

THE TIME MACHINE

April May 19

The Club was invited to Neil and Maryanne's house to see the MG collection. Here is the recently restored 1932 F1 Magna, plus their TF1500 and MGB-GTV8



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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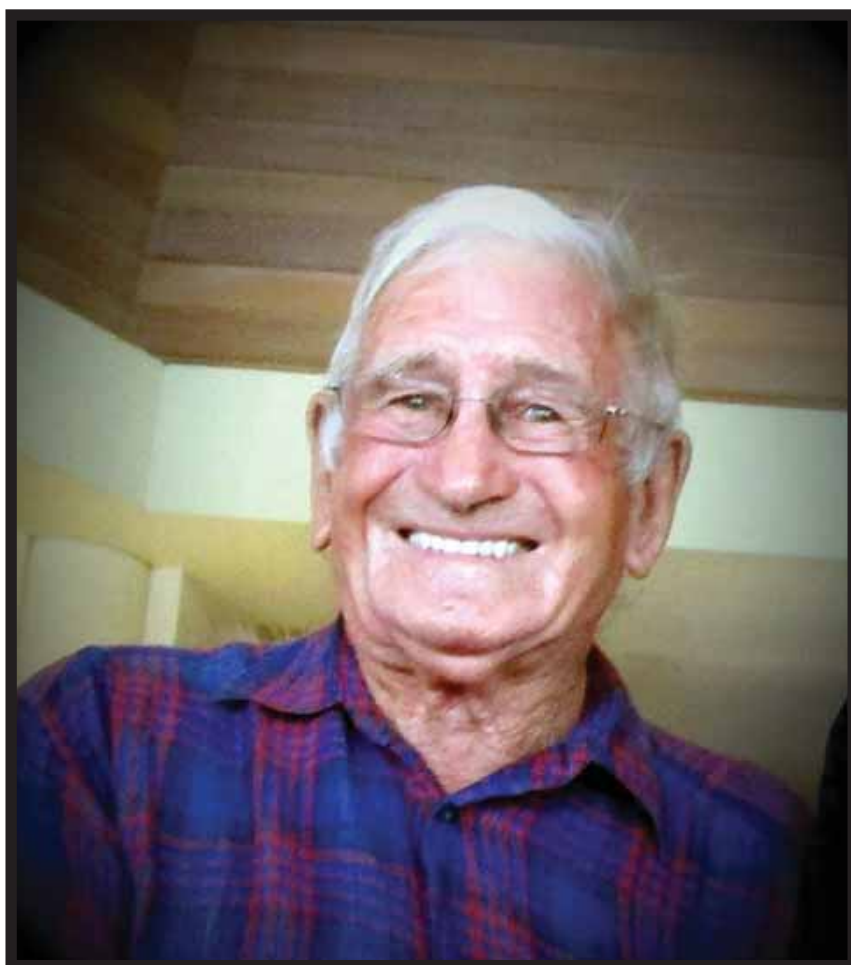
Peter Kerr - T & Pre War Gary Lock - MGA

John Crighton - MGB

Other MGs - TBA

The Committee welcomes your phone calls, but please before 8.30 pm
Q time

vale: e. john talbot. 1941-2019



It is with great sadness that our much beloved fellow Club Member passed away peacefully on the 8th March 2019 following a short illness.

John was born on the 9th May 1941 in a picturesque rural New Zealand town called Timaru. This was the heart of the South Island sheep country. John was a country boy and a farmer. He loved nothing better than returning home to visit his family and property.

When John first moved to Australia you could find John driving a limousine around Melbourne. This would be no surprise to those who knew John as he held a great love of driving. To this day he still drove visitors to and from the airports in a limousine. They came as strangers and left as friends.

After moving to the Gold Coast John quickly became actively involved with The Gold Coast MG Car Club, the Gold Coast Antique Auto Club and Meals On Wheels. All activities not surprisingly involved driving a car. It was a passion he never lost.

John very quickly became indispensable to our Club organising Club Runs, plotting trips away, directing Club Display Days plus a myriad of other behind the scene activities as our Club Captain. He was, for a period, Vice-President and for long periods filled the role of acting President in the President's absence. He truly was the driving force behind our Club.

To summarise John, he was a genuinely happy man, a hard working man. He was a country boy who could turn his hand to any task when required.

John was happiest when driving our country roads in his little red MG Roadster with the top down.



