

THE TIME MACHINE

October November 20

They were told it
couldn't be done!
But the Godwins and
Lettens did it.
Crossed Emmagen
Creek on their way
to Cape York. Their
story starts on page
25 - to Cooktown



The Official
Magazine of the Gold
Coast MG Car Club

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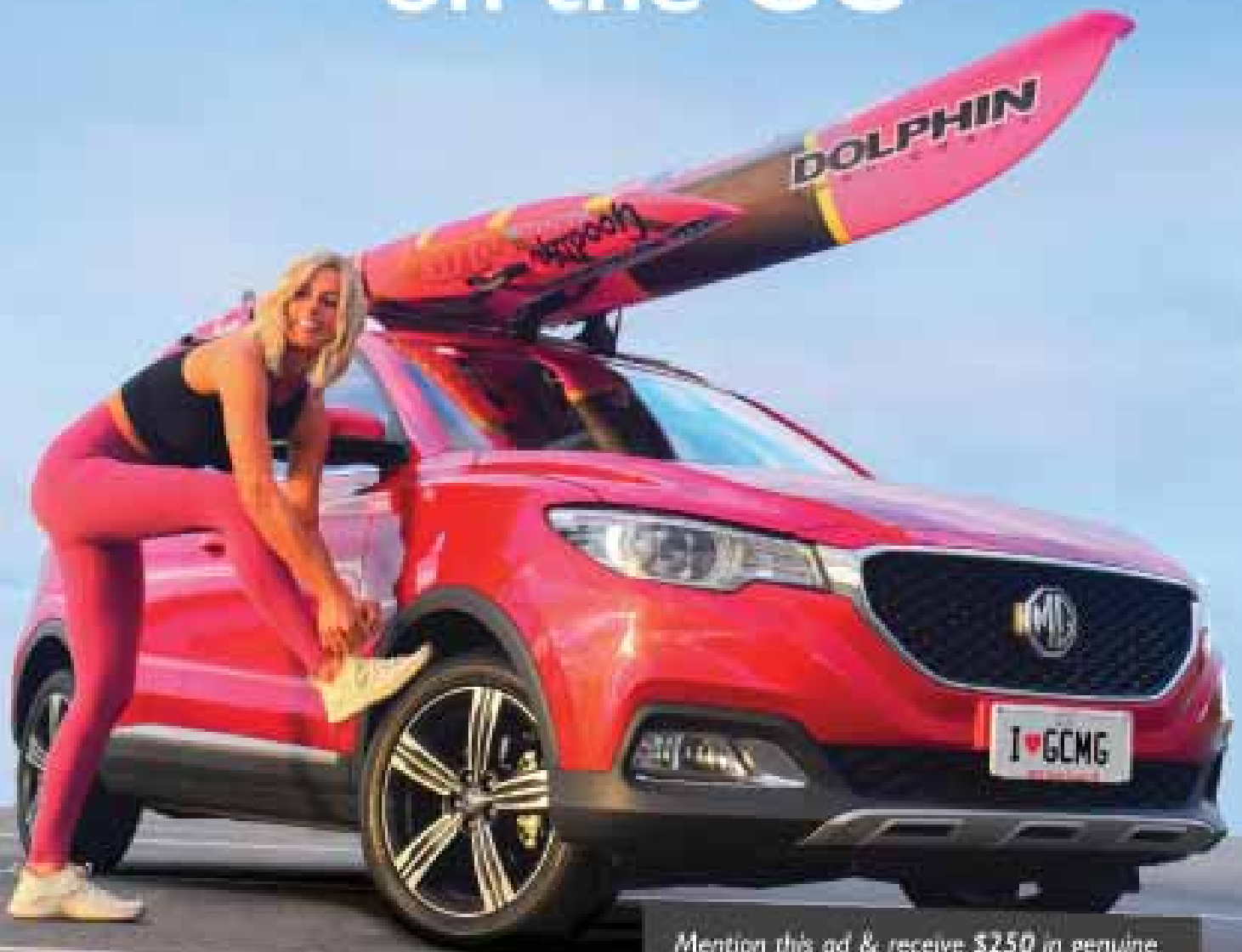


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THE TIME MACHINE

The OFFICIAL JOURNAL of the
GOLD COAST MG CAR CLUB INC.
Affiliated with the MG Car Club UK



Club email: goldcoastmgcarclub@gmail.com

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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.

Wanted - Membership Secretary for our Club -
contact Marie Conway-Jones at Mobile 0411 181 725
or email - marieconwayjones@gmail.com

president's report



COVID-19 and relevant Government restrictions keep having an impact on Club activities, mainly through the number of members who can gather together, and the access to a number of club run destinations in northern NSW, due to border closures. To meet these Government's Regulations, the Committee has devised a COVID Plan for Club Runs to ensure we keep members safe and abide by the Regulations. The Plan can be viewed on the Club's website.

Although most of our Queensland members can cross into northern NSW, most of these members have decided they do not want to venture across the border and risk not being able to return home. Therefore, Club runs are staying north of the border. It has been great to see a number of NSW members come north to attend the Concours and Display Day and participate in club runs.

