

# THE TIME MACHINE

## April May 21

John Careless took this photo of Rob's TC Special at the Nook and Kranny Coffee Run at Lower Beechmont



The Official Magazine of the Gold Coast MG Car Club

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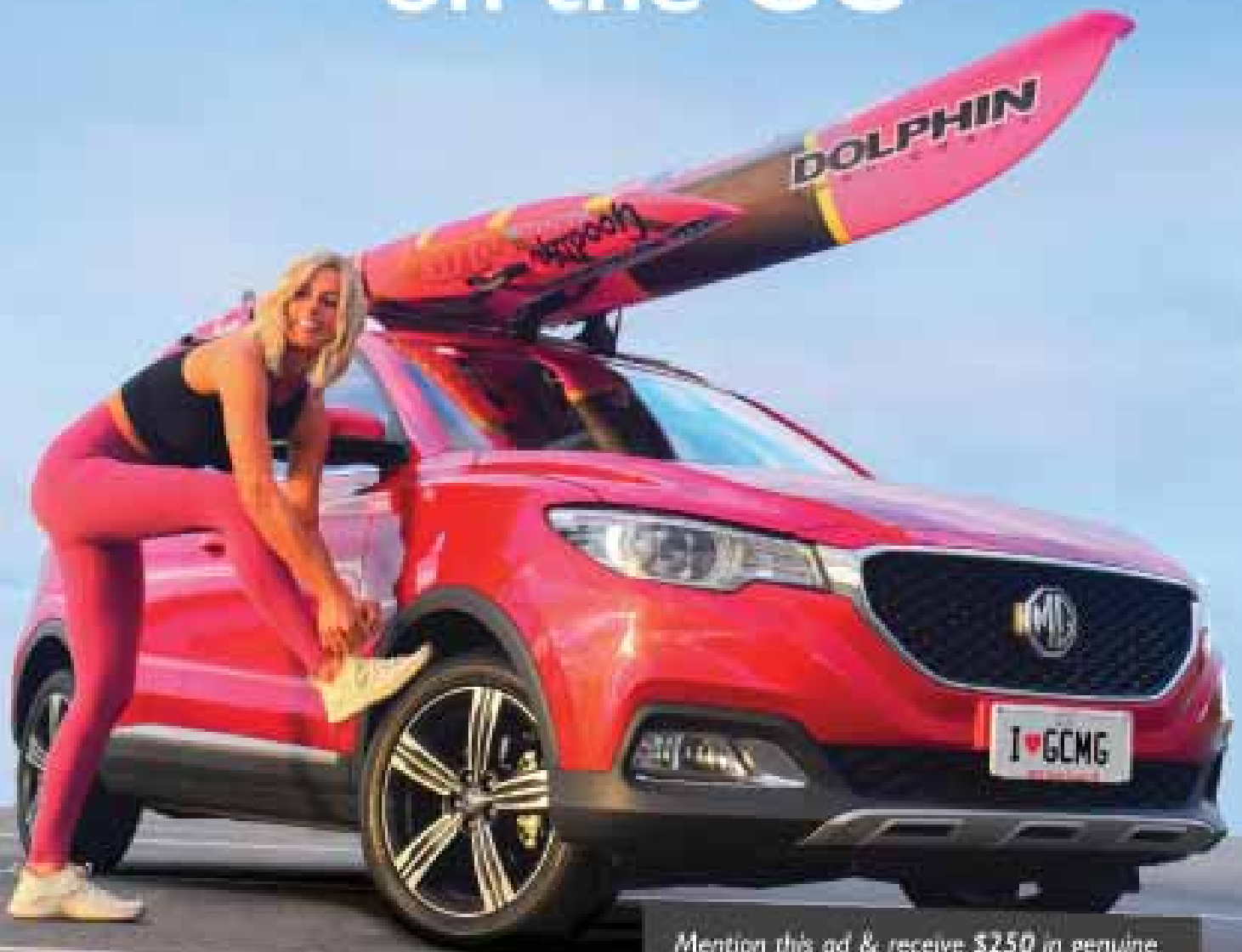


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# THE TIME MACHINE

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

Affiliated with the MG Car Club UK



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Register Co-ordinators

Peter Kerr - T & Pre War Gary Lock - MGA

John Crighton - MGB Other MGs - TBA

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



# president's report

The last two months has seen the Club do the usual runs, plus a few members have taken their MGs on an extended Impromptu Run into northern NSW.

As you will see in the up coming events calendar in the centre of this magazine, April and especially May are going to be busy. By providing members with a variety of events, the Committee hopes you will take your MG out of the garage and give it a run. Members are not expected to attend every run/event.



On Sunday 2 May, there are two car shows, the Tamborine Mountain Rotary Car Show and the Gold Coast Antique Auto Club All British Day. The Club is supporting both these shows, as it will allow members up at Eagle Heights and Tamborine Mountain to support a local event, whilst those on the coast can support our good friends at the Antique Auto Club. See the Coming Events centre page spread for further information and who to advise of your proposed attendance.

In late May, in lieu of the LSIM run, the Club is again sponsoring members on a Surfers Paradise River Cruise. Details in the Coming events pages.

The Club is in need of members to organise runs from May until the end of the year. Contact John Careless if you would like to organise a run.

In July, Club members have organised two overnight runs, the Murray Arundel organised run to the *Warwick Jumpers and Jazz Festival* and the mid week *Christmas in July* run to Kooralbyn.

Some members will be journeying to Canberra in late September to participate in the 3 day MGCC Canberra's MG Pre-War & TYme Event. More information and registration are available on the Canberra Club's website.