Nothing was ever too much trouble for John, particularly when helping people. His wide smile would melt ice, he brought happiness to our lives, he was a true gentleman. He was loved and he will be missed by all who knew him.

May you Rest In Peace.

Peter Johnston
Club President



president's report



Fellow Members

It is with great sorrow that I had the saddest of duties in informing you all of the passing of our loved Club Captain, John Talbot. Because of John's passing I considered not doing my report for this publication but rather write about John. After talking to our Editor Carole Cooke, it was decided to change the layout of this TTM issue to provide the space for an appropriate obituary to John. I thank Carole for her assistance in this matter.

In my last report I speculated on the merits of the modern MG and its future. It's a topic you often hear talked about within the Club. Underlying this conversation is the vexing question of the future of electric cars and the role they will play (if any) in the MG brand. Well, the future of a electric MG Roadster may be closer than we think.

A couple of weeks ago Club member Neil Anderson mentioned that he had heard that a new MG Motor franchise was to open shortly in Southport. So Neil and I visited the site and met Mr. Peter Lynton at a prestige car dealership on Ferry Road, Southport. Mr. Lynton confirmed that they had been awarded the franchise and went on to state that the official launch date will be the 29th March. Furthermore they will also be providing a mechanical service centre which will not only service modern MGs but service and repair our classic cars as well.

Yesterday driving past the location I did see some new MGs already on site. It's ironic that the location is the same place as the previous site of a MG group selling the MGF and TF models, back in early 2000.

Mr. Lynton was most enthusiastic to be involved in joint promotions and support our Club. He readily committed to sponsorship and advertising plus other mutual endeavours. At one point in our discussion, Mr. Lynton mentioned that he has had previous dealings with Club member Gary Lock, and spoke highly of Gary when he had assisted Peter in regards to a MGA Peter owned. As Gary knows Peter and owns a modern MG I took the initiative in suggesting to Gary that he be our initial Club Liaison Officer to MG Motor Group. Fortunately for the Club, Gary accepted the role with our gratitude. So with Gary at the helm I can only see a good strong relationship developing.

Now going back to my comments on electric vehicles, Peter Lynton stated he was off to China for the launch of new MG models and I think an electric MG roadster was also mentioned. So maybe we will be seeing the future of motoring sooner than we thought. Now if MG can develop a roadster that truly lives up to its proud badge of old, is priced to meet the the average persons price range and

also emits an exhaust note like our classics, I'm in. As we all know Mazda has a stranglehold on this roadster market, but I firmly believe MG would be a major threat if they get it right.

Now I want to inform all members about my friends, Neil and Maryanne Anderson and their contribution to our Club. Sunday 3rd March was a great day for fifty five of our lucky Club Members. Neil and Maryanne opened their beautiful home so we could as a Club group view Neil's collection of MG classic cars.

The immaculate range of MGs Neil had on display was most interesting, but pride of place was Neil's just restored 1932 F1 MG four seater. Now the detail in the restoration of this vehicle has to be seen to be believed. The workmanship and eye for historical detail in obtaining the finish of all aspects of the cars restoration is almost unparalleled in anything I have seen before. The work in shaping the steel panels that were replaced was outstanding, the paint work, the upholstery the engine rebuild, in fact every aspect of the build couldn't be faulted. I also have to say the rest of his collection is of a similar high standard which made for wonderful viewing.

What I find most pleasing is that there are still craftsman in Southeast Queensland capable of such high standards of craftsmanship. It is also wonderful that we have people like Neil who understand the importance of preserving these increasingly rare classics. He has to be congratulated.

What also made the day memorable was the amount of effort Neil's wife Maryanne went to in not only opening up her home to so many people, but providing the scrumptious morning tea we all enjoyed. The array of food and amount served was a gourmet delight. Special thanks goes to our close friends Geoff Krebs and partner Wendy Bell for dragging their coffee machine, coffee and blender from their home in Nobbys Beach just so we could enjoy a real coffee experience. We then had Wendy anchored at the machine all morning making coffee for Club members.

On top of that we had Marie Conway-Jones and Laurel Godwin providing yummy sandwiches, plus we have to thank them for their assistance in setting up and managing the food and drink, plus cleaning up after. My thanks also goes to my wife, Liz for her continued assistance and support. When it was over I think Liz set a record for how many times she was up and down the stairs helping the team in making this a memorable Club day. Knowing I can call on so many friends and family makes holding events such as this a delight.

