

THE TIME MACHINE

February March 24

A new beginning for
Ethel TC 9525 see the
story page 14



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

President's Report

Firstly, what a way we on the Coast welcomed in 2024, with the New Year's day rain storm followed by rain most days since. Not nice weather for driving an MG.



The Hinze Dam coffee get together in January (in lieu of the usual monthly mid-week run) was well attended by 25 members, including new members Annie and Allen Barlow who had only applied to join our club on the Saturday prior.

2024 looks like being a year with a number of overnight runs, namely 2024 MG Nat. Meet in Tamworth over Easter, the Luvya Lockyer 2 night run in May, the Warwick Jumpers and Jazz Festival in July, Tweed on Tweed event in September and the combined MG club run to Yamba and Grafton for the Jacaranda Festival.

Dave Godwin has advised it looks like the Club will have the largest contingent of members to attend a Nat Meet at this year's National MG Meeting in Tamworth for a number of years.

On top of these club organised events, former members Tony and Debbie Slattery are proposing a 3 day "pre MGB" event based in Gympie, to bring together Pre War, T type, Y type, Magnette MGs and MGAs from around SE Queensland in mid-May.

Council has approved the lease and license agreements and the signed MOU between the 3 clubs - we are only awaiting the final documentation from their legal department for signing. Until that happens our Right of User continues to operate.

The transferring of our website and membership database to mycco.com.au is taking longer than expected.

After finding a business on the Gold Coast which could bend tubing to match the rusted out seat frames on the second hand seats I purchased for my YT, the wet weather is now delaying the rust conversion of the bucket seat backs. I am hoping to have all new leather upholstery in the YT for the Nat Meet.

Yours in MGing

Stuart Duncan

President

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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.

Annie and Allen Barlow - Hollywell - '57 MGA

Simon Hoare and Dee Amstrong - Corindi Beach - '69 MGB

John and Margaret Archer - Gold Coast

Jay and Dana Murphy - Upper Mt Gravatt - '68 MGB

The photos in the Time Machine has been supplied by Carole Cooke, John Careless, Shane Goodwin, Perry Collier, Saxon Kerr, Alison Barry-Jones, Dave Godwin



Presentation Lunch

The Club's combined Presentation and Christmas Lunch was enjoyed by 80 members in November at the Southport Yacht Club.



Heading back to the SYC was a popular option, given the success of our previous year's lunch at the venue. Good food and a scenic outlook. Attendance was up 20% year on year.

The theme for the day was 100 years of MG and 50 years of V8 MGs.



John Crighton, Dave Godwin and Robb Gibb generously provided their vehicles, John's 1937 SA Charlesworth Tourer, Dave's MGB GTV8 and Robb's brand new MG5 respectively, for display at the entrance and these cars proved a big hit with the Yacht Club patrons as well. .

We started the lunch with Carole Cooke being presented with her Life Membership Certificate and her new Name Badge, by the Life Members present.



I wonder what was so funny!



Although President Stuart mentioned category winners in the last edition of TTM there were two surprise recipients that are traditionally announced on the day of the luncheon.



Gary Stevens won Maintaining the Breed for his continued assistance to many Club members with their vehicles. Gary often is seen sorting an issue that a member has with their MG at his home. Also he is first to welcome new members to the Club going out of his way to make them welcome.



Ian Rogers won the President's Trophy for his efforts with the Club securing access to the Gilston facilities, establishing the 'Shed' and organising Shed Days. Also he has been instrumental (along with Stuart) in moving the website to a new platform.



Roger Thompson Tray (for member(s) with the highest Club event attendance points) – **John and Colleen Boyce**

The Veovoden Trophy (for member(s) with the highest Club event attendance points whilst driving a pre MGA MG) – **Denis Land**



Concours Winners



Abingdon Motors Award (for pre MGA MGs)
– Dave Godwin (TA)



John Thornley Bowl (for post MG TF and pre MG F MGs) – Ray Osborne (Midget)



Modern MG Award (MG F and later MGs) – Perry Collier (F)

Master Class – Ian Wardell (MGC); Ian was unable to attend the Presentation Day



Overall Concours Winner - Ray Osborne (Midget)



**Pride of
Ownership
Winners**

**Pre MGA MGs –
Marlowe Vincent
– (TC)**

**MGA –
Allan Ross;**



**MGB –
Shane Goodwin;**

**Post MGB –
John Boyce**



Worthy winners all!!!

And for 2023, category winners were recognised with engraved glass plaques. Consensus was that these are generally regarded as more contemporary than trophies and are easier for the recipient to display at home or in the office.

A special thanks to our MC Paul Rogers (the jokes were better this year!) for ensuring the day ran smoothly and that we kept moving along and finished on time. And thanks to everyone else who helped organise the day and the Display Day.

A very good time had by all.

The 2024 Presentations/Christmas lunch will be held on Sunday 17th November at the Southport Yacht Club.