Whilst my MG Y Tourer has been at the upholsterers, I have dismantled, cleaned and installed new seals in the car's Jackall self-jacking rams and distribution box. Due to them being 70 years old and probably having never been dismantled, I found it necessary to take them to an engineering shop to heat the screw flanges white hot to allow it to be undone. The inside of the distribution box/pump was completely full of dried dirt. I am hoping to be able to demonstrate it at the All British Day.

Now that the YT's hood is made and installed, I am looking at doing some Impromptu runs and fit lap seat belts. Due to the hood recess and the possibility of carrying passengers in the back seat, there is nowhere I can attach a sash

belt. When fitted, any passenger accessing the rear seat will have to step over the front seat belts.

The Committee is seeking someone to help our Treasurer Laurel and take on the role of Treasurer at the AGM in August. I would also appreciate if members would take on the roles of editing the Club website and act as Membership Secretary, training in both roles will be provided.

Lastly, I would like to welcome Bill Fuller & Zrinka Johnston, Stephen & Heather Cavalier, Richard Dutton & Vikki Britton and Andrew Kelckhoven whom Life Member Robbie Baylis has been helping to get his TC back on the road.

Yours in MGing

*Stuart Duncan*

## treasurer position vacant

I am looking for an Assistant to train, to take over the position of Treasurer at the AGM. I have been Treasurer for four years and I would like to stand down. We are using Quickbooks now which is very easy to learn. Please contact me on 0412953075.

*Laurel Godwin*

## features

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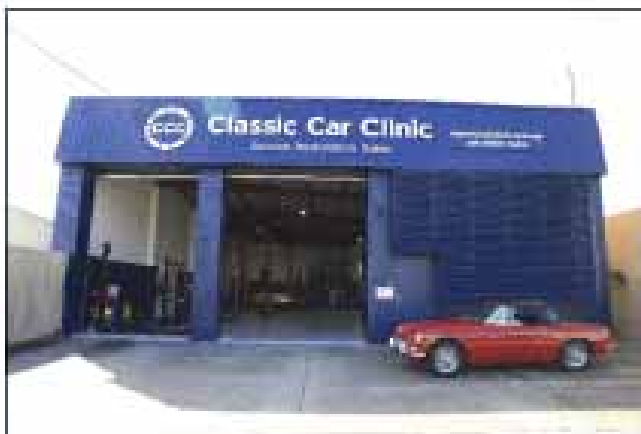
Our team has decades of experience working with all models of MG and it's an unusual day in the workshop if at least one or two MG's are not here. We thank the owners for bringing them into our care and look forward to seeing more MG's soon.

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

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

Please like us on Facebook and keep an eye on our feed for updates and invites to future events.

**Call us or email to make a booking and we look forward to seeing you and your MG.**



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





# coffee run - january 11

The first Run in January was to the Nook and Kranny at Lower Beechmont. It is a great spot we have visited previously. 25 members attended as well as Ken Shead's sister from South Africa. The MGs were shaded by some lovely trees as we enjoyed coffee, plus whatever else was consumed, while having a good chat. *Editor*







GCMGCC Club members and a visitor enjoying their cuppa at the Nook and Kranny, Beechmont



# I sim - j anuary 31

The run commenced at 0930 from McIntosh Island, Southport, where 30 members gathered for a chat from 0900. A welcome to our new members, Gary and Jan Stephens along with their 1950's BRG MGTF, a most appealing car! While the border was open Ian and Heather Wardell moved from NSW to the Gold Coast, currently a very tricky manoeuvre.







We headed north along the bayside, which had a plentiful supply of boats, both at anchor and on the move. Leaving the bayside at Paradise Point we continued along Oxley Drive towards Oxenford where we turned right on the eastern side of the M1 and continued north through the bushland and extensive cane fields towards our



morning tea destination at Royal Palm Drive Park, a most pleasant venue which was on the shore of a seawater tidal fed lake.

Departing the Park we set out for our luncheon destination at the Shearers' Arms Tavern, Ormeau, where we enjoyed good food and service, coupled with lively conversation.



Thank you Margaret and Barry for a very pleasant Run.

*Gillian and Brian Hockey.*



MGs entering the car park at the Shearers Arms Tavern





# valentine's day run – february 14

The day started off raining, but by the time we met at Arthur Earle Park at 9am, the clouds were dispersing and the sun was shining through. A good range of MGs were here today – including the Godwin's TA with their mascot MG Benji on the back, Steve Begley's beautiful MGB 1969 convertible he won in a raffle some years back, several modern TFs including Carole and Peter's baby and last but not least newcomers Zrinka Johnston and Bill Fuller from Cleveland in their vintage 1963 E type Jag, which had us all green with envy. Special welcome was also made to our new members. There were 45 people in total – with many who unfortunately missed out due to having to cap numbers at the Winery. Moral of the story – book early for runs or you will miss out!



*From top - Dave and Laurel's TA, Steve in the MGB, Carole and Peter's FTF back on the road after some restoration, Bill's E-Type.*

We were called to attention by Stuart's whistle sharply at 9am for the notices and welcome preamble and then Marie Conway-Jones, the Organiser of this Run, proceeded to hand out our beautiful Valentine's Run booklets with navigation details and the message on the cover read "Relax and enjoy the Run and be kind to one another".



We set off through Nerang and into the hinterland of Beechmont, passing our favourite Nook and Kranny Café and garnering attention



from the many bike riders and other Sunday daytrippers along the way. Our morning tea stop was at Back Creek Bridge tucked away on the right at the bottom of the hill where Marie had set up a fantastic morning tea for us all. Allan and Leola Ross had set up the Regalia in the back of their beautiful MGA convertible and it



was lovely to see many people having already purchased the new shirt designs, especially Jan Evans in her crisp white, perfectly ironed MG shirt!

