Graeme and Jan Smith

Forming up at Pioneer Park on a beautiful sunny morning, the forecast of 25 degrees was perfect for our classic cars. The warm weather brought out the sunscreen, and big hats as added protection for the run ahead.

Graeme gave the introduction of what was ahead, and we were going to Eudlo for morning tea, then in a roundabout way ending up at the newly renovated Northern Grounds, Diddillibah, previously the Waterfront Hotel.

A good roll up of twenty odd cars, by which I mean twenty different shapes, models, colours, and drivers. No pun intended. Heading off, we travelled along Tunnel Ridge Road, onto Mooloolah Connection Road, Old Gympie Road, before taking Eudlo Road into the township for our morning tea break.

A little history on Eudlo, it has a population of 1,192 (2021 census), The name Eudlo is of aboriginal origin and means "Fresh Water Eel". Cattlemen and timber cutters came to the area from 1860's. The Post Office opened 1 March 1891.





Our destination for morning tea was the Eudlo General Store. This store was first opened in 1925 making this it's 100-year anniversary. It has been used as a service station, antique store, a grocery store, and refurbished in 2021 as a café and bakery.



We had the rear of the store allocated to us and it soon filled with laughter, chatter, and the usual banter, as well as the smell of coffee, pastries, and home-made breads, which numerous members purchased to take home.

Heading off again, we ventured under the railway bridge and into

Palmwoods, passing Rick's Café and along onto Jubilee Drive. We worked our way into and through Nambour, and across to Bli Bli. Easy now, just follow David Low Way and arrive at our destination.

The renovated Hotel was busy as it was NRL Grand Final day, but we had our tables and were busy getting our drinks and food orders in. The usual chatter and catching up was in full swing and it appeared everyone was having a good time, as we usually do. Thanks to Graeme and Jan Smith for a great day out. Nice run and good venue always mean a fun day.

Brian and Leone Dunn



Older MG Group Run with the Sunshine Coast Antique Car Club 15 October 2025

Older MG Group Run today - Thanks Sunshine Coast Antique Car Club (SCACC).

It was a 'Coffee and Cars' get-together of the SCACC, and as a special treat, members of our MG club came with 11 of their beautiful cars. Thanks to Neil for making that happen and a special thanks to the kitchen helpers for providing a sumptuous morning tea and the members who brought baking for us to share.





October Noggin – Periwinkle's 16 October 2025



Today 22 members went to Periwinkle's at Peregrine Beach for lunch. Perfect weather, sensational food and service top notch. Love going to Periwinkle's – it's one of the top Sunshine Coast restaurants that's for sure. Hope everyone enjoyed their lunch. Thanks everyone that came today.

Anne McArthur



October and November Mid-week runs – Lunches! 23 October & 6 November 2025

With many club members heading to New Zealand in November and the much-anticipated PJ run moved to later in November, the mid-week run slots for October and November were a little light. So, Les Dixon stepped up to encourage everyone to the Yandina Hotel for Lunch on Oct 23rd and Mike Fairbairn put his hand up to organise a hotel lunch at the Coolum Hotel on Nov 6th. Many thanks to both for getting everyone together!



Road Rations – Snacks for your next trip

Brownie Bites (or Snowballs)

(Bonnie Quigley)

- 1½ cups walnuts
- 1 cup pitted dates
- 1/3 cup cocoa
- 1/3 cup honey
- 1 tsp vanilla
- Pinch of salt
- Desiccated coconut (optional)

Instructions:

- Chop walnuts and dates in food processor.
- Add cocoa, honey, vanilla, salt – mix well.
- Roll into balls with your hands.
- Optional – roll balls in coconut.
- Refrigerate and enjoy!





Club 2026 Calendar



Reviving an old club idea, the club committee and Torque editorial team ended 2025 by putting together a club calendar. An old-fashioned idea, we know, since not many of us use wall calendars anymore. Everyone who made it out to the photo shoot on Wed, Sept 24th at the Ewan Maddock Dam picnic area, gratefully supported by the Caboolture Photography Club, got their car into the calendar. A few additional photos were supplied by club members and the professional motorsport St. Patrick's Day photographer, Bero Photography, to complete the photo set.

It was a bit last-minute for this first version, but if you like the idea, let a club committee member know. There are discussions about having multiple "photo shot" days throughout 2026 to allow as many club members to get involved as possible.