Shane Goodwin



Gathering of the Faithful - December 13

On a beautiful summer's day we gathered early at Le Vintage café in Worongary to celebrate 50 years of V8 MGs. As you can see from photos there was a good show of all types of MG all polished and shiny out the front of the café.

It was a lovely end to another year of fine motoring and great friendships we are so blessed to enjoy in this Club.

Thanks to John Careless for organising today's coffee meet. We look forward to another wonderful year of MG runs and coffee meets in 2024.

Sue Craig





Cars & Coffee Run - Wednesday January 10

25 members and a visitor went to the View Cafe at Hinze Dam at Advancetown. We said hello to Paul who was working there. Breakfast and morning tea was had, along with lots of catchup chatter.

We met our newest members, Annie and Allen Barlow who have a Dove Grey MGA. We heard about the Barlow Engine Museum in New South Wales. Check it out on YouTube. It's fantastic.

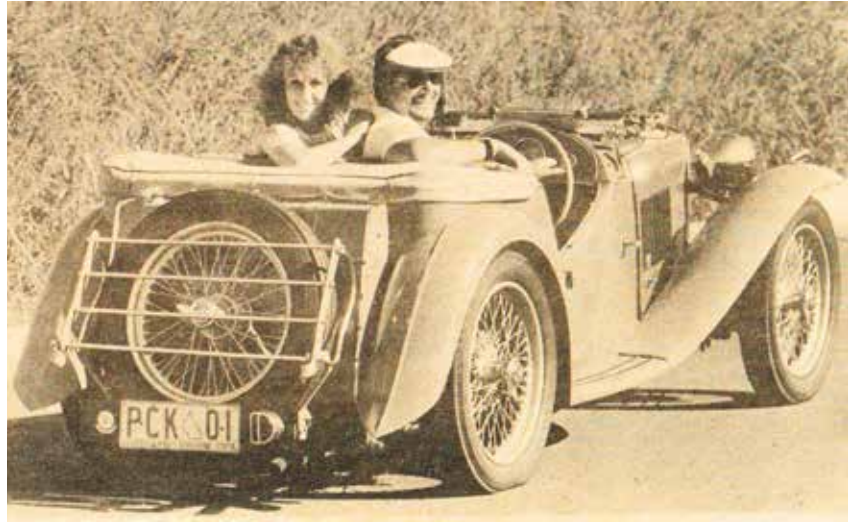
Thanks to John Boyce for organising our first 2024 get together.





TC 9525

This 1949 Clipper Blue TC was a 21st birthday gift for Miss Lane and was first registered OX589 in July, 1950. It was Miss Lane's transport for many years until her return from overseas and then kept as memento. Ethel even appeared in a commercial for Tarax in 1970. Her neighbour, Rod Cusack, tuned it for her and had first offer when eventually it came up for sale.



After some time, Rod eventually parted with the TC to John Green. Peter Kerr then persuaded John Green to sell him the TC he had lusted after for many years. This was around 1980.

The TC was named Ethel, after Aunt Ethel who left Peter an inheritance, to top up Alison's inheritance.



Ethel had good life on the Sunshine Coast with the Kerr family in runs and parades.



Ethel was also in competition, including Lakeside and Leyburn and she won many trophies. In 2007 Ethel retired to Point Cartwright. Peter said she was tired and he hoped one day to get her back on the road again. Peter was never able to fulfil that dream.





Ethel heading off to Stanthorpe for her restoration



Ethel's custodian now is Alison. After a major mechanical restoration, Alison now enjoys driving Ethel, still with her original engine, paint and registration

The day *Ethel* came home



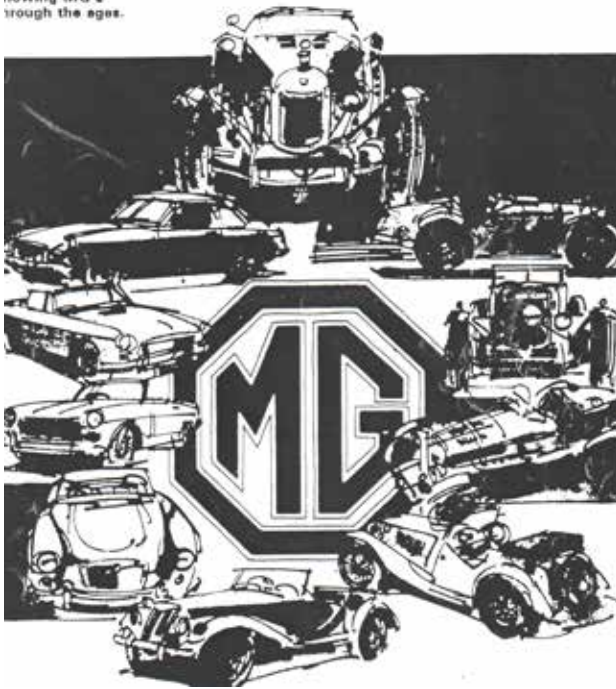
Alison's grandson driving Ethel

The Time Machine - 20 years ago

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The official magazine
of the Gold Coast
MG Car Club,
showing MG's
through the ages.

