

# THE TIME MACHINE

## June July 23

MGs in the mist.  
At the Pink Galah in  
the Gold Coast  
Hinterland. Last  
Sunday in the Month  
Run April 30



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



Welcome to another outstanding edition of our Club magazine *The Time Machine*, put together by our esteemed editor Carole Cooke. The “How to ...” mornings at the Gilston shed have been popular and we propose to continue these on the first Saturday of the month. Concerning the Gilston shed / Sporting Field Hall – the Club has a licence to use the bitumen area adjoining the sheds and a meeting was held with Council staff late last month. Since I am writing this mid May, I cannot provide you with the outcome of that meeting. Keep an eye on my fortnightly *Club Chatter* email for information.

The past couple of months have seen a large number of events run by only a few. If you have a possible run / event you think members would appreciate attending, contact our events co-ordinator John Careless who will be happy to help you get the run/ event happening.

Myself and some members will be displaying our MGs at the RACQ MotorFest, together with other MG owners hoping to showcase 100 MGs in the Centenary Year of MGs.

In late June we have a Noggin and Natter happening at the Club rooms in Mudgeeraba with a Guest Speaker.

Our Club's annual Concours and Display Day will again be at Croker Park, Mermaid Waters, on Sunday 27 August. Please put this date in your diary.

The Southport Sailing Club has been booked for our Presentation & Christmas Luncheon on Sunday 26 November. Another date for your diary.

The Treasurer has asked me to remind members that Membership fees are up for renewal on the 1 July, and as he and his family will be overseas during July, Invoices will be sent out in mid June.

It is with sadness that I report that long time member Marie Darke died in mid May. On behalf of members, I offer the club's condolences to Harry and Ben Darke and their families.

Marie and her late husband Brian joined our club around 1988, not long after moving to the Gold Coast from Canberra. Those members who visited them at their Tallai residence will remember the octagonal house number at the gate, the numerous MG regalia around their home and the vast collection of MG parts in their garages. Until the last couple of years, Marie was a regular attendee at Mid Week runs.



Further to my last TTM report, Bill Fuller has completed the work on my alternate differential centre. The rear axle housing is currently being sandblasted and powder coated in readiness for assembly with the new diff centre, etc.

Yours in MGing  
**Stuart**

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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.

Robert Gunthorpe - Labrador -1970 Green MGB  
Ian and Vicki Tristram - Mermaid Beach, 1968 Red MGB  
Ian Aves - Bethania -1964 White MGB

The photos in this TM have been contributed by Carole Cooke, John Careless, Shane Goodwin, Lesley and Stuart Duncan, Ian Rogers, Ken Shead, Allan Ross, Dave Godwin

## Cecil Kimber's Birthday Run - April 12

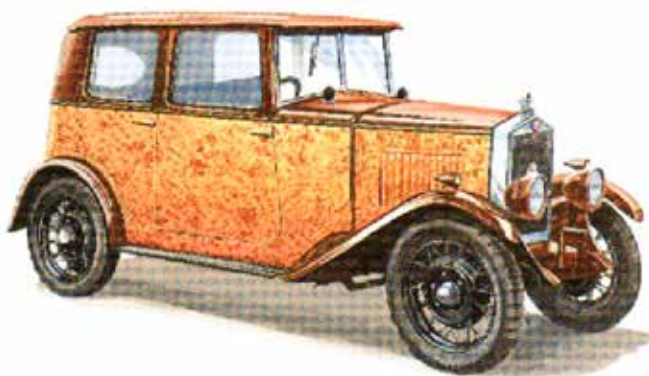
As is the tradition, the club celebrated Cecil Kimber's birthday with a run. This year it was to the Fox & Hounds which is a quaint English Pub located in the scrub at the base of the mountain drive to Tamborine.

Leaving from the clubrooms at 10.00am the run took members on a one hour country drive twisting and winding your way through the lovely country side west of the coast. Unfortunately not that many elected to do the run but chose to meet at the Pub. Sign of the times I guess when traffic is a concern.



A big crowd gathered in Paddy's Bar and following food orders of traditional English fare the Publican gave an interesting talk on the heritage of the Pub and the history of a particular brew on tap at the bar. I got to sit askew from the others at my table when the Lambs Fry landed at the table. But more importantly, back to the special brew.

The brew is "Old Speckled Hen" a premium bitter beer made by the Morland Brewery, now owned by Greene King Brewery. Old Speckled Hen was first brewed in 1979 in Abingdon, England, to commemorate the 50th anniversary of the MG car factory there on 30 November 1979. Since 2000, when Greene King bought Morland and closed down the Abingdon brewery, it has been made in Greene King's Bury St Edmunds brewery.



Old Speckled Hen took its name from an experimental car called the MG Featherlight Saloon. The car's body was made of a wooden frame covered with gold-speckled black cellulosed fabric. It was used as a runaround for workers in the [MG](#) factory in Abingdon and was nicknamed the 'owd speck'ld un". In 1979, the MG Factory celebrated the 50th anniversary of the MG Car Company's move from Oxford to Abingdon. They asked Abingdon brewers,

Morland & Co to create a special commemorative beer for the occasion, for which they would suggest the name and would also design the label.



Daniel O'Leary (brewer and former cooper), had developed the recipe for a private beer in his garden shed in Abingdon and the recipe was then used when the brewery decided to release the celebration beer for the MG anniversary. Only 25 barrels, 1200 dozen half-pints bottles, were produced, mostly for the promotional activities at MG, but also for limited distribution to Morland houses in the Abingdon area. What had been produced as a one-off celebration brew, proved so popular that a second batch had to be brewed in time for the main celebrations which were to be held in Abingdon over the weekend of the actual anniversary.