Special mention to Kay and Laurie Roberts for the Valentine's raffle which, as always, was presented in a beautiful basket

filled with choccies, bubbly and other goodies and won by yours truly! I did go on to share the chocolates at lunch but will be enjoying the Jacobs Creek Moscato myself - thank you very much! (And just for the record I did not draw my own ticket out!)



We then meandered our way out past Canungra and seemed to lose a few cars at the shops in the township but were happily reunited along the Biddaddaba Rd on the way to Albert River Winery. Those who did not read the



Run sheets carefully (a couple from NSW who shall remain nameless!) ended up on the scenic route to Biddaddaba. We were all happily seated at the Winery by 12.30 once we navigated our way gingerly up the drive through puddles and ruts in the gravel driveway!

The wine was soon flowing and we were seated on a wrap around balcony of an old Queenslander built in the 1860's with exquisite stained glass windows and magnificent chandeliers and wood panelling! The food was delicious and I think our table sampled everything on



the menu and, dare I say it in these Covid times, shared the odd mouthful off each other's plates!! Lovely relaxing day catching up with old and new friends and as always we were sad to leave, but hoping we won't be forced into lockdown again like our southern counterparts, we can look forward to next month's Run!

Thanks especially to Marie, for her meticulous planning and the little presents for the ladies, which made it a very special day.

*Sue Craig*



*Morning tea  
at Back Creek  
Bridge*



*Lunch at the Albert River  
Winery*

# Cut off date for next magazine 10th May 2021

Articles, letters to the Editor and suggestions from members are most welcome

Email the Editor - Carole Cooke - [cazcooke30@gmail.com](mailto: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](http://www.goldcoastmgcarclub.com.au)

Payments made directly into the Club's bank account MUST include payee's name as reference

National Australia Bank, Ferry Street, Nerang BSB 084 852

Account Number 14-920-3252

Account Name Gold Coast MG Car Club Inc

Cheques to be made out to - Gold Coast MG Car Club Inc

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

**GOLD COAST MG CAR CLUB INC**

The Secretary,  
P.O. Box 1018, SOUTHPORT, QLD, 4215  
Email - [goldcoastmgcarclub@gmail.com](mailto:goldcoastmgcarclub@gmail.com)

Membership at March 2021

Active & Family 256 Life 8 Honorary 4 TOTAL 268

The Life Members of the Gold Coast MG Car Club are -  
Murray Arundell, Rob Baylis, Carol Brookman (dec), Bruce Corr, Marie Conway-Jones, Jim Haines, Phil Redding, Jeff Sattler, Jim Lutherborrow





Members and MGs at the Winery  
Inset -  
Jonette's  
Aston Martin  
(her MG is being restored)



Left -  
Janine  
and  
Laurel

Peter  
and  
Carole



# coffee run - historic rivermill café - saturday february 20

After days of torrential rain, a few brave souls, including Ken Shead in his MGB with his cousin Verna from South Africa, the Colemans in their MGBGT, the Boyces in their modern TF, the Haines' in their ZS, the Goldsmiths in an MGF, and the rest of us in our town cars descended on the Rivermill Café (now Turtle Café due to the resident turtle population).



Most of us ordered from the delectable breakfast menu ranging from pancakes to lambs fry breakfast with all the trimmings and the coffee flowed along with the conversation.



For once there were more women than men so the girls decided to explore this beautiful property which houses alpacas, deer, chickens, ducks, pigs and a beautiful Shetland pony called Milly which children could take for a ride!

Moya and Jim had kept some leftovers from breakfast and coaxed the turtles out of the river. Soon we had a bale of them (the collective noun for a family of turtles), along with a growing crowd of fascinated patrons. Some of the men were more interested in the museum of vintage objects including the 'Whatsaname Dicer' (see photo), old cash registers and many farm implements and machinery.



After 2 hours most of us had to head off, but our old mate Dave Godwin arrived in RIP (MGA), just as we were all about to set off home, so he copped a ribbing about arriving late - really and truly in the 'Doghouse' now!!



Bob Theobald rang in an apology. They had left home in Palm Beach, but as they entered the M1 on-ramp, the fuel pump on their newly acquired MGB GT stopped working.

Another great Coffee Run with lots of laughs and great banter.

Thank you Stuart for organising it.

*Sue Craig*



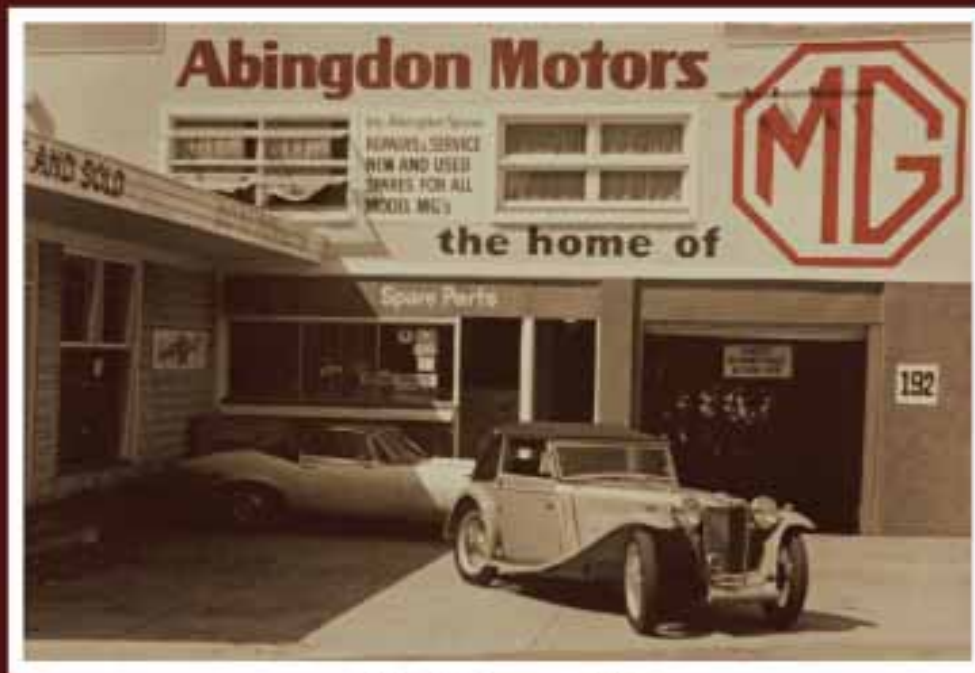
*Members at the historic Rivermill Cafe*