I would like to thank members for supporting me as your new President. However, with the club getting back to near pre COVID activities, I need to have other members take on some of the roles I undertook previously, namely: Run Co-ordinators and Membership Secretary. I will continue to manage the website.

The only change to the Management Committee for the coming year is Peter Kerr has come aboard, whilst Ken Shead elected not to continue. My thanks to Ken for his input over the past year.

At the AGM in the Club room park, the 32 members in attendance, socially distanced to meet our COVID Plan, passed a motion requiring the Committee to spend \$5,000 pa of our Investment Fund on member hospitality. Please contact me if you have a suggestion.

Since becoming President, I have participated in three ZOOM video conferences involving all Australian MG Club Presidents. The first conference was to ratify the cancellation of the 2021 MG National Meeting in Albury-Wodonga as the organisers needed to make some important decisions and payments concerning venues. The other two have been initiated by MG Australia to promote its MG Facebook virtual MG Show & Shine competition, during September.

The next 3 National Meetings are confirmed, subject to COVID regulations, at being in Newcastle (2022), Mt Gambier, SA (2023) and Sydney (2024), whilst Canberra is being asked to open their October 2021 "T, Y and Prewar event" to other MGs.

Following a lot of work by John Careless and Marie Conway-Jones to get Government approval of our COVID plan, our Club's recent Concours and Display Day at the Club rooms, although down in numbers due to COVID, was a success, with more MGs in attendance than at the Queensland MG Club's Brisbane Concours held on the same day. Photos and a report are published elsewhere in this edition of The Time Machine.

As my 1950 MG Y Tourer is running smoothly with little I can do myself on it, I have dusted off and cleaned my 1953 TD chassis and started sorting out body frame timbers and metal panels, ready to start reassembling the body tub for the third time. I wasn't happy with how it all fitted together previously.

Lastly, I would like to welcome new members Marlowe, Camille, Steve, Peter, Janine and Matt, and welcome Bob back to the Club.

Yours in MGing

Stuart Duncan
President



features

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

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

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

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



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



midweek run - july 8

For days we were told to expect quite heavy rain on Wednesday but it dawned a beautiful sunny Gold Coast winters day.

We met our hosts Peter and Heather Coleman at Winders Park Currumbin and as usual our cars created a lot of interest with the people passing by. After the normal meet and greet we headed around the coast, past Elephant Rock and on to Kirra Hill lookout. Now Jim and I have lived on the Coast for over 40 years and had never been there...been to Kirra beach, Tweed Heads but never up the hill. It is a totally stunning view to Surfers. Will become a regular to share with visitors.

We then headed towards Hinze Dam for morning tea, through the lovely hinterland and past some amazing properties that always look immaculately well maintained. Now as we all know, there are senior moments in our life, so I won't embarrass our members by naming the person who prepared morning tea and then left it on the driveway at home but... Marg and Barry Beaman were seen heading to the cafe.....?

In our cars again off to Jabiru Park Hope Island for lunch where Jim and Liz Lutherborrow joined us and we were happy they managed to snag us a table as it is a popular spot in school holidays. Good to see Big Jim looking so well.

It was lovely to have a chat with our new members Shayne and Di Baker...hope they will join us on many of our runs.

Thanks again Peter and Heather we really enjoyed your run.

Moya and Jim Haines



Peter and I had lunch at the Fox & Hounds. Of course, Peter had 'Old Speckled Hen' beer. I told the waitress the history of the name, which she didn't know and was pleased to find out. Editor



coffee run - july 18

There was a good turnout for the coffee run. It was sunny but cool. We went to Gold Coast Wake Park and were entertained by the skiers on the line around the lake, with ski jumps for young and old.





2020 concours & display day

With Government COVID19 restrictions in place, this year's Concours and Display Day was different to previous years, in that it was away from the public, at the Club rooms grounds in Mudgeeraba, to enable easier management of the day.

This being the Club's first post-COVID restrictions major event, the Club required COVID safe permits from our Insurers and the Government to allow the day to proceed.

The Committee arrived early to set up the required barriers and COVID Safe signs, prior to members arriving to display their MGs on the grass between the trees. The 28 MGs present were divided into Concours or Pride of Ownership. 6 MGs were prepared for Concours judging, whilst the owners of the other MGs unpacked their chairs and settled in for a leisurely picnic. It was great to see a few members travelled across the border to attend.

A cake was brought along to celebrate Bruce Corr's 96th birthday, but he was unable to attend having cut his leg on one of his MG's bumper bars. The cake didn't go to waste however, as it was Pauline Cronin's birthday.

Winners of the Pride of Ownership classes were:

Pre 56 MGs – Dalton Pereira, TD;

MGA – Gerry Cronin;

MGB - Paul Rogers;

Modern – Neville Jones, TF160

*Some of the helpers on the day -
Laurel, Stuart and Marie*

As per usual procedures, the winners of the Concours were not announced on the day.

Thank you to John Crighton, Gary Lock, Paul Rogers and Peter Johnston for judging the MGs.