Source: Wikipedia

Our MGs with the Pub and an old red double decker bus as a background allowed for some great shots. I'm pretty sure we will be attending the pub again as they really looked after us and made us most welcome.

**John Careless**









# Pre-War Gathering at Woody Point

The annual M.G. “M-Type” gathering was held On Saturday 1<sup>st</sup> April at Woody Point on the Redcliffe Peninsula. It was a good excuse to celebrate Cecil Kimber’s Birthday (12<sup>th</sup> April), but it was held the weekend before Easter, before travellers headed south or west.

So why Woody Point – well in 1936 the RACQ hosted a “Reliability Trial/Race” around a street course at Woody Point, and the entry list included a couple of MGs including at least one P-Type.

The invitation is also extended to local Pre-War & Classic MG enthusiasts for the day so we have “other pre-1960 Classic MG’s” and Annie Midget was welcomed too. Our Club members, Dave Godwin, Bill Fuller and Zrinka Johnston, Denis Land, Dan Casey and George Diggles were met by locals, Ray and Faye Schiewe.

The meeting point to unload trailers etc. was Apex Park, Woody Point, then we drove to the 1936 Start/Finish at Lahore Park, where we could drive the '36 course. I was taken around by Dave as did others in the PreWar MGs. We went to lunch at the Belvedere hotel and organisers Tony and Debbie Slattery cut the Octagon cake for Cecil.



I was introduced to the new owner, Bob, of Peter Kerr’s M Type. Bob is renovating his house so hasn’t had time for working on the M.

I also met the owners of an Austin Healey BJ8 that was Peter’s a while ago.





*A few of the MGs at Apex and Lahore Parks with Tony and Debbie Slattery (above), Dan Casey and George Diggles*



I had many questions about Peter's MG cars too. I could tell them that his son, Eric has the '34 NA (Maisie). Norm Goodall worked on her, doing more than was expected, much to Eric's delight and then he taught Eric to drive her. Eric and his son, Hamish enjoy the drives as she is fully road registered. Eric also has Roger Rebel which needs work done to it.

**Carole Cooke**

*Right - Off to Norm's*



*Left - The next generations*



*Right - As Maisie was with Peter*





## When Jean Kimber Cook visited Australia

We are unable to remember what year it was but the photo was taken at the Mudgeeraba Show grounds at a lunch for the Gold Coast MG Car Club.

At the time Jean Kimber Cook, the daughter of Cecil Kimber, was staying with Brian and Marie Darke. She visited them on more than one occasion. We were able to have lengthy conversations with her about her father and her connections to the MG marque. Jean was always in big demand at UK Club meetings, etc. Fortunately she was of the age to have lots of memories. She also wrote a lot of literature on MG history. The photo shows Val and I with Jean posed with our 1935 blown MGPA. As it is a special time of remembrance of the birth of MG brand and its founder Cecil Kimber, I thought it fitting that Val and I share it with members.



*Bob and Val Theobald.*

## Coffee Meet at Eagle Heights - March 18

Well who would have thought on a really hot day, caught behind a slow vehicle, climbing a mountain that an English car would overheat. Luckily there were six members to give advice. Not sure if it was all helpful but the spanners came out anyway!





# 24 April - Coffee Run - Sapphire café @ Boomerang Farm

This morning we were a small group of 20 who gathered at Boomerang Farm in Mudgeeraba for coffee/brunch. We were hoping to have a fine day but unfortunately those of us who left our MG tops down had to make a dash for it when the heavens opened. When the tops of our MG's were back up we resumed coffee and had a good chat with everyone.

After that some of us gathered at the memorial to pay our respects which was resplendent with poppies for tomorrow's Anzac Day memorial. It was good to see Jean and Keith Bailey and John and Denise from NSW join us today.

**Sue Craig**





# LSIM Run to the Pink Galah Cafe - 30 April

We greeted a fine day as we set out for today's coffee run. As we neared Beechmont Road we could see the mist all around and the old Nook and Kranny café emerged as The Pink Galah as a backdrop for 15 MG's, mostly MGB's of all colours and 33 members as we took over the small cosy café. Many opted for breakfast, the bacon and egg rolls a firm favourite.

It was especially lovely to see Marlowe back from the Adelaide Nat Meet with her awards. Marlowe won for the Best Still Photograph and congratulations to Stuart for Best Website. (Personally I think Carole should have got the Best Magazine 2 years in a row too!!) *Ed - Thanks Sue...*

Anyway it was a good catch up with everyone and perhaps next time we can opt for an afternoon tippie as they have also opened a distillery with gin, whisky and brandy!



## Sue Craig









Cut off date for next magazine  
15th July 23

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**  
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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 May 23

Active & Family 278 Life 11 Honorary 4 TOTAL 293

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

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# Activities at the Shed

A busy morning at The Shed for 22 members. First a 'how to' by Ian R on changing and shimmying out a front wheel bearing on a wire wheeled MGB, together with a brake and ball joint check. Hmmm ...it seems the lever arm damper was dry and the steering boots had disintegrated as well! Thanks to Roger P for letting us play with the newest addition to his MG stable.