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## mid-week run - march 10

This run was intended for March 2020, but with COVID-19 hitting home hard back then, we were not allowed to travel into Brisbane area, let alone the Scenic Rim as well!

A lovely sunny day – still with the threat of rain, we all met at Jabiru Park, Paradise Pt for a cruise to start around 9am. There were 8 MG's, plus an attendance of street cars (guess they were expecting rain). The cruise took us to Hope Island, onto the back blocks of ship building through to Pimpama cane fields, through Ormeau to Peachey Road, Yatala industrial and onto Beenleigh-Beaudesert Road to a unique property in Tamborine Village and see a private collection of impressive cars, old trucks and a good selection of Massey Ferguson tractors, all under cover in a huge shed. This shed was in serene surroundings of manicured lawns, a couple of dams – one with fountains – in a lush green setting! WOW!



Mine Hosts – Jeff & Ruth McClintock, made us all most welcome to their property, where we had morning teas before venturing to their magnificent collection of nostalgic vehicles. We were enthralled with the display inside their 'big shed' beautifully presented with retro black and white ground display, and

all cars were kept in pristine condition. We were informed by Jeff that each of their cars were purchased for a reason, a good cross section to interest most minds and Jeff was very obliging in his answers as to why this and that was purchased, and he was most informative about each one of the cars on display.



After a good look around, we had lunch, a few of us used the host's unique BBQ (old truck) for a sausage sizzle, a good natter (of course) and then dispersed, as you do!

Thank you 'MGers' for attending our run.

*Jan & Joe Evans.*

*P.S. Many thanks to those who congratulated us on a new concept of navigation, which they found it enlightening and easy to read!*





**GCAAC INVITE TO GCMGCC**

**SUNDAY 2<sup>ND</sup> MAY**

**ALL BRITISH DAY**



**NEW DATE**



**Mudgeeraba Showgrounds  
Entry by gold coin donation  
Car entry from 6.00am.  
General public entry from 7.00am  
GCMGCC members please register  
your attendance with  
GCMGCC run coordinator  
John Careless  
rjcareless@gmail.com  
0413 250 005**

Please consider sending articles and photos in to me for the  
Time Machine. Email - cazcooke30@gmail.com

## April 2021

### Easter 2-5 April & School Holidays

#### **P - April Mid week Run – Wednesday 14 April**

Meet at Arthur Earle Park, Nerang, for a 9.00am departure. Morning tea will be on Tamborine Mountain, from where we will proceed to Calypso Bay's Harrigan's Pub for lunch. **Confirm your attendance by contacting organiser John Boyce on 0409 817 495 or [johnboyce44@bigpond.com](mailto:johnboyce44@bigpond.com) by Monday 12 April.**

#### **P - Coffee run – Saturday 24 April – Boomerang Farm Golf Course**

The April coffee run will be on Saturday 24 April to the Sapphire bean Coffee Shop, Boomerang Farm Golf Course, just off the Mudgeeraba – Springbrook Road, Mudgeeraba. Meet there around 10am. **To help with catering, please let Stuart know of your proposed attendance on [lesley\\_stuart@bigpond.com](mailto:lesley_stuart@bigpond.com) or 0405 402 745.**

### ANZAC Day – Sunday 25 April

#### **April LSIM Run – cancelled due to car Displays on Sunday 2 May**

In lieu of the LSIM April run the Club is inviting members to participate in either of the car shows /displays on Sunday 2 May.

## May 2021

#### **GCAAC – All British Day – Sunday 2 May**

The Antique Auto Club is holding it's deferred All British Day at the Mudgeeraba Showgrounds, which will be open for cars from 6am and open to the public from 7am. Entrance fee is a Gold Coin donation. If proposing to attend, please contact John Careless on 0413 250 005 or [rjcareless@gmail.com](mailto:rjcareless@gmail.com)

#### **Tamborine Mtn Rotary Club Car Show - Sunday 2 May**

The Rotary Club of Tamborine Mtn is organising a Car Show at the Tamborine Mtn Sports Ground. Cost is \$10/ person in car, which will need to be paid when booking a site.

All cars need to be on site before 7am. Details and bookings can be found at <https://www.eventbrite.com.au/e/tamborine-mountain-rotary-car-show-tickets-128226546051>

Once a booking has been made, let Allan Ross on [mg54tf@gmail.com](mailto:mg54tf@gmail.com) or **0416 299 973** know your booking number, so he can co-ordinate a combined site.

The Club will provide members who display an MG, \$5 /per member, towards refreshments.