Stuart Duncan







More of the Concours MGs



Thanks Peter for cleaning the Midget in concours



Cut off date for next magazine 10th November 2020

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

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

Membership: \$70 per year (due June 30) - Joining Fee: \$20 per person

Membership forms available on our website - www.goldcoastmgcarclub.com.au

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

National Australia Bank, 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

Membership at 31 August 2020

Active & Family 234 Life 8 Honorary 4 TOTAL 246

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



scenic rim midweek run -august 12

The Fish and Chip Run normally held in August, had to be cancelled due to the COVID-19 border restrictions, so the Run was changed to the Scenic Rim Run. Meeting at the Coomera Community Centre, only 12 cars turned up for this event.

We headed out and went along Reserve Road, then to Oxenford. Onto Maudsland Road, then to Canungra towards Beaudesert where we went left to Kerry and morning tea at Darlington Park. The raffle run by Kay and Laurie Roberts was won by John and Denise Bromley.

After morning tea, we headed out towards Hillview, Christmas Creek Road into Rudd Land to Lions Road. From the Mt. Lindsay Highway we went towards Maroon Dam, then Upper Logan Road, Barney View Road, left again to Mt. Lindsay Highway, left to Rathdowney. We ended up at Jubilee Park, Beaudesert for lunch.

It is a long time since this Run was done. It is a very pretty run with nice winding MG roads and excellent views of Mt. Barney and there were lots of cattle, horses, fams, etc. All who attended enjoyed it immensely.



Hopefully next time we will be able to do the Fish and Chip Run as it is always very popular and excellent value. The run was 120 miles, so our MGs had a good workout.

A big thank you to Denis Thomas for a very enjoyable outing.

Bruce Bishop.



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Due to COVID-19 restrictions, the AGM was held in the grounds of our Clubrooms at Mudgeeraba. It was a sunny day. Peter Johnston chaired the meeting.

The following Committee were re-elected. Stuart Duncan became President, Marie Conway-Jones is again our Secretary, Laurel Godwin is our Treasurer. We also elected Carole Cooke, Dave Godwin, John Careless and Peter Kerr.

Peter Johnston put a motion to the members about spending some of the Club's money which was accepted.

Editor



new member - marlowe vincent

I bought my MG for my 47th birthday, she's for sure the best present I've ever gifted myself! I've wanted a vintage hobby car for years and it was finally time.



My mums dream car was an MGB but she never managed to own one. I'm a history buff who loves the cars, designs and architecture of the early 1900's,

so the MGT was the perfect choice... The vintage style of the 30's with a few improvements of the 40's and the elusive MG badge that's been spoken of in my family all my youth.

I purchased her in Brookfield, Brisbane, she'd been well kept and maintained by a gentlemen who collected prestige vintage cars. His son was sadly selling off the collection because he had severe MS and can no longer drive. She was restored in SA previous to them buying her and she's got a new engine with various after market bits and a non MG steering set up (but I can't remember what make he mentioned was used).

I bought her unregistered, but the owner organised a roadworthy through a mobile mechanic. He was confident she was mechanically A1. Unfortunately she failed her first road worthy with a particularly fussy inspector who said she's in great condition over all, but the front wheel mounts were perishing and needed replacing, so he wouldn't pass her.

I have 2 good friends/clients in Brisbane, one is a mechanic and the other a retired muscle car mechanic. I showed them the road worthy report and photos of the problem areas and both said they would have passed her no worries and the mounts weren't bad, I just had an overly fussy inspector (which I'm grateful for, he was thorough).



I had the mounts repaired, she passed her road worthy and I trailed her home to the GC to be registered. I went with full rego because I'm wanting to drive her every Sunday at least.

My retired muscle car mechanic came down to teach me to service her myself and he noticed her clutch mounts also need replacing soon. He's 6 foot 7 and won't fit under the little Midget no matter how high we jack her up - ha! So I decided to look for a vintage car mechanic with a hoist to look after the bits we can't.

Classic Car Clinic is just up the road from me so I'm glad they were mentioned to me, they were first on my list.

I had her registered for private use, but I will be using her for promotional ads for my business. I've just built my own beautiful vintage tattoo studio complete with gramophones, grandfather clocks, chesterfield furnishings and hand stencilled damask walls.

The MG compliments the studio perfectly.