If you missed out on getting a copy of the calendar, here's how it turned out:

Cover



January



February



March



April



May



June



July



August



September



October



November



December



Back Cover





New Zealand Club trip 4 to 18 November 2025



A group of 10 club members (Les Dixon (leader), Jerry and Cathy McBrien, Graeme and Jan Smith, Barry and Heather Kelsey, Soren and Hanne Jonsson, and Anne McArthur) took a wonderful trip around the north island of New Zealand. The complete 17-page write-up of their trip is available on the club webpage under the “Torque” webpage. To give you a sneak peek, here is a preview of what they did:

Day 1 – Getting to New Zealand. Some left from Brisbane; others left from Maroochydore (Maroochydore flight was 2 hours delayed leaving).



Day 2 - Auckland to Dargaville, through Helensville



Day 3 – Dargaville to Paihia, with stops at Trounson Kauri Park, Tane Mahuta (Big Tree)



Day 4 - Waterfalls, ferry trip across to Russell and sailing on the R Tucker Thompson



Day 5 – Trike-riding, Hungi at the Waitangi Treaty Grounds



Day 6 – Paihia to Snells Beach, stopping at Sawmill Brewery, Morris & James pottery



Day 7 - Snells Beach to Whitianga, through Auckland & Thames and the Zig Zag railway



Day 8 - Aircraft museum in Tauranga



Day 9 - Hells Gate Geothermal Walk and Mud Bath



Day 10 – Day trip to Matamata to see Hobbiton



Day 11 – Whitianga to Taupo, visiting a theme park and Red Wood Forest



Day 12 - Day trip to Napier, seeing town and the Mission (winery)



Day 13 – Visited Huka Falls, Waikato River flood gates, River Boat cruise, Jet Boat ride



Day 14 - Taupo to Hamilton Gardens (Botanical Gardens/Classic car museum), then on to Auckland



Day 15 – Traveling home

November Noggin – Kings Beach Surf Club

21 November 2025

We had 20 members attend, with Leone's sister Rhonda joining us (nice to see you again). The view was beautiful; there is something about looking at water so calming. The food was very nice, lots to catch up on, with members just returned from holidays to Japan and the club trip to New Zealand. Thanks for everyone that came.





Year 12 formal 21 November 2025



If you hadn't noticed, it is very busy this time of year with all the schools and year 12 formals. Hundreds of graduating students gathering at different beach side locations and then making spectacular entrances to different venues to celebrate.

This year Sean said he had a request from two young ladies for an MG. So, we decided to use both our cars for a better entrance. After meeting at a Kawana Island park for photos, we headed to La Balsa Park to join the others.



Every style and model of vehicle you could think of was assembling at the one spot, with hundreds of students, making it an experience in crowd management. After surviving the gathering, we headed off to the formal dinner venue.

With our passengers beside us, we joined the queue of vehicles, but just short of the venue entrance we pull off into a car park for our special touch. With hoods down, we organised both girls onto the boot of our cars. After a safety briefing of what to hold onto, we rejoined the action. Approaching the drop off point, we positioned our cars side by side and slowly made the approach with both girls waving and the crowd yelling, "best entrance yet." It was nice to beat all the Mustangs, hot rods, and that Corvette.

Best of all, the girls had a great time, looked and felt very special and will always remember their formal was in the famous MG.



If you ever get a request to do this with your MG, you should take it and enjoy the experience. You will also remember it for ever.

Brian Dunn and Sean Quigley



Older Car Activity 21 November



It was a good turnout to the last event of the year, which started at the Henry Royce Foundation and later moved to the Maroochy River Golf Club for morning tea and coffee. Many members sent their apologies due to movements and commitments during this start of the holiday season. However, it was good to see some newer members participate.

The group visited the Henry Royce Foundation to see an amazing 1938 VA Tickford Drophead coupe. Museum owner Frank Carroll gave a detailed presentation of the car's history and its successive restorations. It is now for sale at an incredibly reasonable price, given the condition and quality of this rare car. Many thanks Frank!

See you all next time in the New Year! Keep safe and well.

Merv Hyde





Rex & Lyn Carr's PJ Run 23 November 2025



The day dawned very wet and some of the shyest amongst us may have hoped that the whole experiment would be rained off. However, an enquiry to the organiser assured all that there was plenty of undercover shelter at the new start location. The organiser was confident that rain was going to stop, anyway. The new (much maligned) Bureau of Meteorology web site correctly confirmed this forecast, so off we went to the Finnish Memorial Park to start.