Finally I have a feeling that Neil may have thought the MG cars would be the highlight of the day but I'm guessing Maryanne had an idea her catering was the shining light. Ever the diplomat I will call it a draw. It truly was a great joint effort so thank you both.

Some of you may have noticed that Liz and I have an addition to the family. It's a 1955 MG ZA Magnette saloon. After speaking to the Victorian owner and viewing photos the car was purchased and transported to the Gold Coast. Two days later we drove the car on the Club combined run without any trouble. The irony is that in the late 1970's I drove a MGB GT and Liz drove a 1957 ZB Magnette and the reality is they are just as much fun to drive today as it was back in the good old days.

Peter Johnston
President

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australia day weekend to coffs harbour

We arrived bright and early on Australia Day at Martin Sheils Park ready for breakfast and caffeine shots at Plantation House just across the road from the park. Many were dressed in colourful Australia Day colours and the Godwins even had a koala strapped to their boot draped in the Aussie flag! We had the usual array of MGAs and Bs and the modern air-conditioned MGs as well as the "Cazmobile" and other non MG cars as we made our way down the Tweed Valley Way on a very hot Australia Day with all the other tourists. It soon became clear, as the Cazmobile flew past us on one straight, we would be in for a sedate drive settled behind "Daisy" (the Zabell's MGTF 1954). Despite the traffic and roadworks we all stumbled into Kyogle for morning tea at The Bakery. As the day heated up to 36 C, we continued onto Grafton Shopping World and air-conditioned comfort for lunch.

We were all keen to get to the Opal Cove resort and various routes (sorry John) were taken to arrive at Coffs Harbour! Those who did follow the route maps passed by such wonderful places as Nana Glen where surely a retirement home would be, but I have it on good authority there are homes owned by Russell Crowe and John Laws here.





By the time we checked in, having lost an hour with Daylight Saving Time, we only had a little time to cool down in the pool or rest in the glorious cool suite. Then as Marie Conway-Jones kindly offered her suite for Happy Hour, we gathered together for drinks, before a wonderful dinner at the Horizons Restaurant in the resort. The combination of the heat, the long drive and the wine assured we all had an early night ready for Sunday's big adventure.

Sunday morning dawned and we were greeted by Gary from the C.EX club (Coffs ExServicemens Club) who escorted us all to the meeting place where the other Club members were. There was a wonderful array of cars to greet us, including a 65 Mustang, a Fairlane 500 1964 model, a 70's Porsche and others too numerous to mention. Suffice to say there were some very envious eyes cast over these beauties. Then as we headed down the highway turning off at South West Rocks we travelled through some nice country roads where our hosts' directions exhorted us and I quote " if you are tempted to hoon it (and I love a little hoon, but I'm leader of the pack so have to behave) make sure you get back in line



before we reach the Clybucca exit ramp.” We arrived in Kempsey around 10.30 to the most magnificent morning tea put on by the Kempsey Macleay Auto Restorers club. Let me paint the picture: every type of cake and slice was provided over 3 large picnic tables fit for a CWA show and over 90 people assembled from this area to greet us. To say we were overwhelmed was an understatement. I think we all found our first car. Mine was a 1953 Morris Minor with overhead valve owned by the delightful George, who at 85 years young, was still restoring 2 cars and driving round the country at every opportunity. Every member had wonderful stories to share and were keen to show off their cars.

We could have stayed all day at the beautiful park by the river, but our kind hosts had arranged a lunch at an historic pub at Bellbrook, dating back to 1913. This drive took us past Willawarrin and cattle country and of course, Slim Dusty country. Despite the heat and no aircon, we tucked into a roast dinner and admired all the memorabilia on the walls of the old pub. And again we made our way back to the Opal. Dave Godwin must get the prize for the most hardy of all, as his little MG bravely fought through the heat with only a short stop at Maccas for a “face wash and icecream”.

Again Happy Hour was hosted by Marie this evening with an interesting and very entertaining history of the Gold Coast MG Club from its inception in 1977. Sounds like there were some fun times back in those days and just to give you a snapshot Marie, had to negotiate getting in and out of her little Midget in a mini skirt!! Pity we didn't have smartphones then to capture that shot!!

TC9486 on our rally at Coffs. This MG lived in India with a Maharishi. The horns on the bonnet were needed to clear a path on the roadway when driving through.



A few of the many classic cars of the Kempsey Macleay Auto Restorers Club and the C.EX Club.

A Presentation made to the Club by Marie Conway-Jones

A cool spot by the river.