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Affiliated with the MG Car Club UK and C.A.M.S.
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From the February - March 2004 Time Machine

Page 4 - President's Report covering past and future events including the National Meeting.

Page 7 - Book of the Month - Spotighting MGs Down Under
MG Books available

Page 9 - New Members profiles

Page 11 - Roger White's Photo competition

Page 13 - Mid week Madness - December 10. Meeting at Paradise Point for breakfast, morning tea at Kingscliff, then to the Tweed Coolangatta Gold Club for lunch. A presentation to Bruce and Carol Corr for organising the midweek runs. (Bob and Val Theobald)

Page 14 - Autorama November 22/23. First day at Mudgeeraba Showgrounds and next day, an observation run. (Neil Weenink)

Page 16 - Christmas Party 2003. Meeting at the Clubrooms. 67 members and 2 visitors. Catering by Spits and Pieces. Impromptu musical act directed by Coral Cogzell. (Barry Grey)

Page 18 - Noggin 'n Natter. New Year's Day (Annie Grey)

Page 20 - Midweek Run - January 14. 32 members met at Bruce and Carol Corr's home for a BBQ breakfast. Instructions from Bruce and the convoy goes over Tomewin for morning tea at Murwillumbah. Back over Tomewin to Robert Newmann Park on Currumbin Creek Road - 2 busloads of elderly people there, so off to Laguna Lake Park, Palm Beach. Thanks to Bruce and Coral Corr (Peter East)

Page 21 - National Meeting 2004. To be held at Warwick. Details of the event. (Brian and Marie Darke)

Middle pages - Coming Events

Page 24 - Competition Call 2003. Events include Morgan Park super sprints, Leyburn, Speed on Tweed and Noosa Hillclimb. 12 members competed during the year. (Jeff Sattler)

Page 24 - Competition Call 2004. Tony Slattery giving advice for those thinking of competition. Dates of competition.

Page 27 - Redcliffe Mafia celebrates 12 years. November each year MG Clubs of the Gold Coast and Sunshine Coast meet at Redcliffe for breakfast followed by a suitable MG activity. The term Redcliffe Mafia was first used in 1993 to refer to a group of up to five MGs with the 'Godfather' Dan Casey of MGA fame. (Wal Ruberry)

Page 29 - Letter to the Editor (Gary Lock)

Page 31 - Ladies Torque

Page 32 - Tech Talk. Disc Brake Scream, MGB & MGC handbrake cables and Thermostat upgrade for MGC. (Bruce Ibbotson)

Page 35 - the Truth about Oil - continued from previous issue

Page 38 - T-Types - The Birth of the 'T-Series' MG (Brian Darke)

Page 39 - B-Bumblings - observations from working on GT (John Williams)

Page 40 - MG - Sports Car America loved first. (Brian Darke)

Page 41 - For Sale

Time Machine February - March 2004

From 'The Truth about Oil'

Oily Myths you can forget

You can re-use oil that has been filtered through a pair of tights (Nonsense)
All oils are basically the same, they just change the packaging (Rubbish)
I change my oil every 60,000 miles and the engine is fine. Hang on, what's that horrible rattling sound (Oops)
I can tell the grade of oil just by rubbing it between my fingers (Tosh)
I take the oil out of one car when I lay it up for winter and put it in my everyday car without a problem (Wally)

T-Types

The Birth of the 'T Series' MG

The initials TA, TB, TC, TD TF sound familiar? This is the span of the 'T Series' of MG cars born out of economic and social necessity. In 1935 MG were making complex overhead camshaft car and racing derivations of these cars with great expertise, but little profit. In 1935 two million workers were unemployed and William Morris (Lord Nuffield) dictated that MG go back to basics and manufacture practical, cheap sports cars using Nuffield parts.

MG thought that the end had come, but out of the changes came the immortal 'T Series'.

Cecil Kimber met the challenge and dictated the body shape.

It had to look like an MG and so the swept wing design of the J2 served as a template. It had to handle like an MG - Safety Fast, so many of the elements of the older racing cars continued. It had to please Lord Nuffield which meant making money!

The MG employees, Hurbert Charles, Cecil Cousins and Alec Hounslow all devoted their skills honed on the racing MGs of the past to develop the new 'T'. The object was simplicity. The result was a raving success - a 1292cc engine in a TA (change came with the TB) - hydraulic brakes (all previous cars had cable brakes!) and a series of cars which outsold all previous MGs.

The TA was produced in 1936, '37 and '38. In 1939 the TB appeared with the Morris 10 inspired engine and this engine soldiered on until the last TF rolled off the production line.