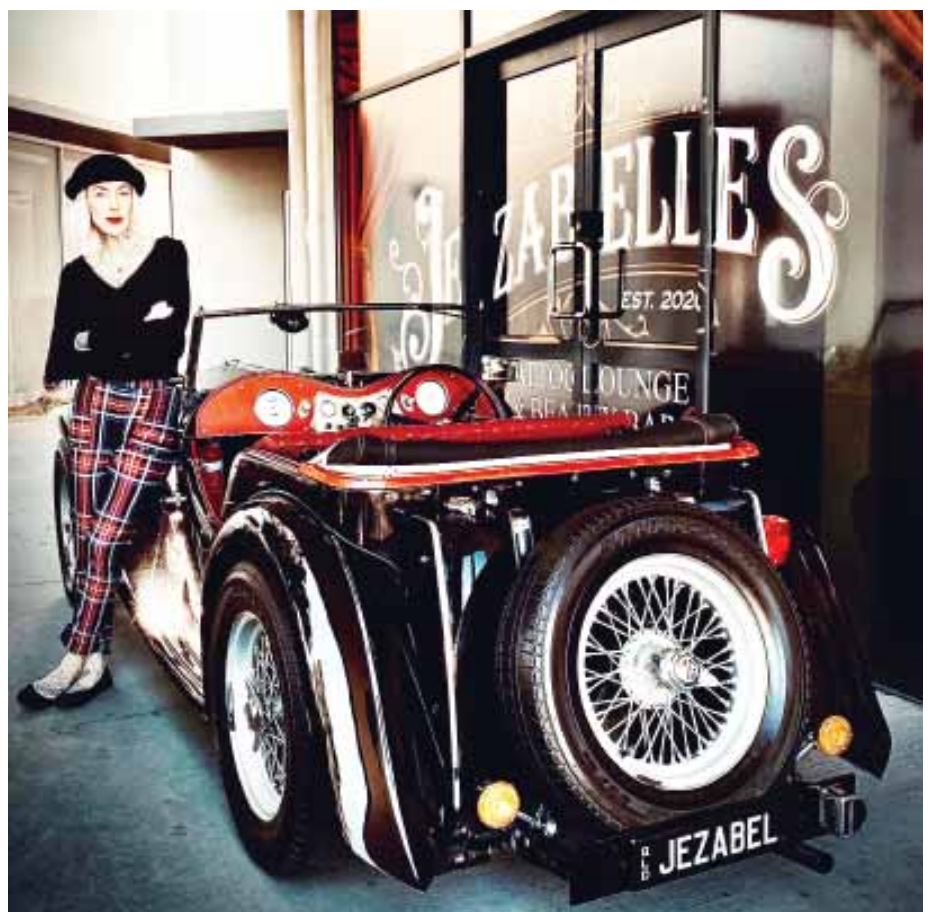
My little cat sadly passed away at the beginning of lock down, she was 18 yrs old and my best mate, so I named my studio in her memory, 'Jezabelles Tattoo Lounge & Beauty Bar'. I've got JEZABEL plates for the MG.

I spent 18 hrs the other day detailing her... my hands and back were on fire the next day, but worth it!

I also found a treasure of books hidden under the carpets behind the passenger seat, including a service manual, an MGT instruction book and 2 beautiful history books on MGTs, what a find!

I've got a lot to learn but I'm loving the journey. I'm looking forward to meeting the club members and going on some driving adventures.

I've got premium RACQ road side assistance just in case!



Cheers, Marlowe

October 2020

P – Midweek Run – Wednesday 14 October

Meet at Arthur Earle Park for a 9am start. BYO morning tea, Tavern Lunch. Organizers are Coral and Graham Cogzell and numbers required. Confirm attendance by ph 0423 528 369 or Email grahamcogzell360@gmail.com by 12th October.

P – Coffee run – Monday 19 October

Meet on the side of the lake in Laguna Park, Laguna Avenue, Palm Beach. Simple access off the M1. Third Base Coffee (takeaway) is a couple of minutes walk or 1 minute by car for those who don't wish to BYO coffee. Meet at 10.00am. BYO table & chairs. For those who desire we will take a run up Currumbin Valley following our caffeine intake. Names and vehicle details email to John Careless rjcareless@gmail.com or text to 0413 250 005.

P – LSIM run – Sunday 25 October

'The Up and Down Dale Run'

Start at the club rooms leaving at 10.00am (Note: Not the usual 9.00am). 115 km of scenic driving with the opportunity to stop and take in the views from the scenic lookouts along the way. NO coffee stop, but a toilet stop in Canungra is available. Finish at the Advancetown Hotel. A covered area will be set aside specifically for the club. Contact John Careless rjcareless@gmail.com or text to 0413250005 with your details by Friday evening 24th October please.

November 2020

P – Midweek Run – Wednesday 11 November

Meet 8.30am Arthur Earle Park, Nerang, for a 9.00 am start. BYO morning tea, plenty of seating under cover. Lunch at Beaudesert. Due to COVID rules, venue to be confirmed closer to run date. Confirm attendance with John & Colleen Boyce on johnboyce44@bigpond.com or 0409 817 495

P - Coffee Run – Saturday ?? November (Date to be confirmed)

Date and venue will be decided upon booking confirmation of the Presentation Luncheon. Details to be advised by email and on Website

Presentation Luncheon – Sunday 22 or 29 November

Due to current AFL COVID19 hubs and restrictions, a venue booking cannot be confirmed until closer to the date. Details to be advised by email and on the Website

Ple
RS
for

events

December 2020

P - Christmas Midweek run – Wednesday 9 December

Venue and starting location to be provided by email closer to date.

Due to COVID-19 regulations members are required to:-

- pre-register your attendance at runs / events, and
- stay home if feeling ill with flu like symptoms or have been in recent contact with someone with flu like symptoms.

These requirements are required by Motorsports Australia (our insurers) and QLD Dept of Health.