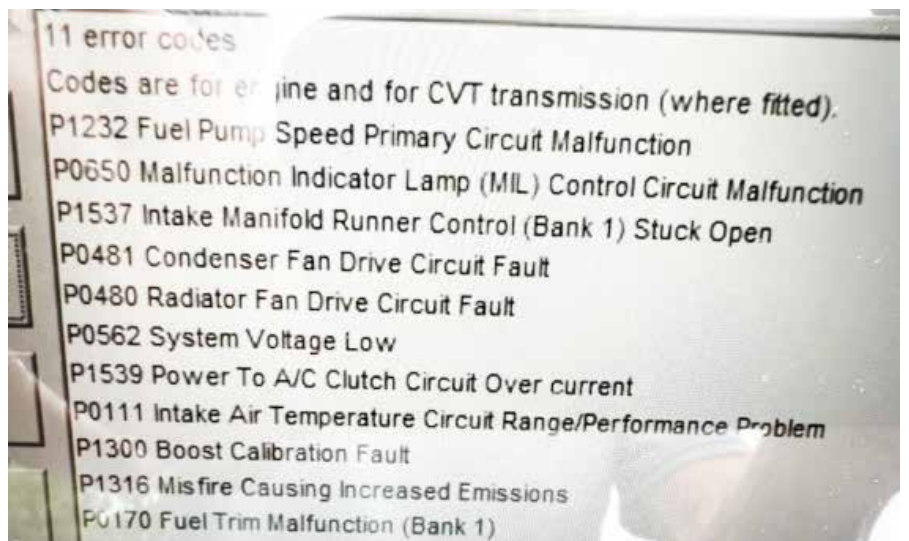
All the hard work was followed by a long morning tea natter in the adjacent club rooms.



Some members took the opportunity to drive the Project Resurrection race-car (slowly!) around the car park and to also check out the Club's MGF race car recently donated by Leith J.

The Pscan diagnostic device got a work out on a couple of member Fs showing up a few issues for them to remedy in due course.

John B provided an electronic factory workshop manual for F/TFs. Contact the secretary if you would like a soft copy.



Thanks to Ian for pulling the morning together and his demonstration. And thanks to Bruce K for having the foresight to bring along a selection of larger SAE sockets as well as full set of Witworth sockets!!





*The new trailer being cleaned and prepared for new paint by Club members. Security will be of the utmost priority this time, after the theft of the old trailer.*





# Beaudesert Boomerang Run

Wednesday 14<sup>th</sup> June



**WAKE VIEW CAFE**

**Coffee Meet - Gold Coast Wake Park**  
Saturday 8<sup>th</sup> July

**Noggin & Natter - Friday 30<sup>th</sup> June**

**GOLD COAST CAR CLUB**

**G.E.A.R. - GOLDEN ERA AUTO RACING**

22 June - Lakeside Park  
27 July - Lakeside Park (again)

**THE ORIGINAL  
GOLD COAST SWAP**  
EST 1968

**23rd July '23**  
MUDGEERABA SHOWGROUNDS

**Garage** 25

ESPRESSO TWENTYFIVE

**Coffee Meet Up**  
Monday 5<sup>th</sup> June

**GOLD COAST CAR CLUB**

Friday 21<sup>st</sup> to Sunday 23<sup>rd</sup> July

**JUMPERS & JAZZ WARWICK 2023**

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Saturday 15<sup>th</sup> July 2023

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# Proposed GCMGCC Inc. Events - John Careless

The following are proposed events for the next few months as of the time of writing this report. Please refer to President Stuart Duncan's fortnightly emails and Facebook for any updates or additions. If you wish to organise an event please contact Run Co-ordinator John Careless [rjcareless@gmail.com](mailto:rjcareless@gmail.com) or call / text 0413 250 005. 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.

**P 5th June** – (Monday) Coffee Meet at Espresso 25 around 10amish. Building M2 1 Boatworks Drive, Coomera. Please RSVP Stuart by Friday 2<sup>nd</sup> June. 0405 402 745 or [lesley\\_stuart@bigpond.com](mailto:lesley_stuart@bigpond.com)

**5th June** – (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.

**10<sup>th</sup> - 11<sup>th</sup> June** – Cooly Rocks On (Coolangatta) Not a GCMGCC meeting but a bit of fun looking at Classics, and Rods, and people.

**P 14<sup>th</sup> June** – (Wednesday) Mid-week Beaudesert Boomerang Run Meet at Jubilee Park, Mckee St, Beaudesert at 10.00 am, ready for 10.45 departure on a round trip to Beaudesert Club ( RSL ) for lunch. Please RSVP John and Colleen Boyce on [johnboyce44@bigpond.com](mailto:johnboyce44@bigpond.com) or message then on 0409 817 495 or 0444 500 071 by Monday 12 June

**16<sup>th</sup> June** - (Friday) Brisbane Motor Museum Opening Located on the corner of Tufnell & Nudgee Roads 10 minutes form the Brisbane Airport.

**18<sup>th</sup> June** – (Sunday) RACQ MotorFest RNA Showgrounds 10am to 3.00pm. Members who have registered their MG with RACQ for display and wish to travel in convoy from the Gold Coast up the M1 to the Brisbane Showgrounds are asked to meet at Coomera Service Centre ready to depart at 7.30am. We will be combining with the Queensland MG Car Club and other MG owners to provide a 100+ MG display. If you are looking at driving in the convoy to the MotorFest in your MG, please RSVP Stuart 0405 402 745 or [lesley\\_stuart@bigpond.com](mailto:lesley_stuart@bigpond.com)

**22<sup>nd</sup> June** - (Thursday) Golden Era Auto Racing (GEAR) event at Lakeside Park.

**30<sup>th</sup> June** – (Friday night) Noggin & Natter Clubrooms 238 Mudgeeraba Road Mudgeeraba from 6.00pm. BYO drinks. Entertainment, Food & cost TBA.