For the Purist - the productions figures were:

TA 3003 cars (10 exported to Australia)
TB 379 cars (War stopped production)
TC 10,000 cars
TD 29664 cars (23,488 went to USA)
TF 6,200 cars (1250 motor)
3,400 cars (TF 1500)

For all you avid T Typers this should whet your appetite to know more. For detail I suggest you refer to 'The Immortal T Series' by Chris Harvey. I believe the Gold Coast Library has a copy.

Brian Darke

Editor - The Club has only 2 copies left of 'The Immortal T Series' for sale at rockbottom prices



B-Bumblings

Some observations from working on my GT.

The rear brake slave cylinders are prone to seizing due to braking down of the rubber boots at each end of the cylinders. Water gets in and rust occurs.

To purchase new cylinders does not require a bank loan. But I have to the extra expense of having them bored out to take the stainless steel liners thereby minimising malfunctioning. Changing the brake fluid regularly is another precaution.

Check the hydraulic pipes to the rear wheels. These pipes can be compressed when chains are fitted around the axle by tow-truck operators... the damaged pipes can lead to uneven braking.

The hot humid weather of late is not kind to the English car. To improve cooling, I have fitted a six blade fan, an overflow tank and had the radiator checked. I also mix pure rain water with glycol for the coolant, which keeps the cooling system clean. I change the coolant every eighteen months.

Some commercial coolants change colour when they reach the end of their effective life

John Williams

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Cut off date for next magazine
15th March 24

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

Email the Editor - Carole Cooke - cazcooke30@gmail.com

Membership: \$75 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

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

GOLD COAST MG CAR CLUB INC

The Secretary,

P.O. Box 1018, SOUTHPORT, QLD, 4215

Email - goldcoastmgcarclub@gmail.com

Membership at January 24

Active & Family 250 Life 12 Honorary 4 TOTAL 266

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

Proposed GCMGCC Inc. Events Calendar

The following are proposed events for the next few months as of the time of writing this report. Please refer to Club Chatter (President Stuart Duncan's fortnightly emails) and Facebook for any updates or additions. If you wish to organise an event please contact Run Coordinator John Careless rjcareless@gmail.com or call / text 0413 250 005 OR John Boyce johnboyce44@bigpond.com.au or mobile 0444 500 071. As a courtesy to the organisers, and the venues, it is important that you RSVP your attendance. Events with a 'P' noted are points scoring events. LSIM stands for the last Sunday in the Month Run.

5th February – (Monday night) - Committee Meeting - Club Rooms 238 Mudgeeraba Road, Mudgeeraba. Everyone welcome but please notify the Club Secretary if you have a point of discussion.

P 6th February – (Tuesday) - A Drive for Coffee to Garage 25 (Expresso Twenty 5), Grand Waterway Drive, Coomera for a 10.00am arrival. Please indicate your attendance by contacting John Boyce by Monday 5/2/24 by email johnboyce44@bigpond.com.au or message on 0444 500 071

P 14th February – (Wednesday) - From the Hinterland to the Tweed. Meet at Hinterland Park, Hardy's Road, Mudgeeraba at 10.00 am for BYO morning tea. Depart at 10.45 for a drive 'out the back way' to the Seagulls Club at Gollan Drive, Tweed Heads West for lunch. Please contact John Boyce by Tuesday 13/2/2024 by email johnboyce44@bigpond.com.au or message 0444 500 071 to confirm your attendance.

P 17th February – (Saturday) Gilston Shed, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Have a chat, a coffee, and play with some cars from 9.00am.

The LSIM run on the 25th February 2024 requires an organiser at this time.

P 2nd March – (Saturday) Gilston Shed, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Have a chat, a coffee, and play with some cars from 9.00am.

4th March – (Monday night) - Committee Meeting - Club Rooms 238 Mudgeeraba Road, Mudgeeraba. Everyone welcome but please notify the Club Secretary if you have a point of discussion.

P 13th March – (Wednesday) – Freemans Farm Tour, Coffee & Run Meet at Freeman's Farm 618 Tomewin Mountain Road, Currumbin Valley by 10.00am for a tour of the Veterans Garden of Healing, coffee and a run through the surrounding scenic roads. Please RSVP Roger Paltridge by Monday 11th March rogerpaltridge@me.com

P 16th March – (Saturday) Gilston Shed, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Have a chat, a coffee, and play with some cars from 9.00am.

P 27th March to 2nd April – Tour to the National Meeting in Tamworth NSW. Travel via Tenterfield & Inverell to Tamworth. Contact David Godwin murphgod@hotmail.com

P 6th April – (Saturday) Gilston Shed, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Have a chat, a coffee, and play with some cars from 9.00am.

8th April – (Monday night) - Committee Meeting - Club Rooms 238 Mudgeeraba Road, Mudgeeraba. Everyone welcome but please notify the Club Secretary if you have a point of discussion.

The mid-week run on the 10th April 2024 requires an organiser at this time.