Also, due to changing COVID-19 Restrictions all runs and events are subject to change.

Call for run organisers and run convenors please.

The Committee is asking members to volunteer to organise a run either for a Mid Week or Last Sunday run. Contact Stuart if you can do a run.

The Committee is also after a couple of members to co-ordinate either the Mid week or Last Sunday in Month runs. Contact Stuart for details.



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.

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

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.

Marlowe Vincent - Varsity Lakes - '49 TC

Bob Payne - Southport - T Series

Kevin Kortum - Nerang - '75 MGB

Matt Bridge - Maudsland - '77 MGB

Steve & Camille Costin - Gleneagle - 2004 TF

Janine Dreyer - Palm Beach - '97 MGF

The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, Dave and Laurel Godwin, Lesley and Stuart Duncan, Paul Rogers, Graham Godwin, Internet.



2020 cape york in classic mgs.

This year, the COVID pandemic has caused major issues for people and governments around the world. Our inconvenience is minor in the overall scheme of things, but still real to us.

Initially, Blue B (Club members Ross and Shez Letten in an MGB) and RIP (David and Laurel Godwin in an MGA) had planned to drive from Thailand to the UK over a 2 year period so that we could take part in the 100th anniversary of MG in 2023.

Plan B was to drive across Australia from East Coast to West Coast through the Centre, but closed State borders put paid to that option.

So a plan was germinated to drive as far through Queensland as we were allowed - Blue B and RIP were itching to go somewhere - anywhere... We did our homework in double quick time and a route to Cape York was finalised.



Having given both MGs a quick check over and packed enough tools and parts to build another MG, we set off through Brisbane to meet Blue B at Mt Nebo

for coffee and to meet up with a few classic car friends. Tony Slattery turned up in his MGY Tourer, Jay Murphy (our eldest son) turned up in our Triumph GT6 and Ross Kelly happened by in his 1933 Aston Martin - what a lovely surprise!



The Mt Nebo/Mt Glorious Road is always a challenge and a pleasure to traverse before we descended to the plains and to our first overnight motel at Goomeri (Goo-meri).

Here we were met by Jay's "real" Dad, David Murphy, who had ridden his Triumph motorcycle up from Maryborough to spend the night with us.

Day 2 took us along good country roads to Cania Gorge before reaching our motel at Biloela. While booking in, Blue B burst a new (obviously inferior) radiator hose but Ross had the wisdom to pack the original hose in the boot, so a quick fix was made before it was beer o'clock and Queensland Club members, Wayne and Megan, (three MGA's and a MGTF) joined us for dinner.

Day 3 was to be an easy drive to Emerald so a slight diversion was made to the Old Rainworth Fort at Springsure. Colleen (and her sister) have been running the Fort for more than 50 years (they are both in their 90's!) and Colleen wouldn't



let us leave until we had taken a photo of her with our MGs. She wanted to hang it on the wall of her shed, saying she had never seen such beautiful cars at the Fort before. The Fort is heritage listed and is maintained by the community and government funding.

The drive to Charters Towers from Emerald was less interesting, so Ross slept while Laurel drove Blue B most of the 479 km. The roads were quite bumpy and were dominated by Grey Nomads in camper vans/caravans and trucks - large trucks - some carrying mining equipment 6m wide!

As we stopped at the motel, (after the tyre shops had closed for the weekend), RIP decides to spill air from the new "heavy duty" left, rear tyre. No problem - I have a can of "Pump my Ride" and a compressor - and a spare wheel if needs be.

Charters Towers is a very interesting town! It was founded in the late 19th century during the Gold Rush period and became prosperous with a significant government presence. It was also used as a staging post for the Australian, American and British Air Forces stationed there,





flying many sorties against the Japanese from the local airfield.

Day 5 saw us on our way to the Atherton tablelands, where we stayed a night in train carriages at the Undara Lava Tubes to avoid the rain in the Malanda area. I have not heard of lava tubes before - they are formed by lava flowing over the countryside and the outer layer solidifying into a crust, while the inner lava

flows on and leaves a cavity. Apparently, that lava tube is the longest in the world!



Having got tired of pumping up RIP's slow-leaking tyre, I fitted the spare.



Chez flew into Cairns on Day 6 and we all had the pleasure of visiting Tony Basham's collection of lovely MGs - a well traveled 1929 MGM Type, a splendid 1934 MGPA and a beautiful MGTD - before calling into a tyre business and having RIP's leak fixed. It turned out to be a faulty valve stem! An easy fix if one had a tyre bead breaker!

From Cairns, the MG convoy headed for Mossman for the night. The next day, we walked through the World Heritage Listed Mossman Gorge before visiting Daintree for lunch, where we met 5 burly and muddy off-road bikers who said “You’re going along the Bloomfield Track to Cooktown in those cars! You’ll never make it!” Not exactly what we wanted to hear!!!

Plan D was to use the sealed road if we couldn’t get through the Bloomfield Track, so we apprehensively crossed the Daintree River by ferry to Cape Tribulation and spent a lovely few days immersed in the offerings of the Daintree National Park.