The Park was an ideal location for a furtive gathering on a rainy morning, having a single large, covered area, no neighbours and no passersby. All participants made an effort to comply with the dress code. The fashion prize was unanimously awarded to Bob Wagg, with honourable mentions to the ladies who put their hair in curlers. It was good to see the master mind and driving force of the operation was able to attend to send us off looking very elegant in a silk dressing gown.



Norm Cardinal had very kindly volunteered his place for a picnic location at the finish. Lyn had worked out a fairly short route through very pleasant country up to the top of the range, down Hunchy Road with a little loop down Ilkley Road through Tanawha and back to Norm's place. We then had a very pleasant picnic.

Thanks to Norm for providing his splendid facilities. Thanks to Rex for the Idea and Lyn
for doing 98% of the work.
Jerry McBrien



Congratulations to Tony Slattery:



THE FRANCES ADAM AWARD - AUSTRALIA AND NEW ZEALAND

2025

The Frances Adam Award - Australia and New Zealand is presented biennially to the SVW owner who has given the most over the previous two years to promote the restoration, awareness and use of SVW cars. The Award is made at the Australian Pre-War MG Register's biennial rally weekend.

The SVW Community in Australia and New Zealand has great pleasure in announcing that the 2025 Award is made to Tony Slattery for his enduring enthusiasm on several fronts. Tony is better known for his MG Y-type affiliation, but broadened his interest when he and Debbie bought their VA Tourer (VA0838) in 2009. We still haven't seen this car at national events as, in true Slattery style, Tony was side-tracked into working with Ellen Wilson on her SA (SA0499) after the death of her husband Ken. Significant maintenance and restoration work was carried out by Tony on this car.

The Frances Adam Award (Gary Perry)

This Award is in the form of a painting. The painting was commissioned by our SVW Register President, Frances Adam, and the then Chairman of the Register, John Bates. The painting was paid for by Frances and depicts an SA Saloon, WA Tickford and VA Tourer outside a barn in Norfolk. It was painted by Gary Hickin, who at the time was Head of Art at a school in Solihull. The Frances Adam Award is presented each year to the person that the SVW Committee consider has given the most sterling effort to the SVW Register or SVW cars in general over the past 12 months.

In 2007 it was decided to create a new award which is a full size copy of the original picture. It was awarded to long time SA owner, Malcolm Robertson. It was given for Malcolm's considerable efforts to keep SVW owners in his home country of Australia and the rest of the world, in touch. The new SVW Register Award is to be given each year to the person in Australia or New Zealand that has given the most to forward the use of SVW cars.



Tony also has a deep interest in the numbers and the registers. He has developed a full history spreadsheet of the SVW cars in Australia, he is developing a listing of the Tickford body numbers for the Tickford bodied MGs (SVW, TA, TB) and is fascinated by the Airline Coupes. His engineering and mechanical skills are significant and he puts these to good use developing novel improvements to his cars, including experimenting with Kevlar on cork clutches.

The SVW community in Australia and New Zealand commends Tony for his shared expertise, for his community spirit and for his dedication to the SVW fraternity. He is a worthy recipient of the Frances Adam Award Downunder. Congratulations Tony.

*Harry Hickling
Pre-War MG Register of Australia*

November 2025

Club Christmas Lunch 7 December 2025

Thanks to everyone that came to our 2025 Christmas Lunch. We had 55 members come along (unfortunately 4 had to cancel in the morning - hope Jeff and John are on the mend real soon).

A very special mention having Barbara, Rex and Hugh at the lunch they have had their challenges this year that's for sure. Thanks to Paul for donating 2 MG Cups, they were given to Rex and Hugh two very happy men.

As always, the food was delicious and there was lots of laughter and catching up. I always love the photos that are up on the screen for the background presentation. As a club, we really do a great deal. There were 19 raffles this year - congratulations to everyone that won (especially Marie, as she nearly didn't get here prize as I read the number upside down). Also, special mention to Brian going home minus his bottle of wine that broke. I hope you all had a great day.

Anne McArthur





Santa comes to Montville in style 7 December 2025



Montville Village Christmas Markets are hosted by the local Chamber of Commerce within the Village Green, St Mary's Hall and the nearby Village Hall.

These three adjacent venues have historic values dating from 1903. The markets have evolved to include a choir performance and the annual 'Lighting of the Tree' by the Shire Council. It's a family atmosphered event with space for children to play, room for a spread of picnic blankets and the chance to wander through stalls loaded with crafts, food and drink.