Freeman's Farm Tour / Coffee Meet / Run
Wednesday 13th March
Contact Roger Paltridge - rogerpaltridge@me.com



GARDEN OF HEALING  **Healing Through Farming**

How to & Meet up at the club's shed



Saturday mornings
from 9.00am
3rd & 17th February
2nd & 16th March - 6th & 20th April



Jumpers Jazz

Friday 19th to Sunday 21st July - staying Warwick Motor Inn
Contact John Doyle - johndoyle8@bigpond.com.au

Jacaranda Festival – Yamba Run
Monday 28 – Wednesday 30 October 2024



GOLD COAST MG CAR CLUB

For more information contact Denis Thomas
denisthomas47@bigpond.com

TAMWORTH NATIONAL MEETING 2024
Celebrating 100 Years of MG



29th March – 2nd April 2024
To Register – mgnatmeet2024.com.au

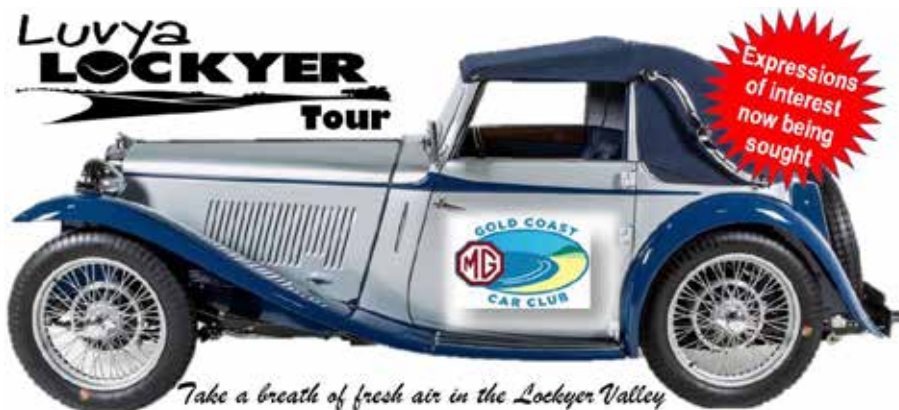
For further information contact David Godwin murphgod@hotmail.com

GCMGCC TOUR TO THE NATIONAL MEETING
Wed 27th March to Friday 29th March



Gold Coast – Tenterfield – Inverell – Tamworth

Luvya Lockyer - May 8-10



WEDNESDAY MORNING 8th May 2024

9.00am - Meet Point 1 Leave Jubilee Park McKee Street, Beaudesert

10.00am - Meet Point 2 for morning tea at Rosewood "Cobb & Co." Park, opposite Bakery.

11.00am - Leave Rosewood for run to Laidley, Barry Skimmings, Edward Street to see how a 'Men's Shed' should be like. Barry, a 'foundation member' of Gold Coast Vintage Auto Club, and President for 7 years and is a 'Life Member'.

1.00pm - BBQ lunch at Laidley Pioneer Village & Museum, Queensland first Pioneer Village showing an extensive collection that displays the history of German Settlement, the timber and farming industries and lifestyles of early pioneers! Afternoon tea will be available as you wish.

Afternoon...Next meeting place will be 'check-in' at the 'Room Motels' at Gatton 1 Hawck Street, Gatton (07 5462 1111). This motel is built out of 'shipping containers' (which you would never guess).

Dinner options: BYO bar-b-que at the hotel (covered seating area with a bar-b-que) OR straight across the road at the Colonial Café / Restaurant - 'Lockyer Valley Cultural Centre'



THURSDAY MORNING 9th May 2024

Breakfast at the Colonial Café / Restaurant (Cultural Centre), then off to Wayne Lawson's 'Rural' residential prize winning garden display at 'Blenheim', behind Blenheim State School.

We will then travel to 15 Thornton School Road, Thornton to view a Holmwood Produce & Lavender Farm, where we will be having Devonshire Tea! They have lavender crafts and natural skincare products.

After morning tea, we will look around the garden and shop, then head off to Laidley Township (via Forest Hill) to 'DAS NEUMAN HAUS'! It is a fully restored home which was hand-built by German immigrant Hermann Neumann in 1893. We will be having lunch at the restaurant!

After lunch, we will head back to the Gatton Motel to spend the rest of the afternoon over the road from the Motel at the 'Truck Museum' or shopping in Gatton if you wish! For evening meals, we can dine just down the road from the Motel, at any of the many country style local eating houses!