# events

## **P - Pre 1955 MG (i.e. T & Y Type and Pre War MGs) run – Saturday 8 May**

The Club is organising short runs followed by breakfast at Club Rooms for different groups of MGs. This first 55km / one hour long run will be for T & Y Types and Pre War MGs. The run is restricted to these MGs, with other members welcome to attend the BBQ breakfast following the run will be provided at no cost to members. Run participants are to meet in Duringan St, beside Winders Park (Currumbin Creek) at 7.30am for a 7.45am departure. **If interested in participating either run or breakfast, contact Gary Stevens on [gsls65@hotmail.com](mailto:gsls65@hotmail.com) by Wednesday 5 May.**

## **P - Mid Week Run – Wednesday 12 May – Observation Run**

Starting from Arthur Earle Park, Nerang at 9.00 Dennis & Mae Simpson have organised an Observation Run across the border to Tyalgum for morning tea and then on to Murwillumbah Services Club for lunch. **Contact Dennis Simpson on 0413 149 814 or [twosimos@bigpond.net.au](mailto:twosimos@bigpond.net.au) to confirm attendance and ensure you have a lunch booking.**

## **P - National Day of Motoring - Coffee run – Sunday 16 May**

Coffee Run is being organised by Stuart to the Albert River Wines, Mundoolun Connection Road, Tamborine, not far from the Beaudesert – Beenleigh Road intersection. Meet there around 10am. **To help with catering, please let Stuart know on [lesley\\_stuart@bigpond.com](mailto:lesley_stuart@bigpond.com) or 0405 402 745, of your proposed attendance.**

## **Toowoomba Weekend Theatre run - 21-24 May 2021**

Due to COVID and international performers unable to access Australia, the Musical cannot be put on, but the run is still being planned to go ahead.

## **P - Surfers Paradise River Cruise in lieu of LSIM Run – Sun 30 May**

In lieu of the usual May LSIM Run, the Club has organised a morning River Cruise starting and finishing at Surfer Paradise (cost is \$10/member, normal cost is \$22, with the Club paying balance). Parking is available at Bruce Bishop carpark at \$5. The boat is limited to 40 people. Lunch will be at Club Southport. Alternately, just join members for lunch. **To book your place on the River Cruise and/or lunch, contact Gary Stevens on [gsls65@hotmail.com](mailto:gsls65@hotmail.com) by Monday 10 May. Preference will be given to members who did not partake of the mid-week December Cruise.**

*P - Points earned towards the Roger Thompson Tray. This is the founding President's trophy and is awarded to the most successful MG, namely we hope the car that earns its owner the maximum number of points by attendance at Gold Coast MG Car Club events.*

# one of the numerous advantages of club membership

Graham and Coral Cogzell's beloved 1969 MGB – which they have owned for over 21 years – needed a rebuild of the gear box. Whilst Graham has always done the regular maintenance, he realised this job was too big for him - he is in his eighties – and would also be too costly to have done in a regular workshop.



He decided to carry out the work, still involving himself but with assistance. Graham approached a friend, a skilled mechanic who was happy to do the rebuild if the gear box was brought to his workshop.

Up stepped Gary Stevens and Keith Bailey, two long-term GC MG Car Club members to help with the removal, separation of the gear box, and reinstallation of the unit as a whole. John Crighton assisted with the loan of rigging, etc and Gary picked up the Club's engine hoist.



Whilst the boys worked as a happy team, Gary's wife Lindsey supplied lots of coffee and nibbles (to keep our engines running...)

The job was completed with a team effort and Effie is now back on the road to continuing on the Club's runs and other activities.

The project could not have been carried out without the Club's equipment, the use of Gary's hoist and the friendships developed through the Club.

*P.s. We had a combined age of 235 years! We were all amazed that we didn't have any bits left over at the end and we remembered where everything went!*

*Graham Cogzell*





## in roger pal tridge's street

A photo of something unusual that turned up in my street last Friday. It turns out that the Ferret Scout Car is privately owned. The owner lives in Biloela and his father has a red Twin cam and is a member of the Qld Club. It is road registered and can cruise at 85 K on the M1. It is ex British Army although the Australia Army had them. It weighs 4 ton and has a 6 cylinder Rolls Royce petrol engine.







**GOLD COAST  
CAR CLUB**

# ORDER FORM



## 'MG Club - Dress Shirt - STONE

60% cotton 40% polyester, Peach finish fabric shirt.  
Men's & Ladies Sizes - SHORT or LONG Sleeve

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

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

**\$55**

**Short  
Sleeve**

**Long  
Sleeve**

**CIRCLE your  
required size**

## 'MG Club - Ladies Dress Shirt

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

Open neckline with slimline placket, Cuffed sleeve and curved hemline

Ladies Sizes - SHORT or 3/4 Sleeve

**\$55**

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

**Short  
Sleeve**

**3/4 Sleeve**

**CIRCLE your  
required size**



## 'MG Club - Polo Shirt

60% cotton 40% polyester, Pique knit fabric polo shirt.  
Men's & Ladies Sizes - NAVY / RED / WHITE

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

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

**\$40**

**CLUB Price  
= \$35**

**NAVY WHITE RED**

**CIRCLE your Colour & size  
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Contact Number: \_\_\_\_\_

Please email order form to ALLAN :  
**mg54tf@gmail.com**

Payments to:  
Gold Coast MG Car Club

BSB: 084-852 ACC: 149 203 252

## 'MG Club - Cap BLACK / Red



**\$20**



Back view

**Qty  
Required**



# some sayings for the tc, back in time

As the Virus slows everything down about us, fond memories of TC motoring - of some 60 years ago - easily come flooding back. There was a language that went with these cars. A true enthusiast had to know the lingo:

“Must get a couple of fatties” The rear road wheels should be swapped to 6.00 x 16” - adds to the appearance, surely must go faster”

“I need to change the car`s Sox!” (Relates to two items)

(a) The sox packed inside the rear wheel hubs have become oil saturated and need to be swapped for a pair of freshly laundered sox.)