Santa traditionally arrived in style, comfortably seated in a 1930's Bentley. The vehicle and its driver were associated with Maleny 'Horseless Carriage Club (HCC)' until last year, when the commitment became too difficult. Verona, the HCC secretary and Sunshine Coast MG club member, recalled my home address in Montville and thought our classic MGB could be a possible replacement. We accepted with delight.

This year I removed the passenger seat so Santa could stand and be seen upon arrival, his No. 1 elf (wife) was seated high on the padded rear shelf. We joked with its comparison to the 'PopeMobile' hence the wordplay '**SantaMobile**'.

The ringing cries of "**Santa, Santa**" "**LOOK, IT'S SANTA**" from the children was audibly, embracing in its innocence.

It was wonderful being part of this century's old tradition!! (Saint Nicolas, I mean, not his delivery in an MG)!

Max and Rae Beikoff



Twilight Run

11 December 2025

Organisers - Jan and Graeme Smith

The Overview

This being the final car run of the year, a cool evening drive appealed to the occupants of open tops. The weather was dry, and traffic was light as we assembled at Lemon Park in Palmwoods for instructions and directions. Most of us were observant of the costume challenge, vying for the coveted prize of silliest hats for men and appealing ear jewellery for ladies ... all with a Christmas theme. Barry and Brian had each a similarly 'tree-ed' head-dress, standing tall. An amazing effort!!



The Run

The strategy was simple, a climb up the Blackall Range to Montville and along the spur towards Maleny, with a winding descent through Landsborough, then meander through the low country at the back of Eudlo and Chevallum, until crossing the M1 to skirt around Buderim, before arriving at Mountain Creek and our destination. All went well to my knowledge, with clear run sheet advice and a relatively bunched-up group. No mishaps reported.

The Destination

The hotel carpark at Mountain Creek enjoys a safe, easy entry for the 21 cars from the club, we were photographed upon entry by Warren who had arrived early at the hotel. A separate dining room adorned with tinsel, bon bons, etc., awaited our arrival with extra staff to cater our needs ... we did feel special!! Following food and drinks, our host Graeme revealed that the hotel staff had been enrolled as dress judges, thus

avoiding criticism of corruption when awarding the prizes. Unsurprisingly, our tall tree-hat members with their partners deservingly won prizes for both entries. Thanks were given to the staff for their roles in the event.

Our president then thanked Jan and Graeme for hosting this year's final run and encouraged all members to host a car run or event in the following year reminding us that it is member participation that is the backbone of the club.

A joke to conclude

Using the letters P I N E S, potential entrants to medical college were asked to form a word that describes an important part of the human anatomy that is most functional when erect.... Those who chose SPINE went on to become doctors, the others spent the afternoon in the pub!!

We take the opportunity to wish all members a safe and merry Christmas period and a happy New Year 2026.

Max and Rae Beikoff 🧑🏻‍🤝‍🧑🏻



An Introduction to the MG Y Series

Article by Neil Cairns, posted on the MG Car Club Y-Type Register (<https://www.mgccyregister.co.uk/technical-information/information-guide/an-introduction-to-the-mg-y-series/>)

Part 1 (to be concluded in the Jan-Mar 2026 Torque issue)

This is really for the interested enthusiast who may never own a MG Y Type but wants to know more about them.

History

The Y Type was the third MG saloon car of a series ready for the market just before WW2 started. The first was the huge MG SA saloon based on the



Wolseley 18/80; the second was the middle model VA based on the Wolseley 12/14; the third was the small YA based on the Morris/Wolseley 8/4 with then engine of the 10/4. This gave MG an 18, 14 and 10hp range. The MG company had been stifled from producing its multiple models of small four- and six-cylinder sports and racing cars by the new Managing Director of Morris Motors, one Leonard Lord. He considered that racing was a waste of money and had drawn in the reigns of MG and reducing Cecil Kimber from the Managing Director of MG to just Works Manager of Abingdon. Lord insisted that in future, all MGs would be based on corporate cars and the corporate parts bin. That meant MG had to use what was already in production with Morris and Wolseley. As a guide Morris were the family and less polished cars with side-valve engines; Wolseley was the posh end with ohv and some ohc engines but using basically Morris chassis, bodies and OHV conversions of sv Morris units. By 1938 the new Y Type, that used the centre section of the humble Morris 8 Series 'E' with a bored-out Morris Ten Series 'M' engine, gearbox and rear axle, all fitted to a new fully boxed in ladder chassis, was ready for sale. It should have appeared in the 1939 London Motor Show, but WW2 intervened.