As usual many tales both true and embellished were shared as the wine flowed and much laughter ensued. We did discover a hidden gem at Opal Resort in the form of Julie Wicks who composed a beautiful poem about Australia Day which you can read on the next page. Her husband, Jeff then presented Marie with a bottle of wine as thanks, for stepping up to take over from

John Talbot in trying to herd our unruly lot on a truly memorable weekend. Special thanks to John for his meticulous route maps and directions.

We certainly all had an Australia Day weekend full of adventure to new and unusual places.

Sue Craig



At the Bellbrook Hotel, Jeff looks rather hot.

Dave's TA arriving at the hotel with the help of a noodle to get air to the engine

Richard and Janine had a flat tyre on the way and Dave stopped and helped them.



It is a sunburnt country, that's true
The men and women are all true blue
There are barbies and flies
And blue blue skies
We cool off in backyard pools
And covet Coober Pedy opals
We export a lot of sheep and cattle
But selling coal is now an uphill battle
We have wombats and echidnas and kangaroos
And koalas and kookaburras and emus
We have all creatures that will bite sting or strike

And tall poppies are told to get on their bike
Our politics of late have been a bit poor
As Prime Ministers take their turn through a revolving door
However each state has its colorful character
But did Queensland really deserve Clive Palmer
So on this Australia Day lets reflect on who was here first
Before we greedily quench our thirst
It wasn't the aborigines or the Anglophiles
It was the bloody salt water crocodiles
Julie Wicks.

thanks a million!

When pulling up at the showgrounds for John Talbot's funeral service a club member came over and said "Do you know your rear tyre is dead flat?".

Well I had no idea, but as the service about to start repairs would have to wait.

Being of advanced years and hands with a touch of arthritis the thought of loosening wheel nuts that been tightened with a rattle gun daunted me.

Afterwards while nearly everybody was inside enjoying the refreshments a few folk were on the verandah watching as I wrestled with the spare tyre (big FWD size) which seemed to weigh a ton and was unwieldy to boot.

Suddenly a good Samaritan club member appeared and took over the whole procedure. In a flash the jack was in place, spare tyre was on and the offending tyre stashed in the boot. So quick!

Before I could properly thank him for his act of kindness he said "That is what being a club member is all about" and vanished into the crowd. He will know who he is and I bet he sleeps well at night.

I have only been a member for a few months but previously belonged to other clubs. It normally takes some time to blend in. Existing members often form conversational groups that are slow to admit new members.

Here every member is approachable and gives of their time freely. It feels like you have been a member for a very long time.

It is little things that make this club "Special".

midweek run - february 13

We met at the Hinterland Park, Mudgeeraba on a rather hot day for our run that was organised by Harry Darke. Many members turned up in their daily drivers, while some were in their MGs with aircon. We went on a lovely run along shady roads to end of the Springbrook Road. We then drove to Nerang Bowls Club for lunch. Our thanks to Harry for a great day.

Carole Cooke



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On Sunday 24th Feb., Bruce Corr was deciding which car he would take out of his stable , he noted the rainbow in the western sky. It could rainso he decided to use his yellow hardtop. We did have a few spots in the car park so a few of us put our tops up before we moved off. Not Val and Bob Theobold, they set off with scarfs flowing in their MGA.

A few miles out and the sun brought us a beautiful day for our delightful wanderings through the tropical rainforests and lush countryside of northern NSW where we stopped for morning tea at Bochow Park.

From there we drove down to the coast road for a lunch at the Pottsville Tavern, via Springbrook Road, Numinbah ranges, Stokers Siding and Wooyong.

As this was a combined run with the Gold Coast Antique Car Club there was a variety of models including a beautifully restored red Vauxhall Velox, a 1939 Chevrolet "Sloper" two door sedan, a 1978 Chrysler, a Citroen, and a few others I cannot recall.

Representing the MG Car Club was a good cross section of models, from the TFs of the 1950s (my favourites), through to the modern models of the day.

Our thanks to John Talbot for another lovely MG day out.

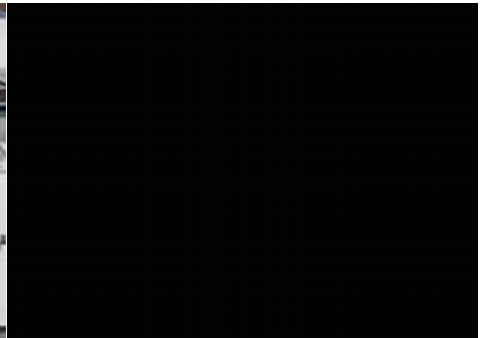
Margie Beaman.