**3<sup>rd</sup> July** - (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 8<sup>th</sup> July** – (Saturday) Coffee Meet at Gold Coast Wake Park Wakeview Café 34 Maudsland Road Oxenford. Meet around 10.00amish. Please RSVP Stuart 0405 402 745 or [lesley\\_stuart@bigpond.com](mailto:lesley_stuart@bigpond.com) by Thursday 6<sup>th</sup> July.

**P 12<sup>th</sup> July** – Mid Week Run **Organiser required.**

**15<sup>th</sup> July** – (Saturday) Noosa Concours D'Elegance Hastings Street Noosa. Not a GCMGCC event but worth a run to ogle at the lovely cars; and the lovely people.

**P 21<sup>st</sup> – 23<sup>rd</sup> July** - Jumpers & Jazz Overnight Run John Doyle has organised accommodation in Warwick for 2 nights at a couple of hotels. Missed out on a booking? Maybe not. Rooms do keep coming available so if interested in attending contact John on 0409 342 309 or [Johndoyle8@bigpond.com](mailto:Johndoyle8@bigpond.com) Details on the Festival (including a photo of members MGs) can be found their website [www.jumpersandjazz.com.au/](http://www.jumpersandjazz.com.au/)

**23<sup>rd</sup> July** – (Sunday) Gold Coast Antique & Classic Auto Club (was AAC) Swap Meet. Mudgeeraba Showgrounds. Not a GCMGCC event but a great place to buy more stuff you didn't need.

**27<sup>th</sup> July** – (Thursday) Golden Era Auto Racing (GEAR) event at Lakeside Park.

**7<sup>th</sup> August** – (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.



# Expression of Interest - MG Centenary in Canberra and The Victorian High Country

It has been well proven that 2023 is the founding year of our beloved MGs.

As recognition of the milestone, most countries of the world are celebrating the centenary of MG's manufacture in their own way.

In Australia, Tony Slattery is planning to celebrate the MG centenary by inviting MG owners to drive our MGs to Canberra the week before The TYME (T and Y Type) weekend of 29 September to 1 October 2023.

The general idea is for Queenslanders to leave Brisbane around 26 September 2023 and to take a planned, leisurely drive to Canberra along country roads while enjoying the company of like-minded people.

There is always a lot to see and do in Canberra, and this specific weekend will host the Floriade flower show, a Nightfest, and a MG Parts Market at the MG display at the markets on the Saturday.

As an add-on to the plan, I am organizing a weeklong trip from Canberra over the Victorian High Country to such places as Mount Hotham, Bright, Omeo, and Orbost, before returning to Queensland via the Sydney motorway or the New England Highway.

If you are interested to enjoy the Victorian High Country in your MG, please could you let me know so that I can make the required accommodation arrangements.

David Godwin

0412029277

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



*Dave and his son Micky off to Phillip Island then exploring the country on the way home.*



# The MG Motor Cyberster

There has been a lot of Press releases about the new MG and many of us have seen them.

MG Motor has officially confirmed production plans to produce its unique high-performance EV sports car – The Cyberster.

It's the first MG sports car since the TF and after years of leaked press images and prototype mock-up drawings – this is the real deal. Cyberster has a powerful all-electric powertrain and contemporary cabin. It is British designed and Chinese built.

Carl Gotham, Advanced Design Director of the company's Marylebone design studio in London, explained the design: "Our intention was to create a completely new roadster ready for a new generation of sports car drivers and which opens a bold and compelling new chapter for MG."

Guy Pigounakis, MG Motor UK's Commercial Director, said: "This is the perfect time to introduce an MG that completely reconnects with our performance DNA and is designed to enthrall the driver on every level. MG is all set for an electric, sporting future and it is the perfect way to start celebrating our 100th anniversary."

Official: 2024 MG Cyberster - £55,000. It is expected to arrive for sale in the UK and Europe in the summer of 2024. The convertible gets up to 536bhp and is touted as world's first 'affordable' EV roadster. Little has been confirmed about the Cyberster's mechanical layout ahead of its official Goodwood Festival of Speed launch, but the lighter single-motor model is understood to tip the scales at around 1850kg – 750kg more than the MG TF. The twin-motor model is expected to add 135kg.





## Marlowe's First NatMeet

My mechanic friends and I left a 4am Tuesday for the drive to Adelaide. We had our Adelaide accommodation cancelled at the last minute. We managed to get some well overpriced accommodation.

On the hay plains NSW with another 10 hours to go, we bumped into a Y and an A at a servo heading to the Meet. We then met a few more MGs heading to the Meet. The A & Y from Newcastle caught up to us at another servo with members from the Wagga MG Club.



Having never been to Adelaide before, I can safely say I love it! I met Wayne and Geraldine Hough for lunch (they gifted me the most amazing MG regalia and tools!).

At registration, I entered the photo competition with a photo of Jezabel. I also entered Wayne's old rocker cover in the rocker cover competition. Wayne was a previous owner of my TC back when he was the President of the SA MG Club.



Who knew that the beautiful old MG I fell in love with and took home from Brisbane 3 yrs ago, would have such a rich history.

I'm lucky enough to be learning about and meeting those people that are part of her history. It was the first time I've met the Houghs after months of communication. Wayne was the one who encouraged me to come the Meet, arranged membership for my friends coming on the trip, got me an invite to the T Type meeting and told me who to seek out for more info on my car. He set up our lunch meeting. What an absolute legend he and his wife are!



First Meet event - Rocker Cover Racing! They take this fun activity pretty seriously and I've never done it before AND I ended up coming third out of 38 entries! I couldn't believe it!

I'm actually glad I didn't bring my TC for first Nat-Meet, I'm getting to enjoy this event and experience it without the any of the added stresses of travelling with a precious relic.