On Day 10 the moment had arrived - the MGs were loaded up and ready to tackle the fearsome Bloomfield Track! It having rained heavily all night was not encouraging, but the sand on the road drained well and the deepest water crossing was only about 200mm (8”) deep, so was easily crossed. Next challenge was three very steep climbs with equally steep descents (21% to 31%). Ross and I had discussed our techniques previously over a few cold drinks, so we slipped our MGs into first gear, took the revs up to 3000rpm and managed all obstacles with relative ease!





The Lions Den pub on the Cooktown side of the Bloomfield Track was a perfect spot to celebrate our success - it's worth a visit whichever way you might drive between Cairns and Cooktown.

Will Blue B and RIP succeed on their adventure to the tip of Cape York?

To be continued... *Dave Godwin*

Below - At Cooktown



Left and above - On the way

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Developments

history of mg - part 19

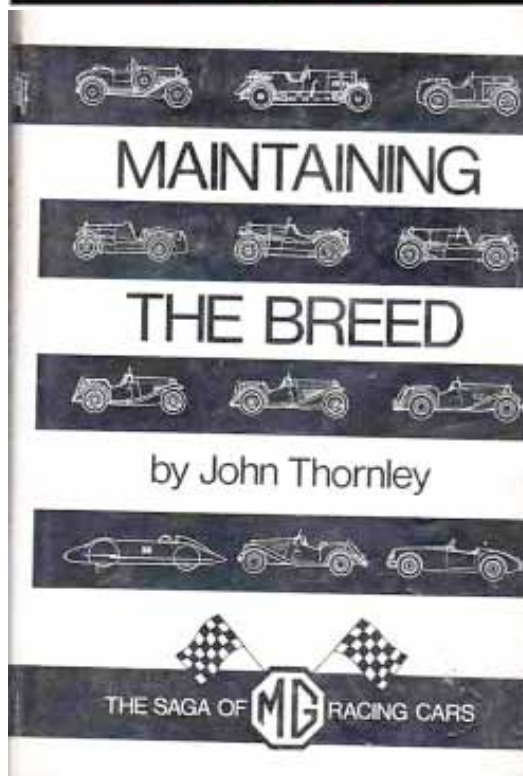
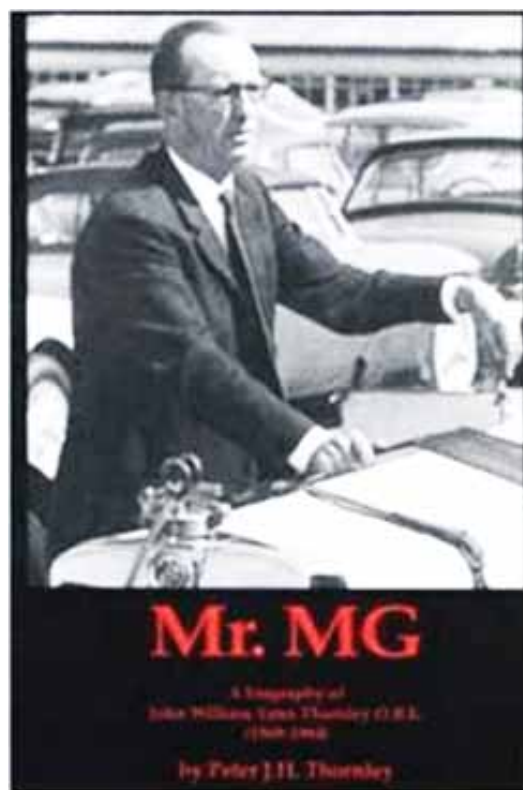
john thornley, obe. 1909 - 1994.

John Thornley was an Accountant for 3 years in the City of London. During this time he became a founding member of the MG Car Club and its first Secretary.

John joined the MG Car Company as an interviewer in the Service department in 1931. He was made Service Manager in 1934 and managed MG competition teams between 1936 and 1938. John was called up on the outbreak of WW II in 1939 until 1945 and was demobilised with the rank of Lieutenant-Colonel.

He returned to the MG Car Company and was appointed as Sales & Service Manager in 1947. He was promoted to Director and General Manager in 1956, a position which he held until his retirement in in June 1969.

John was born in 1909 and married his American-born Joanne who worked in the MG Drawing Office since 1929. Their son, Peter, and Joanne moved to USA and now are residents there. I took Joanne to lunch before she returned to USA. MGM types have been owned by father and son.



John Thornley was inducted into the British Sports Car Hall of Fame in ceremonies on June 2, 2017.

Above - Mr MG book by his son, Peter and JWT book

Left -JWT with Syd Enever and Stirling Moss

JWT was a good friend and contact, as he was Mr. MG to me. I learned so much from his typed letters. All those typed letters are filed and I could write a book. It was before email and I phoned him regularly. We also got together while I was working in Europe.

My friend, Harry Cape visited John Thornley when Harry's MGA Twin Cam order was being processed at Abingdon. I have written that story previously, and have recently seen Harry Cape's MG at the Nationals in Tasmania.