Jumpers & Jazz

19-22 July 2019



Jumpers and Jazz goes from 18-28 July 2019 but the GCMGCC will be running a trip to Warwick 18-22 July. So mark it down on your calendars. This is a fabulous event which you'll be sorry to miss.

We've got rooms reserved at the Horse & Jockey Hotel-Motel within easy reach of the middle of Warwick where there'll be heaps of live music to enjoy.

Part of the weekend will be spent cruising the back roads in search of country hospitality and toe tapping jazz music.

Saturday night will see us in Killarney for the Fire Drum Festival and Bonfire. Sunday we're invited to take part in the Grand Classic Car Display in the main street of Warwick. Further details will be in the Time Machine closers to the time but in the meantime check out the Jumpers & Jazz Facebook page to get an idea of what goes on.

To reserve a room
please contact Murray
Arundell
arundell@ghs.com.au
We've got a limited
number of rooms
available so you 'll
need to be quick.

coming

P - Midweek Run - April 10

Your organiser is Richard Patterson. Meet at Winders Park, Currumbin to leave at 9 am. A seafood lunch.

The trip to the Blue Mountains has been deferred to a later date.

P - Queensland Nationals - Gold Coast MG Car Club Concours Day Run - April 20 (In lieu of April LSIM)

Gather at Club Rooms for complementary breakfast.

Breakfast starts at 7.30am to 8.30am then we depart at 9am for run through the cane fields to Cleveland for the Qld Nat-Meet Concours Display Day.

P - National Meeting at Redland Bay, Qld - April 19th - 23rd.

P - Midweek Run - May 8

Your organisers are Dennis and Mae Simpson. This is an Observation Run. Meet at Arthur Earle Park. Leave at 9 am. BYO morning tea. Pub lunch.

P - May LSIM - TBA

P - Midweek Run - June 12

Your organisers are Barry and Annie Grey. Meet at Arthur Earle Park to leave by 9 am. BYO morning tea. There will be a Pub lunch, so please advise by Monday June 10 on email - the2greys@iinet.net.au

P - June LSIM - TBA

Please confirm details on the GCMGCC website events page

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**Gary Stevens and David Willmott are our
Joint Club Captains until the AGM.**

Tour de Kiwi

Planning for the 2020 Tour de Kiwi is underway. I currently have eight interested parties, but the event will only go ahead if there are 12 cars/couples confirmed. This is due to group booking discounts, and hence cheaper costs.

As in the last event, the cars will be shipped into Christchurch. After Christchurch, the places we will visit are Greymouth (via Arthurs Pass) Haast Pass, Wanaka, Queenstown, Te Anua, Milford Sound, Queenstown (and attend Warbirds on Wanaka), Lake Tekapo, Hanmer Springs, Nelson (via Lewis Pass), Picton (via Marlborough Sounds), cross by ferry to Wellington, Napier, Rotorua, Auckland (and cars shipped home). This itinerary may change slightly later.



Cost of the trip for two people, including car shipping, DBB accommodation will be in the region of \$10/12K. Air fares, Australian Carnets (Passport for car) and insurances all extra.

Anita and I will be touring in a hired SUV of some sort, so anyone with baggage problems will be catered for.

Please contact Gary on 0435 901150 for further information.

The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, L & S Duncan, Paul Rogers, Margie Beaman, Laurel Godwin, Marie Conway-Jones, Geoff Higges, Neil Anderson, Internet

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

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march 3 - visit to neil anderson's collection of mgs

After meeting at the Mudgeeraba club rooms, 50 plus members (a Sunday run record) travelled through the lower hinterland (Worongary, Gilston, Mount Nathan and Maudsland) in light rain, then we went through Pacific Pines and a lot of round-a-bouts before crossing over the M1 to travel through suburbia.



We ended up at Neil and Maryanne's place where members spent over an hour viewing Neil's immaculate 1932 MG F1 Tourer, 1949 TC Roadster, 1955 TF Roadster, MGA 1600 Roadster, MGA Twin cam Roadster, MGB GT V8 Coupe, MGB Roadster and MG Rover whilst enjoying a chat and morning tea.