At the Theme Night, I won a prize for my Cruella costume. I won a trophy for my entry in the still photo competition

AND I was here to collect the Gold Coast Club Best Website perpetual trophy!! Congratulations to us!



Collecting the trophies



My favourite at Concours - '37 SA





Here is 98 year old Joy who made her own outfit for the Theme Night. Joy has 3 MGs and she danced the night away!



I finally got to take Jezabel out for a spin with my new Boyce bonnet bling (motometer) which was gifted to me by Wayne

and Geraldine Hough. I also now have a badge bar with one of the gifts from the Houghs and our Club's 100 Anniversary badge.

### Marlowe Vincent



My inner 12-year-old will be giggling forever, now that I know the Norwegian phrase for speed bump is "Farts-humper" ...



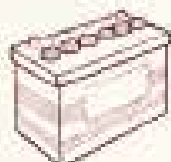


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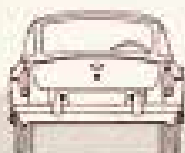
**Tyres**



**Batteries**



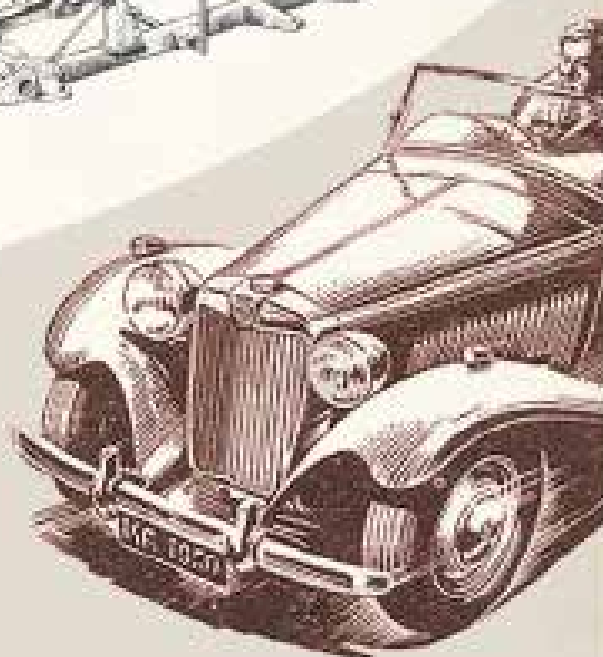
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**Renovo Soft Top  
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# The Story of the MGA Deluxe

## Part 1: Just what is an MGA Deluxe?

The MGA was first announced in September 1955 and launched in November of that year at the Frankfurt Motor Show. While traditionalists may not have approved, the new design finally brought MG two-seaters into the 1950s.

The MGA replaced the MGTF1500 and, while the engines in both cars were of similar capacity, the MGA in the original 1489cc version could achieve 98 mph, 10 mph faster than the TF1500. MGTF sales totalled around 10,000 examples whereas the MGA achieved over 100,000 between 1955 and 1962.

In 1958 MG announced the MGA Twin Cam, an upgraded performance version of the original MGA, with a twin cam engine and four-wheel disc brakes and centre-lock wheels. The engine was a significant development of the B-series engine with capacity increased to 1588cc to remain in the under 1600cc engine category. The bulkier engine design required a modified chassis with longer steering rack mounts.

Dunlop had experimented with disc brakes on fighter aircraft during World War II and worked with Jaguar in the early 1950s on brake development for motor vehicles. The prototype RHD Jaguar XK120 was fitted with Dunlop disc brakes. Stirling Moss pushed further development and persuaded Jaguar to fit a C-type with disc brakes for Easter Goodwood in 1952. The associated Dunlop centre-lock wheels allowed fast wheel replacement in competition events.

Dunlop disc brakes and centre-lock wheels were chosen to handle the significantly improved performance of the MGA Twin Cam. The top speed was now 113 mph, with a 0-60 mph time of 9.1 seconds, well down from the 15.6 seconds of the original standard MGA. The MGA Twin Cam was a genuine performance machine.

However, problems with engine reliability early in its production life affected sales of the Twin Cam. Despite its impressive performance, the car was regarded as a commercial failure due to cost, reliability and competition from the Austin Healey 100/6 and the Triumph TR3A.

Following just a two-year production life, production was terminated after only 2,111 examples had been built. The MGA Twin Cam engine issues are now well resolved, and the cars are considered highly desirable classics.

The early demise of Twin Cam production likely meant that MG were left with a significant stock of surplus Twin Cam chassis and Dunlop disc brakes and centre lock wheels. The solution was to produce a new model of the MGA making use of these parts. Likely because of homologation issues in competition events, these cars were not given a new model designation but lumbered with the description of optional extras "Dunlop disc brakes front & rear with centre-lock wheels and Roadspeed tyres".



These cars soon became known as the MGA Deluxe and, in addition to the Dunlop brakes and wheels, usually included many of the other options available, like Deluxe seats. The first Deluxe was released in April 1960, late in the production life of the MGA 1600. Just 82 MGA 1600 Deluxes were produced, with several of the early cars also making use of Twin Cam bodies, identifiable by the front wheel arch cut outs.

There were 313 MGA 1600 Mk II Deluxes produced, with the largest batch late in the production life of the MGA 1600 Mk II, presumably to use up parts before the introduction of the MGB. The last Deluxe was completed in June 1962, shortly before the end of MGA production. A grand total of 395 Deluxes was therefore produced with most being MK II cars and most of those exported to the USA.