Having contributed to the *MG Downunder* book (which has a photo of my prewar supercharged NA Magnette on the cover), I was also able to have John Thornley contribute to the accuracy of this Australian MG reference book. Note page 27 of the *MG Downunder* refers to my last letter from John. (MGRV8 section)

The MG was built in Cowley, UK by Rover-MG. I have owned several of them including Oxford Blue and Nightfire Red bodied roadsters. I also inherited a TC special from Roger Waters with an RV8 engine and many extras which make it a safe and effective racer. It is registered as a 1947 MGTC and also CAMS log booked that same way. I have a speed of 200mph on the official camera at Bathurst.

Special Comments: (by John Thornley, in a letter dated November 17, 1992):

"Having seen the MG RV8, I can say three things:

1) I am very pleased, because it shows that Rover now recognise... MG is the name for sports cars.

2) Quite clearly, the people responsible for it know what they are doing. I don't think it would be pompous or patronising to say that Abingdon would have been proud of it.

3) It is a pity that this upmarket vehicle has had to precede the 'tiddler' - which we understand, has now gone on the back burner for obvious reasons."

MG RV8 price at Introduction:
England 26,500 pounds sterling.



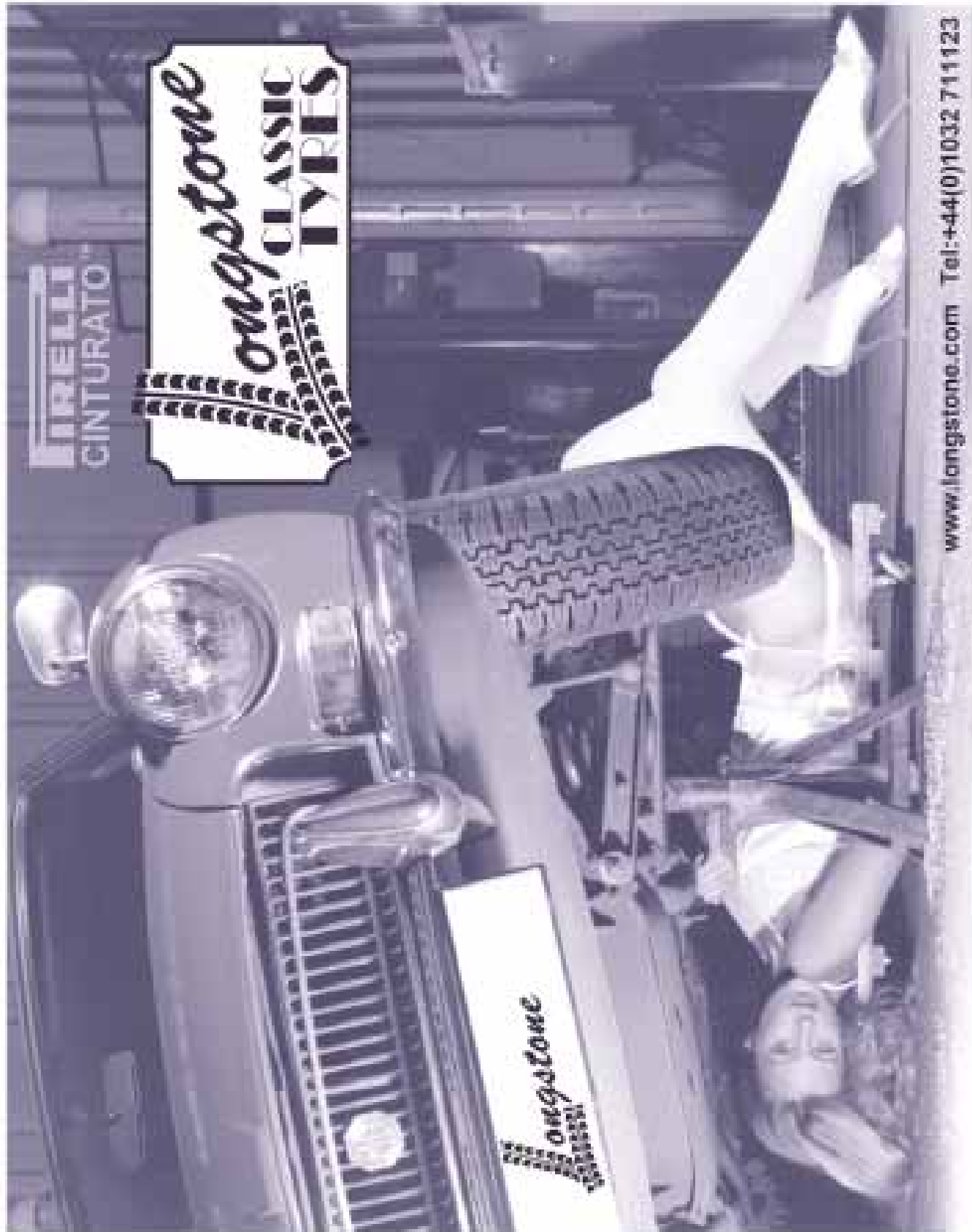


Colour	UK	%	Export	%	Japan	%	Total	%
Standard colours								
Black	12	3.9%	5	5.4%	1	0.1%	18	0.9%
BRG (Metallic)	139	45.3%	65	70.7%	1	0.1%	205	10.3%
Caribbean Blue (Pearlescent)	16	5.2%	3	3.3%	0	0.0%	19	1.0%
Flame Red	15	4.9%	1	1.1%	0	0.0%	16	0.8%
Nightfire Red (Pearlescent)	41	13.4%	1	1.1%	108	6.8%	150	7.6%
White Gold (Metallic)	12	3.9%	0	0.0%	0	0.0%	12	0.6%
Optional colours								
Le Mans Green (Pearlescent)	28	9.1%	2	2.2%	0	0.0%	30	1.5%
Old English White	3	1.0%	1	1.1%	1	0.1%	5	0.3%
Oxford Blue (Pearlescent)	36	11.7%	8	8.7%	214	13.5%	258	13.0%
Woodcote Green (Pearlescent)	5	1.6%	6	6.5%	1,258	79.5%	1,269	64.0%
Totals	307		92		1,583		1,982	
	15.5%		4.6%		79.9%		100%	

mgf/TF

The MGF/TFs were introduced and the MGF now celebrates its 25th birthday.

In 1995, against a backdrop of financial uncertainty, a new owner in the form of BMW - and a nation that was recovering from recession - Rover Group made MG fans very happy. For the first time since the closure of Abingdon, some 15 years previously, the MG sports car was back. It mattered not one bit that the new MGF was constructed largely of Rover parts bin components, nor that it was assembled in Longbridge, rather than MG's spiritual home. Here was an affordable, cute, two-seater roadster that was created in the image of the MGs of the past, right down to sharing its powertrain and underpinnings with other cars in the company's stable.