(b) The cramped interior never lent itself to too familiar activity with one`s girlfriend. The hand brake and the gear shift was always in the way. The other sox fits nicely over the greasy spline of the steering column, so that, when the steering wheel is removed for added space and activity, this technique prevents grease from the long spline getting onto white shirts, petticoats—etc.

The “Jesus Handle”. A grab handle firmly attached by the Factory to the near side top of the wooden dash board, to assist the nerves of desperate passengers who are suffering from the over enthusiasm of the inexperienced driver. Oh Jesus!

“Where`s your Dip Stick?” A long piece of thin wood OR tubing - with notches in it - used to accurately measure the amount of fuel in the tank. The stick is safely stored behind the tool box, beneath the bonnet. An exciting ritual is to raise the bonnet at the Servo, produce this piece of hardware in front of all of the modern (lady?) motorists and to elegantly dip the tank!

“Gotta get a bunch of Baners” Another visually impressive “Go Quick” substitute piece of hardware, a rather doubtful substitute bunch of crudely made exhaust pipes that attach to the engine`s cylinder head in place of the Factory`s excellent breathing cast steel exhaust manifold, always painted the appropriate stand-out colour. Half of the bonnet had to be removed to fit these. The racy good looks and loud exhaust may have added 4mph, at least!

“Another Calling Card - unwelcome“ Engine oil drops on the drive way of the girlfriend`s nice house - and the girl`s mother “Must you go in that noisy little car, again!”

“The Doors keep flying Open” Relates to the tired wooden body pieces flexing when the chassis is being tortured on tight corners. The door locks do not keep the doors shut. The doors fly open, right back and get wrapped round the spinning rear wheel. Rather annoying, add flip-over cow locks!

“The Steering wanders” An annoying trait of the model, not assisted with wider front tyres. Fixed in later times through a substitute Datsun steering box and Holden steering ends. Readily engineered.

“Must get a pair of Aero Screens” Two tiny pieces of shaped glass that are no substitute for the car’s proper windscreen. These looked impressive, most often left fitted in the space in front of the Factory windshield and never used. Flying goggles had to accompany these.

“The Fly-off Handbrake” A trick for novices.

“The “Racing Fly-off” Handbrake “Ratchet” operates in reverse fashion to the usual mechanism. Get your head around its operation.

“I need some Cycle Guards” Another, “Go Quickly good look item”. Lighter substitutes for the Factory’s sweep shaped front guards. In early times craftsmen hand shaped these, but in latter times Fibreglass moulds took over from the craftsmanship. Shame. Flying stones damage the paintwork on the side of the car. These also shake terribly on uneven surfaces - hard to keep secured.

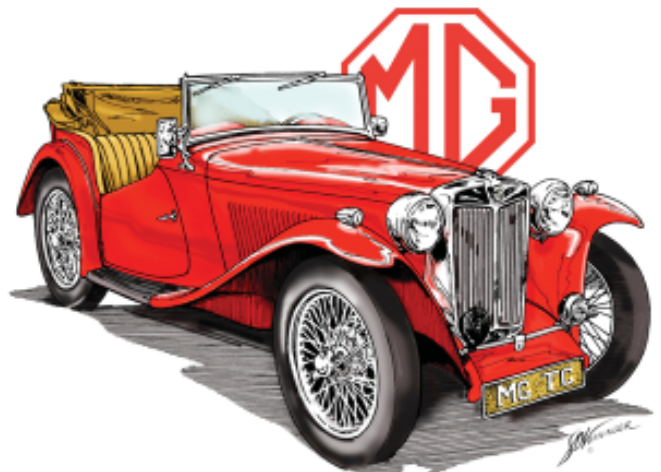
“I’m getting a “Blower” I am about to endure a brain snap and fit a Super charger to the poor little XPAG Long Stroke Engine. Its crank shaft is sure to break. The drive belts will be a nuisance. If it has a self-lubricating system, then it will be always messy, if the internal rotors fail, the TC’s engine will be filled with scrap aluminium and so become scrap too. Fuel consumption will increase in the name of performance. My experiences with a Shorrock Super Charger as described. But you have to try these things. The memento, the short piece of crank-shaft, is a great paper weight!

“Anxious drive to desperate passenger, “Quick,quick - stamp hard on the toe board on your side.” “What for?” “The S U Fuel Pump is stuck again, we’re out of fuel. Bang on the toe-board really hard to shake the pump, to make it go again.”

Wonderful little Motor cars.

Anyone with other quips to add to these?

*Nuffield.*





# members brian and gillian hockey's td repair

In July 2019 Brian and Gillian Hockey joined other Gold Coast MG Car Club members on a tour to Warwick for the Jazz and Jumpers Festival. On the way, some confusion of the route ended up with the Hockey's TD half off a bridge. Fortunately only minor injuries were sustained by the Hockeys, but the TD suffered severely.

Brian and Gillian went home and returned in their ZT to enjoy the weekend festivities at Warwick.



The TD is now back home after all the repairs were done through Classic Car Clinic and their TD was delivered to their home. We now can see their TD (and Brian and Gillian) on our runs. *Editor*



## 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.

Bill Fuller & Zrinka Johnston - Cleveland - 1939 TB,  
1930 M and a 1933 J3

Stephen & Heather Cavalier - Mermaid Beach - 1948 TC

Andrew Kelckhoven - Miami - 1949 TC

Richard Dutton & Vikki Britton - Tweed Heads South -  
1969 Mk III Midget

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# for our south african members -

11 February 2021

## **Pepi Gaspari 1962 - 2021**

The MG Car Club Northern Centre, along with the entire MG community, is devastated by the untimely loss of our beloved friend Pepi Gaspari.