The 395 total includes seven competition cars - the factory rally car 151 ABL, a reserve rally car and the 1961 and 1962 Sebring cars. The Sebring cars appear to have been modified to Deluxe specification in MG's Competitions Department

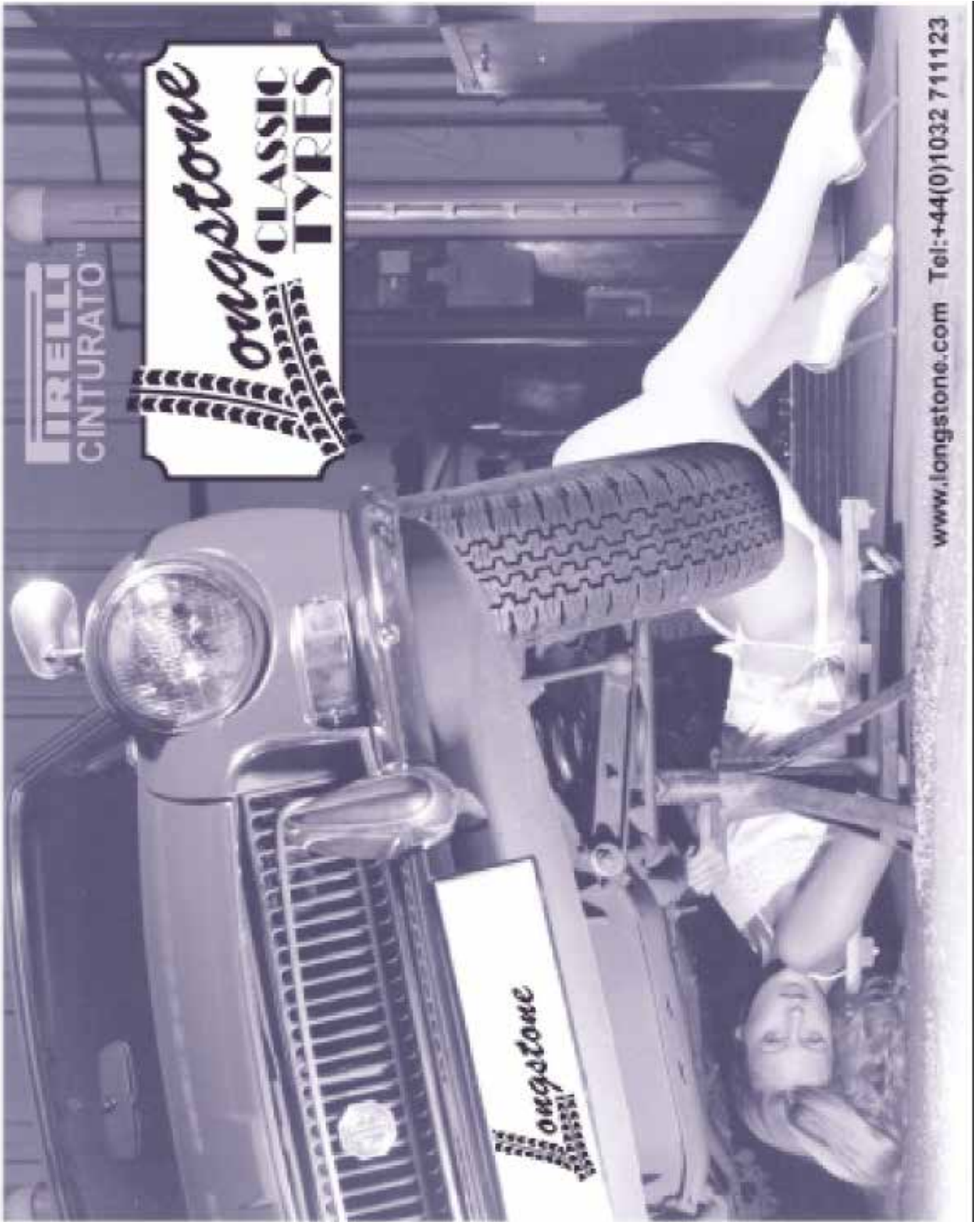
151 ABL, a 1600 Mk II Deluxe coupe, won its class in both the Monte Carlo Rally and Tulip Rally of 1961 but failed to finish in its final outing, the Liege, of the same year. By a stroke of good fortune the car survives today – it was rescued in a sorry state and largely rebuilt by the new owner keen to practice his welding skills before he became aware of the car's history.

The two 1961 Sebring cars are accepted to have been 1600 coupes and contemporary photographs show that they were badged as such. They were entered in the 1600 GT class and consequently did not compete against the Porsches for the 1961 race. The cars finished 1<sup>st</sup> and 2<sup>nd</sup> in class. Ian Prior, of the Victorian MGCC, owns number 44, the 1961 class winning car and tells a fascinating story how the car was squirreled out of the US and restored in Australia.

The three 1962 Sebring cars also appeared to have been manufactured to 1600 specification and were certainly fitted with the 1588cc engine to remain in the 1600cc class. The cars were similar to the 1961 cars except that the badges were missing, each alternate grille slat was removed to aid cooling, were fitted with fibreglass guards to reduce weight and a shallower front valence for easier access to jack points. This year the cars were once again competing against Porsches and the MGs finished 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> in class.



**Jeff Wicks**



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# MGF NEWS - A Tale of Two Hardtops

## Part I – MGTF factory hardtop



Every summer in early December the hardtop for the TF comes out of hibernation. At other times it lives in the spare bedroom, nicely cocooned and out of the elements.