Some say that Gerald Palmer was responsible for the boot-bustle added to the rear of the Morris 8 body, and the extended bonnet from the Morris Ten used on the Y Type. Palmer rejects this in his autobiography. Perhaps Cecil Kimber had a hand in the styling; it was after all his forte. Underneath the

very mid-1930s styling of the YA was a very modern ohv engine of just 1250cc, taken from the MG TB but fitted with only a single carburettor, and independent front suspension (ifs) with rack and pinion steering. Others still used worm & peg steering boxes with their attendant excessive play. The car handled so well that after WW2 MG used it as the basis of the very successful MG TD (and taking seven inches out of the chassis length to do so).

The facts are that now the little sports saloon is a very attractive car, and there are not many good ones left about. Before 1995 many were scrapped for their running gear as this fitted the MG TB, TC, TD and TF sports cars.



The Facts

So, the MG Y Series is a 1930s design. In the 21st Century it is well to remember that fact.

For instance, the Y Series does **NOT** have:

- Power steering
- A brake servo
- Disc brakes
- Radial ply tyres as original
- Fuel injection
- An engine management system
- An oxygen sensor
- Telescopic dampers
- Independent rear suspension
- Monocoque construction
- Central locking
- Windscreen washers (only required on cars with fixed windcreens, by law in 1970)
- A pressurised cooling system
- An air filter, (it is only an air silencer)
- A main beam light
- An engine temperature gauge
- Child proof rear door locks
- Seat belts (see later for legal problems here)
- Air bags
- Negative earth system for modern radio/CD players and LED lamps
- Any crushable accident body zones
- A heater

- Windscreen demisting system
- When built, rear reflectors (but now mandatory so most have them fitted since 1956)
- Quartz halogen headlamps
- Flashing indicators
- An ergonomically laid out dashboard
- Tachometer
- Electric window winders
- Reinforced doors with side crash bars
- Synchromesh on first gear
- A five-speed gearbox
- A long 10,000-mile service interval
- As built the engine is not lead-free petrol compatible (but see later)
- A catalytic converter
- Hydraulic tappets
- Electronic ignition

The Y Type **DOES** have:

- A top speed of only 69mph giving a cruising speed of 50mph maximum
- An opening sunroof
- An opening windscreen
- A reversing light
- An adjustable steering column
- Limited front seat fore and aft adjustment
- Independent front suspension when others were still using beam axles and cart springs
- A separate boxed in steel ladder chassis
- On the YA and YT a rear axle locating Panhard rod
- On the YB a front anti-roll-bar
- A lively ohv engine whilst many were still fitting asthmatic side-valve units
- Excellent road manners and handling (why it was used as a basis for the TD sports car)
- A wide torque curve requiring only a four-speed gearbox (you can run down to 20mph in top)
- Leather and polished wood interior
- A style and character that no modern car can ever match
- A radiator cap that really is the filler for the radiator
- Semaphore 'Trafficator' indicators, all the rage in the 1930s
- Forward opening 'suicide' front doors giving a much more natural entry and exit
- A 'choke' necessary for engine starting in cold weather

- A starting handle very useful in cold weather, a flat battery, or for servicing
- A 1000-mile service interval for certain grease points in the front suspension and steering
- A 3000-mile engine oil change period with 6000 miles for the (non-spin-off) oil filter
- A large steering wheel to give the correct leverage for the accurate steering
- Drum brakes all round, single leading shoe on the YA and YT, twin leading shoe on the YB
- Interior light, rare in those days, but it does not work off the doors
- Rear grab handles for rear seat passengers, and a central liftable armrest
- Positive earthing electrical system, modern cars are negative earth (limits your accessories)
- Synchromesh on three upper gears
- Spiral bevel rear axle on the YA and YT, more modern hypoid rear axle on the YB
- Some fit an alternator which are all neg-earth, and a few fit seat belts but this requires reinforced areas of the chassis adding and the 'B' post problem solving (not to say anything of an insurance company's requirements for an engineer's report)

What to Expect

The reason the MG Y series cars did not sell very well was simply because they were out of date in their styling when they were introduced to the car market in 1947. Remember it had been almost ten years earlier when it was designed and built. Even though its specification was right up to date, the separate wings, running boards and narrow tall bonnet and radiator dated it. You only have to look at what other cars were



styled like in 1947-50. By 1953 the model was deleted and the much smoother, faster, bigger and stylish MG ZA arrived (using Austin Cambridge running gear, as Austin and Morris had amalgamated by then to become BMC).

To be continued in the next Torque issue....



Kathryn Willshire

Energy, Enthusiasm
& Excellence.
Every time!

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