Pepi was a remarkable person and MG Enthusiast. With every fibre of his being, he was a true embodiment of "The Marque of Friendship". A more selfless soul there has never been.



Pepi became involved in the MG Car Club after becoming custodian of an MGA in 1989, and soon became an integral part of the South African MG Car Club movement. Pepi has been a long-standing member of the MG Car Club Northern Centre's Exco and has served as Chairman for the past three years. He was involved in many significant historic events in South Africa including the Border 100 where he hosted Fangio and Dr Dougie van Riet and the 2000 Millennium Indaba where he hosted Andy Green and Phil Hill. Pepi also led the organisation of the 2016 Wings, Wheels & Diamonds MG Indaba hosted by the Northern Centre.

During the recent COVID-19 Lockdown Pepi's remarkable efforts have seen the club grow despite being required to operate remotely. A true testament to Pepi's ability to think outside of convention and inspire others' enthusiasm.

Pepi was well known to MG Enthusiasts and Stalwarts the world over, having travelled the world bearing the MG Car Club banner, making friends far and wide. Words cannot express our loss and sadness at the untimely passing of our friend and leader. Our thoughts, prayers and best wishes go out to his familia.

Pepi, We will remember you.

## **Executive Committee MG Car Club Northern Centre**

*Murray Arundell*

The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, Lesley and Stuart Duncan, Allan Ross, John Careless, Sue Craig, Brian Hockey, Internet



Committee Member Gary Stevens has organised another Broadwater Cruise on Sunday 30<sup>th</sup> May. You can use your own car or better still take the comfortable cruise boat with morning tea supplied and let the captain avoid the sand banks. Keep an eye out (the one without the Pirate Patch) for more details on this popular cruise. Lunch will be at the Southport Club. The last cruise was a beauty.

Let Gary know of your interest at [gsls65@hotmail.com](mailto:gsls65@hotmail.com)



Murray is looking at the 15<sup>th</sup> to 19<sup>th</sup> JULY depending on the best activities available. The fun will include the signature event the Killarney FireDrum & BonFire (steel drums and bonfires) usually held on the Saturday night at the Killarney Showgrounds ... definitely it is a BYO chair event. This has been a GCMGCC favourite in the past so please contact Murray Arundell to let him know of your interest. Further details will become available when the activities are better known.

[mgarundell@me.com](mailto:mgarundell@me.com)



Pre 1955 MG, T & Y Type & Pre War MGs Run  
(Restricted to only these vehicles)

Meet 7.30am at Winders Park Currumbin  
(Please park in the street).

5 km run to the clubrooms followed by a BBQ breakfast supplied by the club.

Interested members please contact Gary Stevens by Wednesday 5<sup>th</sup> May.

[gsls65@hotmail.com](mailto:gsls65@hotmail.com)



# Tamborine Mountain Rotary Car Show

Sunday 2<sup>nd</sup> May 2021

400 Long Road Tamborine Mountain

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All display cars to be in place by 7.00am. Open to the Public from 8.00am. Car entrance fee \$20 (includes 2 people).

Spectators entry \$10 (not subsidised). Food available at the show.

GCMGCC will subsidise each display entrant \$10 after you have registered using a link to *eventbrite* (ticket distributor). Just type

Tamborine Mountain Rotary Car Show in your search.

Please email GCMGCC committee member Allan Ross our show coordinator your details and ticket number to confirm your place within our club's display area.

mg54tf@gmail.com 0416 299 973



## Christmas in July

Kooralbyn Valley Resort  
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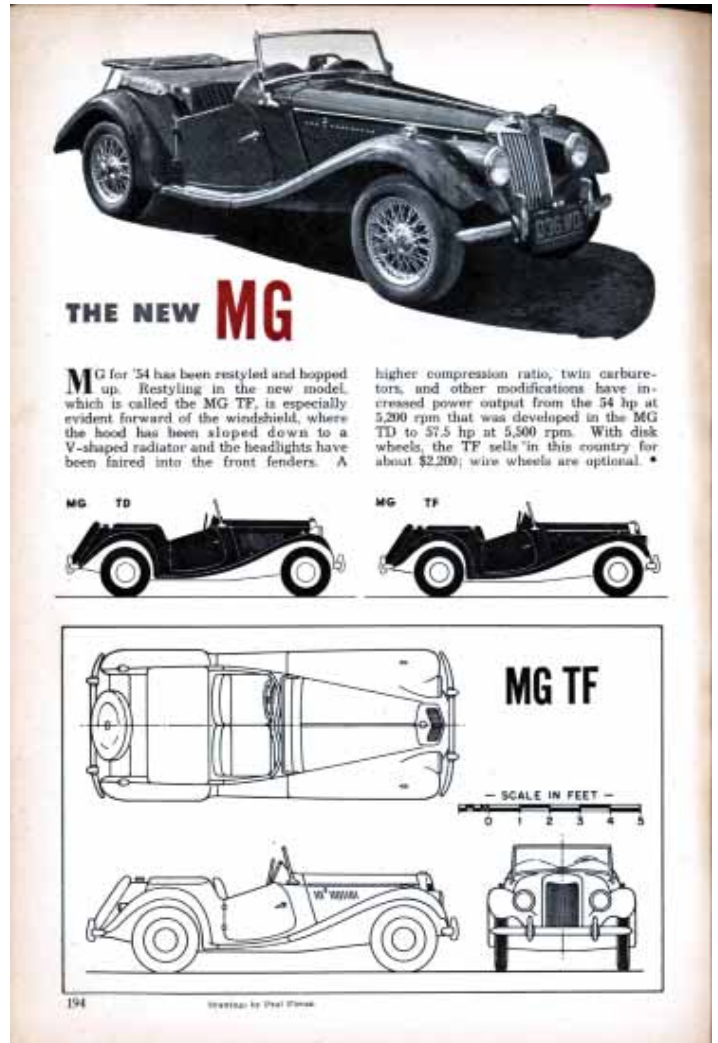
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# history of mg – part 22