Neil's latest acquisition, the MG F Magna and his purpose build (no ramp/tilt) trailer, made especially to carry his MGs attracted the most interest by members. Members unfamiliar with pre-war MGs were intrigued that there was nothing between the driver's and passenger's legs and the gearbox.





A special thank you to Maryanne and her friends, plus members Laurel, Marie and Liz who organised, help prepare and served morning tea.

Finally, thank you Neil and Mary-Anne for opening your house and basement garage to club members.

'49TC and '55 1500 TF

Stuart Duncan

*Neil, Maryanne and their son.
Marie CYJ presents the raffle to the winner*



*'60 MGA 1600
and '59 MGA Twin Cam*



visit to neil & mary-anne anderson's mg car collection sunday - march 3

A record number of club members met at the clubrooms & we all departed at 9 am for a 1 hour run to our destination. We climbed the hills and hit rain which was not convenient in open MGs. Stopping at lights was hard on those dire enthusiasts waiting to proceed. We found better weather



during the latter section of the run.

The destination provided adequate street parking to view the collection of MGs from 1932 to 1995 with most examples within the range.



All the MGs were mint and restored to perfection. For example, I was in Victoria on MG business and drove the 1932 F1 Magna several times on the country roads down there. It was for sale by a mate, so I took photos for a For Sale sheet which I distributed at the wet Pre war MG Rally later in Queensland. Neil flew south



to Melbourne with Mark Boldry and visited the Magna located on a farm near Ballarat. Neil bought the MG which earlier was owned by Bill Leech; my mate down there bought it from the Leech Estate.



Neil undertook an extensive restoration and changed the body colour from white to black. The internal trim and wheels remained in the lovely red colours. Congratulations for the restoration as I have known this pre war MG all my adult life.

It now looks better than I have seen ever in its earlier life out in Australia.

The morning tea was followed by presentations by Peter & Marie to Neil & Maryanne as thanks from us all for a unique visit today.

Peter Kerr





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Developments

mg is building a car that will allow you to go racing for pennies -okay, not quite 'pennies'.

The MG Car Club has teamed up with MG Motor UK and the SAIC Motor UK Technical Centre to develop a new low-cost race car based on the MG3 hatchback.



Interns at the SAIC Motor UK Technical Centre have been building the concept car which will be unveiled early next year. The new concept is aimed at producing a low-cost entry route into touring car racing, with the budget for the project to convert a road going MG3 into a racing car set at just £5,000.

“The Intern Project has provided a great opportunity to work on something slightly different, and gain valuable experience of helping to develop a new low-cost race car and work with MG Motor and MG Car Club to make the project a success,” said Joanna Burland, Intern at SAIC Motor UK Technical Centre.



Regulations have been devised that allow any MG3 model to be converted into a racing car, not just the latest version which was launched earlier this year, which for the first time gives people an opportunity to race an up-to-date model alongside older ones in the MG Car Club's championships. It

also gets rid of the difficulty that some face of trying to find a donor cars in good enough condition to be converted

As well as the new low-cost car options, the MG Car Club is also reducing entry fees for drivers ages 25 or younger, who can enjoy weekend entry fees as low as £300, minus the cost of the car of course.

The new MG3 racers will be eligible for the invitational class of the MG Cup next year, before a full points scoring campaign in 2020 once all the testing and development work has been completed.

“We are delighted to be involved in bringing the latest iteration of MG cars to race circuits up and down the country,” said Adam Sloman, General Manager of The MG Car Club. “Motorsport is a huge part of MG and the Club’s heritage, and we are very much invested in bringing new cars, drivers and young competitors to our grids in the future.”



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Today (March 11) Peter and I had a surprise visit from a past President of the GCMGCC, John Sinclair. He came to Peter’s in a red ‘64 MGB he is doing up. John and Sue have recently moved and now live around the corner from Peter. - Editor



mg 'one and a quarter litre' (known as y types) tourer turn signal conversion

The MG Y type saloons of the late 1940s and early 1950s have a mechanical/clockwork trafficator and horn button included in the steering wheel hub, whereas the MG Y type Tourers (YTs) had the wiring and slip-ring but no knurled ring on the steering wheel hub (only a horn button), nor the semaphore trafficators used on Y Type saloons.



However, due to USA Regulations, all 1950s MG cars (Y types and TDs) exported to North America had to have indicators front and rear. The TDs had a dash mounted flip switch while all Y types had the clockwork trafficator hub and were classified as EX(U) models.