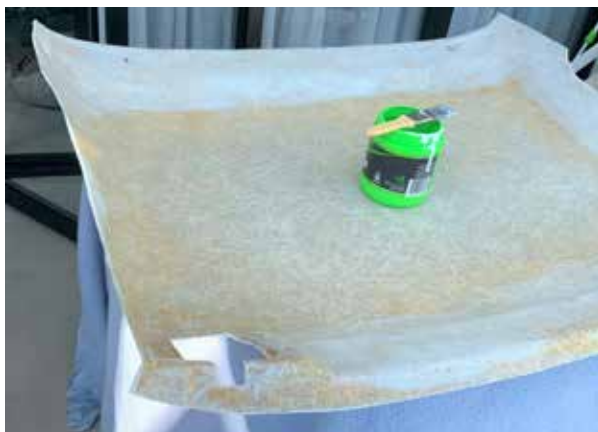
When retrieving the hardtop recently, to my dismay after fitting the hardtop onto the car, the hood lining had sagged badly to the extent that it was sitting on my head. After I calmed down, I realised that the hardtop was now nearly twenty years old and the adhesive glue binding the lining to the underside of the hardtop had perished and failed.

After a quick search on the web and YouTube, I was sufficiently confident I could repair it myself. After some further research and talking to colleagues it was decided that it would be simpler and much easier to buy new fabric rather than try and re-attach the existing lining. I had little trouble locating high quality new fabric in the same colour tone in Australia, for under \$70 plus postage.

The lining is not glued to the hardtop itself. It is glued to a detachable liner called a “biscuit” which, depending on the year, is either moulded from compressed woodchips or fibreglass matting. Simply remove the mounting brackets (front and side) and the rear trim plugs and the biscuit comes away from the hardtop.



Following the ‘how to’ articles on the web I proceeded to remove all the remaining glue from the biscuit and carefully cut out the new upholstery lining using the biscuit and discarded material as a template.



Next steps were similarly straightforward as the glue was sprayed and brushed onto the biscuit. The lining is then pressed down onto the

biscuit and smoothed out. The finished result was excellent thanks to the detailed instructions on the web.



A couple of observations. It is recommended that for the gluing process you use an assistant to help you place the upholstery onto biscuit. My experience is that four people would be better (one to hold each corner) to help you lower and position the upholstery onto biscuit. This is because you only get one shot at this as you are using contact adhesive and the foam backed upholstery cannot be subsequently jiggled or repositioned. It is suggested that you be very generous with the overlap when cutting out the new lining and trim the excess fabric later after placing it in position, especially if there are only two of you undertaking the gluing process. I found using the spray adhesive difficult and if doing this again I would stick with the brush on contact adhesive.

Removing the old adhesive requires a wire brush and is very dusty and messy, so pick a windy day when the body corporate manager is away!

## Part 2 – MGB J & S hardtop

Buoyed by the success of the MGF hardtop re-lining, it was decided to attempt to renovate the MGB's fibreglass hardtop. This would involve both the interior hood lining and the seals. I was even more motivated after admiring the two gleaming hard tops of Club member John Doyle!

The target hardtop was the Australian made J & S Fibreglass variety. In my view it is more stylish and has a better profile than the factory top and also has a curved rear window. The real shortcoming of the J & S is the seals and fixing system. Consequent rubbing can lead to paint to wear on the rear deck panel (more of that later).







The hardtop had been acquired in the early 1990's to hopefully improve the aerodynamics of the B on the racetrack and was greatly appreciated on the long drives to and from Winton, Phillip Island and Oran Park during the southern winters. It had been in hibernation since CAMs regulations made it impossible to fit hardtops over the higher rollbars which were mandated in the early 2000's. It had been "well used" before it was acquired and sorely in need on some repairs.

The interior hood lining was now showing glue stains in many places and the seals had long passed their 'use by' date and were rubbing paint off the body.



Attempts at cleaning the lining were futile. Chemical cleaners, white vinegar and other herbal remedies made no appreciable difference. I was resigned to having to pull the lining out and send the hardtop off to a professional upholsterer. By chance I was moaning to an old colleague from the Newcastle club and he said suggested I try and respray the fabric. I could not locate an 'off white' vinyl spray and decided with some trepidation to try 'brilliant white'. I was very pleased with the results.



Using vinyl spray is a bit more challenging than acrylic paints so practise first, mask all surrounds well, pick a very still early morning, use a mask (and make sure the neighbours are out). You will need at least two cans for a good result.

Fixing a J & S hardtop to the body remains a problem. I had a new length of the original seal which had been acquired many years ago, but after fitting I found it was not much of an improvement on the old seal.

Some experimenting with a modern freezer box seal improved the fit. Inserting some wiper tubing into the seal (an old MGF door seal solution) was better again. It is a work in progress.



The problem is that the rear of the hardtop does not sit flush with the body and the hook and tongue mounting system promotes sideways movement of the hood on the car body, especially when buffeting occurs at highway speeds.



Mention in passing has been made in some MG forums of a better fixing bracket being available many years ago. Apparently this bracket made use of the

tonneau retainer on the rear deck panel to both securely locate and disburse the downward pressure of the hardtop. If any member has a photo of this bracket of a similar alternative please let the club know.



**Shane Goodwin**



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### Basic Initial Brake Bed-In

For optimal use of any given brake system, the pads and rotor have to be compatible with each other. The bed-in procedure establishes that compatibility between the pad and rotor. This is achieved by a combination of rubbing speed, temperature, line pressure, and Inertia. Bed-in is also influenced by pad and rotor material chemistries. It is always recommended that only compatible pads and rotors be used in any given application.