FRIDAY MORNING 10th May 2024

After breakfast, it is 'free time' to see as you fancy:

- Gatton University Campus - which has buildings of architectural delight.
- At Gatton Park (adjacent to Gatton Council Chambers) is the infamous 'Lights on the Hill' commemoration park.
- All within walking distance of your motel. Lake Apex next to the Cultural Centre has a Bird Sanctuary Island which has had 153 species recorded. Don't forget your camera. There is plenty of beautiful scenery to capture. Purchase some fresh veges to take home.
- On the way home check out 'Porters Plainlands Hotel' on the highway, or go inland via Forrest Hill for unique pubs and speciality shops. Laidley has lookouts at 'Cunningham Crest' and 'Schultz Lookout'

PRICES:

Room Motels Gatton	approx. \$139.00 per night	Wayne Lawson's garden display	\$5.00 per person
Pioneer Village Admittance, BBQ Lunch & Afternoon tea	\$18.00 per person	Lavender Farm & Devonshire Tea	\$10.00 per person
		Queensland Transport Museum	\$7.00 per person

Expressions of interest ASAP please so attendance numbers and accommodation can be confirmed Joe Evans 0415 760 452 or Jan Evans 0417 026 338 or janjoe6@bigpond.com

Tweed on Tweed

Thursday 5th & Friday 6th September 2024



Expressions of interest are now being sought by attendees for a new event on our calendar, Tweed on Tweed. As the name would suggest it is an event for 'tweed wearing' participants to drive through the beautiful scenery of the Tweed Shire in their MGs.

Up to sixty lucky MG drivers plus their co-drivers will have the opportunity to gather over two days, socialise, and drive interesting roads through very beautiful scenery around the Tweed Shire. This is NOT a competitive event. However, it will be conducted under the auspices of Motorsport Australia (for Insurance). MG owners from any recognised car club may enter. For participants who are not members of a Motorsport Australia affiliated club the GCMGCC will offer 'event club membership'. Drivers will NOT require a Motorsport Australia licence.

This is NOT a mini National Meeting type of event. It will be a social gathering of owners of MGs that will complete two runs (loops) of approximately 1hr 45 minutes (max 2 hours) from the events base and return. Both loops running at the same time with two groups of 30 cars. Cars to be sent out at 30 second intervals onto alternate loops thereby making a 1 minute gap between vehicles on a particular course. Crews alternate the runs on consecutive days. Consideration to be given to shortening the runs for the slower (older) vehicles and start them last in each group. (Runs will not be timed & no questions along the way.) Drivers & co-drivers may swap seats. 'Awards' will be ONLY fun awards.

The event base will be the Brothers Leagues Club, Murwillumbah, which has a huge parking area and also cater for all meals. The entry fee will include all meals including nibbles on arrival, day 1 lunch & dinner and day 2 breakfast & lunch. This is to keep everyone in the one location so that the event runs efficiently and on time (hopefully). Costs will be kept to a minimum as this is meant to be an event that is accessible for most MG owners. Camping at the venue is available if required.

The Programme:

Day 1 - Book in from mid-morning on Thursday 5th September. Cars displayed at start. Run 1 starts after lunch & returns to venue. Dinner & awards Thursday night (as some may head off immediately after Friday's run)

Day 2 - Book in earlier on Friday 6th September for breakfast. Run 2 is followed by lunch before heading off.

A set of supplementary regulations (rules) will be made available prior to the formal entry documentation being offered. Those wishing to assist with the event organisation are welcome to contact me.

Accommodation will be booked and paid for by the entrant. The GCMGCC Inc. will NOT be responsible for booking accommodation. It is strongly suggested entrants book their accommodation ASAP and mention you are with the Club.

Murwillumbah Motor Inn 17 Byangum Road Murwillumbah (02) 6672 2022
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Expressions of interest to Clerk of the Course John Careless
rjcareless@gmail.com or ring 0413 250 005.



The MG SHED Gilston

2023 finished well at the Shed, with a special breakfast catered for by Gary and Lindsey Stevens on December 2nd with a rollup of 28 members, some for the 1st visit. Not a lot of work was done but parts donated by John Crighton were sorted and stored.

In the meantime, at Gary's, the Bauman F had the exchange motor installed, we have got it down to a fine art, dropping the subframe with motor and gearbox, out in one piece with no real challenges. When fitting the driver's side drive shaft with the sub frame back in the car, we had to replace the top ball joint on the rear suspension requiring the removal of the drive shaft and hub again. Replacing the ball joints is a real bitch, it requires a special large socket which was supplied by Jim Haines along with a ball joint splitter which are now housed at the Shed and available for members to use.

With everything back in place, gearbox oil replaced, brakes bled and new coolant added, We took great care to bleed the cooling system completely, we do not want overheating problems.

Time to fit new battery and the moment of truth was here, it fired and then stopped, tried again same thing, we realized they run better when there is petrol in the tank? A quick trip to the servo and low and behold she runs, a little fummy but when it has a good run this should improve.

Gary and I have loaded the car onto the trailer and is back in the MG Shed with a list of small jobs to be tackled by the Shed attendees when we come back on the 20th January.

Good news should be noted due to the kind donation by John and Marilyn Muirhead of a small fridge, which will allow us to have our own cold drinks in the shed, a great help this weather.

As soon as we get the Bauman car completed and hopefully sold we will be able to bring the donated full blown racecar, donated by Leith Johnson, up from Terranora and will address the challenge of getting it running and ultimately ready for sale. We can then look for different projects to attack, I don't think we will have any problem finding them.