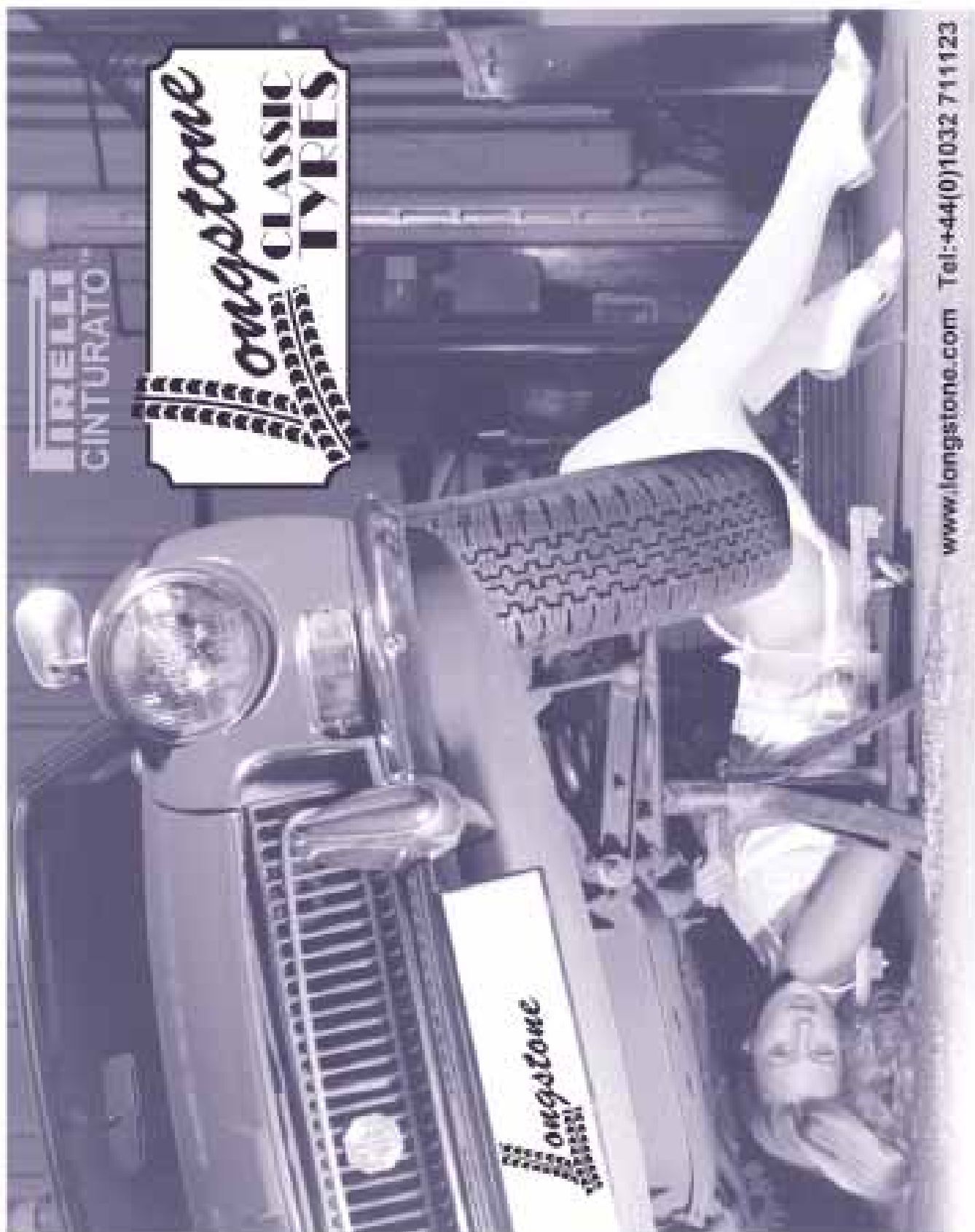
A previous owner of my YT had fitted a broken trafficator mechanism to the steering wheel hub, it was never connected, other than the Horn button. An indicator stalk was attached to the steering column and wired into a flasher unit and the front and rear indicator lights.



I decided that as I had the knurled steering wheel hub ring and the basics of the clockwork mechanism, I would get the clockwork trafficator fixed so I had an alternative, to the stalk switch, to indicate my direction of turn. After further consideration, I decided to remove the stalk switch and only have the clockwork trafficator. I sent my clockwork mechanism to YZ Publications in the States, where some fine teeth cogs had to be produced to get my mechanism to work.