The last T Type square rigger was introduced following the MGTD because the MGA was not approved at Abingdon in the mid 1950s. The MGA would not be making an appearance for another two years. It was necessary to modernise the TD as in the last year or so of TD production, sales had been falling so a stopgap had to be found. Happily for MG enthusiasts, this resulted in one of the prettiest of all MGs, and certainly the most desirable T-Type would be a 1500cc wire-wheeled TF. When it was introduced, it was compared unfavourably with its predecessor the TD, as the engine in the TF was the same as in the TD Mark II.

The TF had been developed at Abingdon by a team made up of Cecil Cousins, who was MG's first employee and by then a senior manager. Syd Enever, who went on to design the greatest MG ever built, the MGB. Alex Hounslow, who was a renowned racing mechanic pre-war, and Billy Wilkins. In simple terms what they had done was to take a TC body and put it onto a shortened Y-type chassis. The car was designed properly later, when they took matters into their own hands. Cecil Cousins is recorded as saying, "The TF was



designed by myself and a couple of other foremen and a tinbasher in a fortnight". They were after a more modern, smoother look, as there were all sorts of pretty cars on the scene like the AC Ace, the Triumph TR2, and the Austin Healey 100. They got hold of a TD and said, "All we've got to do is lean the radiator back a bit".

Billy Wilkins was a brilliant panel beater and after hearing the others ideas for the design of the car, went ahead and made the first set of TF wings around a Riley



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bonnet. The prototype was built in a fortnight, without a single drawing in sight. The car was driven to the nearby village and back, and left outside General Manager John Thornley's office to await his return from holiday. From that moment the TF was born, although it took six months for the drawing office in Cowley to produce the drawings for mass production.

The first hand-built TF was made in May 1953 and the car entered production that September. The radiator shell was redesigned and sloped back, lowering the bonnet line, and the radiator itself became pressurised for the first time. The headlamps were flared into the front wings. There was still the chrome-plated folding windscreen frame, but the wipers, with a motor had been modernised, with a motor underneath the bonnet. The controls were in a couple of "glove pockets" on each side of the dashboard, and blades pivoted from the bottom rather than the top of the screen. The system is almost identical with the one on the MGYB.

At the back of the car the rake of the fuel tank was increased so that it matched the front radiator and the rather ungainly spare wheel carrier of the TD, was replaced by a more simple structure, like the MG TA/TC. The rear lamps were like later MG TD round ones, and the rear registration was the same as well. However, the registration plate was moved to the centre of the bumper, rather than on the side like the TD.



*XPEG with Laystall head and X-PAG with TF head*





The dash was completely different from the predecessors. The clock was mounted in the speedo and the octagonal matching dials plus a 100 mph speedo included three warning lamps: blue for the turning indicators, green for ignition, and red for low fuel level.

The chassis is identical to the TD in appearance and had the same number of rear springs but the camber was reduced by 1 1/4 inch as the TF's weight bias was more to the front.



The XPAG engine was nearing the end of its production life and the engine produced 57 bhp which was close to the TC 55 bhp. The XPEG had a useful increase in torque and was advertised as the TF 1500 but little came of it and 6200 1250s & 3400 1466cc saw production discontinued in England & Australia in 1955. The MGA was introduced in England in 1955 & Australia in 1956. Today the TF is keenly supported as the last T Type of the series.

*Peter Kerr*

*The following are MGTFs that belong to current and previous members.*









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**Maurie Prior 0438668162**

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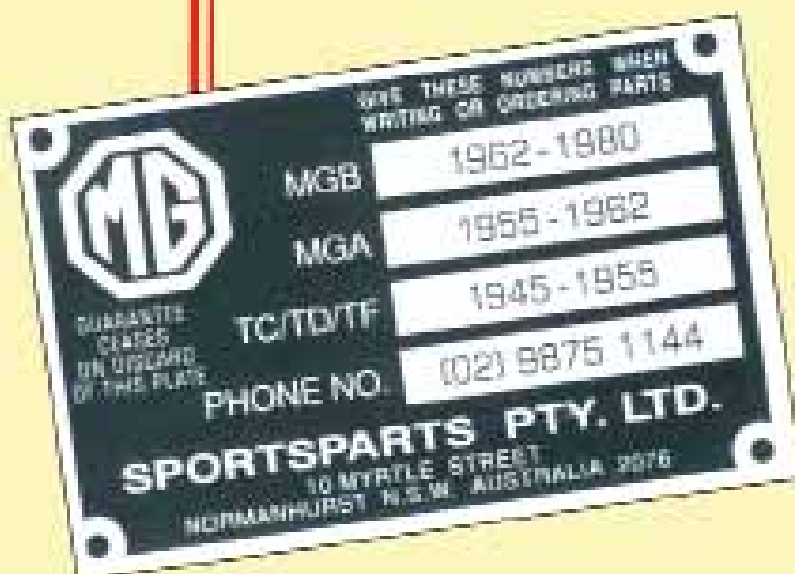


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