Just an update on Project Resurrection, we have entered the C group at the Queensland Super Sprint this year and I believe David Godwin and his son have also entered the Series, more about that next issue. We have to change gearbox in the project, it has punched a hole in the gearbox casing, have no idea how or why, that detail in the next edition once we have the box out and pulled to pieces.

Ian Rogers



*Shed Day
2nd
December*





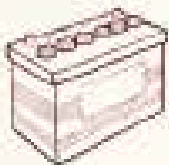
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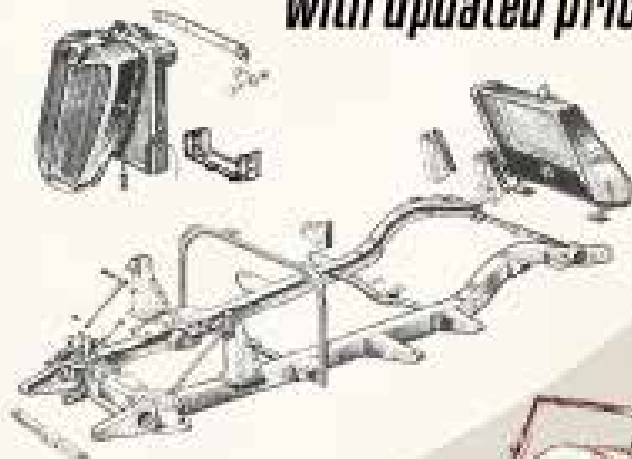
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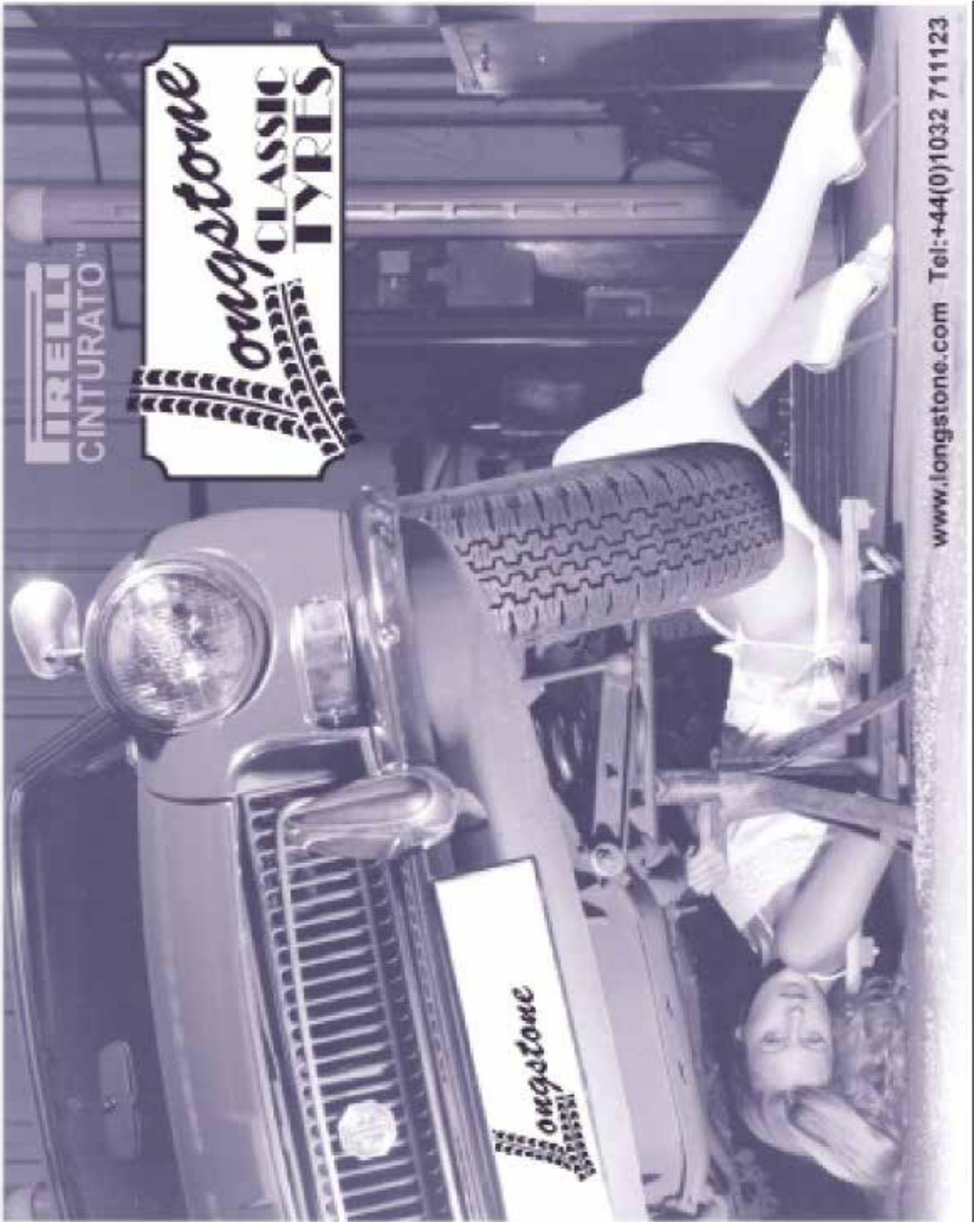


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MGF NEWS - MG Badge refurbishment

As the seasons cool it is time once again to think about getting the cars ready for the Club's Annual Concourse and Display Day.