### Why Proper Bedding-in is Important

1. Gradually heat treats the rotor and eliminates any thermal shock in the rotor.
2. Burn off volatiles and moisture from the resin that is near pad surface. This will eliminate "green fade."
3. Establish a layer of transfer film about a few microns thick on the rotor surface. Shearing of the film during friction is an effective source of friction force. Otherwise, when using a freshly ground rotor without the transfer film, the main friction force would come from cutting, plowing, or scoring the asperities on the rotor surface. This leads to inconsistent braking effectiveness.
4. Mate the two surfaces to a near perfect geometrical match, so that the contact area is high, and therefore the friction force is increased.
5. The performance of a fresh rotor/fresh pad system would be inconsistent. This is due to ever-changing structures and properties of the two mating materials. Bed-in of pads and rotor will form a stable transfer film.
6. If bedding in procedure is not applied, a stable transfer film may not be established for a long time. In other words, the rotor surface would have to be constantly regenerating a film that is not quite stable for a long time. This effect would reduce the performance and increase the wear.

### Basic Bed-In Procedure

During pad or disc break-in, do not come to a complete stop, so plan where and when you do this procedure with care and concern for yourself and the safety of others. Please Note - If you come to a complete stop before the break-in process is completed there is the chance for non-uniform pad material transfer or pad imprinting to take place and the results will be an irritating vibration during braking.

1. After installing new disc rotors and/or brake pads, perform eight to ten slow downs applying moderate pressure from approximately 30-40 MPH (50-- 60 kph) without coming to a stop.
2. Make an additional two to three slow downs applying heavy pressure from approximately 40 - 45 MPH (60 - 70 kph) without coming to a stop.
3. DO NOT DRAG BRAKES!
4. Allow at least 15 minutes for brake system to cool down.
5. During cool down, while the car is at rest, DO NOT APPLY THE BRAKES! If you do, material will be transferred from the pads to the rotor, and the results will be an irritating vibration during braking.

After step 4 your new disc rotors and/or pads are ready for normal use. Be aware that the full bedding in process can take up to 190 - 300 miles (300 - 500 kms) depending on driving style. During this period try and avoid any high speed hard braking to a dead stop.

*Supplied by Gary Stevens*

## For Sale

**For Sale - 1968 MGB Group Sb Race Car:** Contact Shane Goodwin on 0418568990  
Sadly the time has come to find a new home for this race car. The car was developed and campaigned over many years and has competed at most east coast circuits. A little bit of info for those that it may impress – the car has done sub 2 minute laps at Phillip Island and Eastern Creek GP circuit in Group Sb trim - <1:58. Car is capable of faster times but the driver was not!

**Current Specs are:** Australian assembled Mk II. Log Book #: H0776 issued 26 August 1999. Capacity 1968cc. Block was brand new and unused, last version casting of the B series. Current CR: 11.5:1. JE forged pistons. Carillo forged conrods. Crack tested & balanced cast crankshaft. 'Superflow' head with largest valves possible (flow tested similar to Burgess full race head). Iskenderian valve springs. Rocker roller valve gear. Alloy flywheel. Kent 719sp camshaft All fasteners, studs etc are ARP. Bronze replaceable sacrificial oil pump drive. Two new gears with engine (UK sourced). Weber 45DCOE. Long tube inlet manifold ceramic coated. Long centre branch large diameter ceramic coated extractors. Geared started motor. Bosch alternator (Lucas versions fail with racing revs). Ignition developments race distributor (based on Bosch Nissan unit so parts easy to obtain). Mark II overdrive gearbox with Needham close ratio gearset. Banjo diff with LSD and 4.3:1 ratio centre (3.9:1 is std). Negative camber front suspension. Uprated springs/dampers all round and tramp rods fitted. More photos are available on request. Price is negotiable.



**For Sale: - Spectacular six cylinder supercharged K3 replica** with pre-selector gearbox built to a very high standard on a genuine KN chassis. Only 1000 km since no expense spares full rebuild by an internationally recognised specialist in pre war and other exotic race cars. Never raced, although it was prepared with that in mind. Cosworth pistons, Phoenix con rods and crank, new cast head with all new components (cam, rockers, valves etc). Original extract from Registration Particulars confirms original engine and chassis numbers. More photos and details in [carsales.com.au](http://carsales.com.au) advert under 'MG Magnette).

Specialist inspection welcome. **Asking for cost price: A\$245,000. John Crighton.**  
[johnhcrighton@hotmail.com](mailto:johnhcrighton@hotmail.com).





## For Sale

**For Sale: - MGA 1600:** with fresh 18V 1800 engine. New 5 speed Ford T9 gearbox. Complete restoration just completed. Every part replaced/re-furbished. Powder coated chassis. Chrome wires, new suspension. Luxury trim etc. Concours winner tomorrow!  
**Price \$79,900. Contact Gary Lock 0435 901150**



**For Sale - 1 Set of 4 MGF VVC wheels** in good condition. \$350 or ono. Contact Ian Rogers 0419344039 or [ldjar2@gmail.com](mailto:ldjar2@gmail.com)



**For Sale - 1956 MG Magnette 1620 engine,** includes starter, twin SU carbs, air cleaner and plenum, 49000 km's only. \$3000.00, also MGA Grille, good condition. \$375.00 Pimpama.  
Contact - Paul Cleeve 0425500330



**1995 MG RV8 For Sale:** Woodcote Green Rego due April 2023. I bought this car 09/2020 from MG enthusiast in Adelaide. No. 1767 of 1993 production cars made (has a VIN number of 2014 as 251 was the first VIN) and ex Japan. As with all of these comes with air conditioning. Approx Odometer 29000kms. It has had the following in my care:-



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