liz@longstonetyres.co.uk

www.borrani.co.uk

Hudson's Yard, Doncaster Road,
Bawtry, Doncaster, UK, DN10 6NX

The design was actually very clever. Based on two Rover Metro front subframes, it used interlinked Hydragas suspension and a selection of switches and buttons that were instantly familiar to anyone who owned a contemporary Rover car.



The column stalks were from a 200, the heater vents from a Metro and the electric window switches were from the 800. But the car was neatly styled - the design team led by Gerry McGovern - who went on to become head of design at Jaguar Land Rover - and used a new 1.8-litre version of the K-series engine, found in the Rover 200/400, but developing 118bhp.



There was a new 142 bhp VVC engine, too.

The F very quickly overtook the Mazda MX-5 to become the UK's best-selling sports car, a position it held until it was replaced by the steel-sprung TF in 2001.



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The TF was essentially the same car but with simplified underpinnings, a revised nose and a different fascia and it, too, became the best-selling sports car on the market, right up until MG Rover's demise in 2005.

Even then, though, it wasn't game over, as the TF would reappear in 2009 with MG under Chinese ownership.

(Right)

Peter Kerr



my traffic problems solved

With the ever increasing traffic problems on the M1 attending early morning starts to midweek runs from the Gold coast are becoming a major problem. But now the problems are solved...

While my better half Vicki was overseas in Belgium she came across this solution. This little camper will be seen the evening before at the start point ready for the start at 9.30am.

Organizers now need to consider cooking and shower availability, but I am sure this will not be a problem .

Happy MGing, *Denis Thomas*



Dani Ingold posted these photos below on the MG Octagon Car Club Facebook site





Dave's new hoist in The Dog House is well used. Thanks Dave.

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We thank Allan Ross who will become our Regalia officer: He can be contacted at mg54tf@gmail.com





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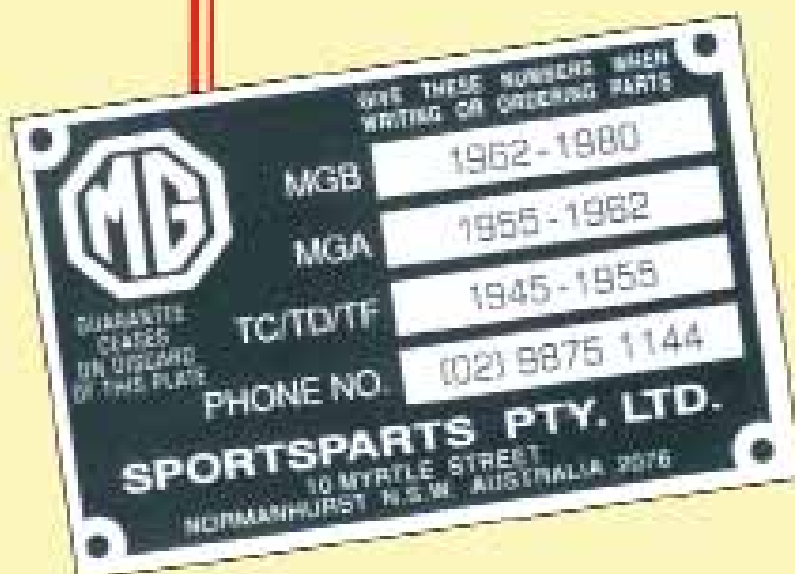


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