The B will only ever find itself in the Pride of Ownership categories given its history and provenance as a modified Group S(c) car, so not much to do there.

The modern TF is another matter. Even though it is a totally original, unmodified, low mileage car without a blemish (!), I know from previous experiences at these types of events that it will need more than a wash and vacuum (like the last couple of years). It will need some TLC to have any chance of not being embarrassed when parked beside the large number of Fs and TFs in the Club, especially those "very pretty" anniversary models, Abington specials and Limited Editions.

The first task is to do something about those badges. I am on my third set of badges. The 'plastic' originals were replaced by the dealer under warranty but they lasted less than two years.

By the next time the badges faded, MGRover had disappeared so a pair of very nice 'enamelled metal' badges were secured from a retired badge maker in the Midlands UK. As the photograph shows these have now deteriorated and had become unsightly. Unfortunately, the badge maker is no longer contactable for advice or to source a replacement set.



I had kept the better of the two old plastic badges and decided to attempt a refurbishment. I was able to carefully peel off the remains of the hardened top coat. Then three successive very light coats of clear acrylic 'top coat' were applied about 15 minutes apart. The results were encouraging and good enough to put the badge back on the car.



Next task was to attempt to refurbish the enamelled metal badge. The clear 'top coat' had bonded to the enamel and could not be peeled off, so it seemed there were two options available to remove it. Use either chemicals or abrasives.

Some preliminary search around enamelling indicated that they did not respond well to acetones, paint thinners or similar. I experimented with both these chemicals on an old enamelled badge (non MG!) and they were effective at removing the clear enamel but also resulted in softening the remainder and causing it to dull.



So abrasives it was. A similar experiment on another enamelled badge progressively using 1000, 800 and 1500 wet and dry and then polish, delivered acceptable results. The next experiment was to use water rubbing compound and modern 'scratch and swirl' remover and this process was clearly better.

Applying this method to the MG logo was effective and after removing the residue it was ready for coating. I would not recom-

end using 'wax and grease' remover to remove any residue, just use water and let it dry in the sun.



As with the plastic badge, three very light coats of acrylic clear coat were applied at 15 minutes intervals. This was approached with some trepidation as I had had some previous bad experiences using modern acrylics over ancient enamels. But the result in this case was an enamelled badge nearly as good as new!



I suspect there are members who have been down this path before with old badges. I would not be surprised if there are other and more effective approaches than mine. So please share your experiences with the Club!

A footnote. Removing and affixing the badges on the F/TF is straightforward but you will need dental floss, thin double sided tape and if available a trim removing tool. The badge has two locating pins which insert into the car. The pins are not glued and adhesion is achieved from double sided tape.



A length of dental floss is used to “saw” away the adhesive affixing the badge to your car. Do not try and prise off the badge before placing the dental floss behind you badge and gently pulling it back and forward until the badge is clear of the car.



You can then use the trim removal tool to gently prise the badge off the car. Do not use a screwdriver as the lever and it is advisable to put some soft cloth behind the trim tool to stop it damaging your paintwork.

If you prefer to replace your old badges with new ones, then it will cost around \$160 inclusive of postage for the pair.

Shane Goodwin



Editor's jigsaw

Trailer for Club Members to Use

Do you need to transport your car, for repair or show, maybe retrieve it after a mishap or breakdown. The good news is the Club has a tandem axle car trailer which can be booked and used for the donation of only \$30 a day.

Contact Ian Rogers on 0419 344 039. or idjar2@gmail.com. The trailer is usually available on a day's notice for travel.



Important Disclaimer for The Time Machine

The Constitution of the Gold Coast MG Car Club Inc, states that an objective of the Club is “to foster the restoration, preservation and maintenance of MG cars and to encourage their display and use”.

In pursuance of this objective, the Club will from time to time share technical content and experiences with members through its magazine, newsletters, other publications and social media.

The purpose of these activities is to further this objective by sharing experience and information, and to inform and alert members of the Gold Coast MG Car Club (and their service providers) to identified issues, possible causes, potential solutions and remedies for MG cars.

The content must always be regarded as being of a general nature, and derived from the experiences and opinions of members, freely and honestly given in good faith. It is not a substitute for professional advice and the Gold Coast MG Car Club Inc and its members, accept no responsibility or liability for the accuracy or appropriateness of any content. Some members may have different experiences and opinions and all members are encouraged to share these with the Club in order to improve the utility of the content.

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