To operate the steering wheel hub trafficator switch, you twist the knurled dial either left or right about an inch, this activates an electrical circuit which causes the indicator lights and/or the semaphore trafficators to flip out/operate for 20 sec.



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The wiring for the trafficator is in the centre of the steering column and is connected to external wiring by a Slip-ring midway down the column. Wires for the power feed, horn and indicators are connected to the slip-ring with small cheese head set screws, but my 1950 MG Y Tourer (YT) only had the steering wheel hub horn button wire connected.



As the slip-ring connectors were adjacent to the choke lever, when I pulled the choke on, the lever touched the horn connector causing the horn to activate. To remedy this, I rotated the outer steering column sleeve (and slip ring) so the horn wiring would not short. In turning the outer sleeve, I also slightly moved the sleeve up the steering column and therefore breaking the internal and external slip-ring connection. This resulted in the horn working whenever I moved the steering wheel. All is now sorted.

I have converted my YT to negative earth, fitted a LED flasher can/unit, LEDs in lieu of globes throughout and inserted halogen globes in the headlights, thereby reducing the load on the wiring harness.

As I couldn't determine when the indicators were working (I couldn't hear the flasher unit clicking), I decided to install a small LED indicator light and a small speaker under the dash. However, as the LED indicator dash light was of a very small wattage, I had to put in a 10 ohm resistor, before I got everything working satisfactorily.

Stuart Duncan



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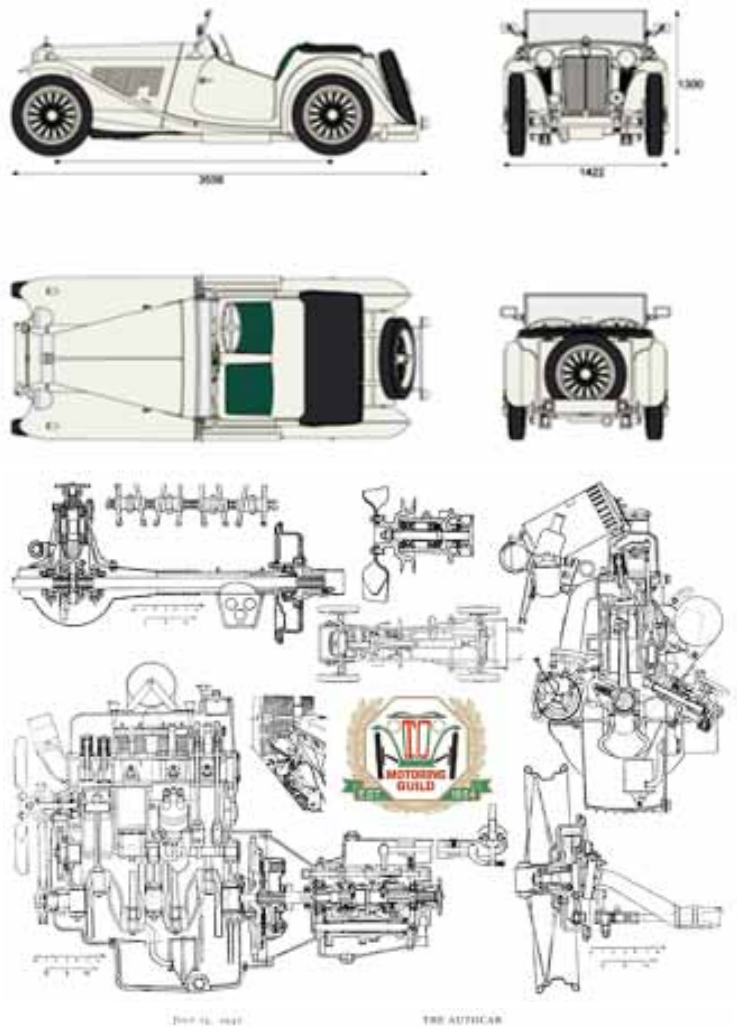
history of mg - part 10 - post war

The Abingdon MG factory was cleared of all war time priorities and MG contemplated the new production of sports cars. Building materials were in short supply and priority was given by the government to export products. Soldiers from USA, Australia, and other Commonwealth countries had been stationed in UK. They fell for the British MGs and some took home the TCs when they returned by ship.

The British government priority for production supplies to MG encouraged export and the Commonwealth countries and USA knew the product from Abingdon & wanted more. Export design was a modified TB making allowance with only small improvements to try to answer criticism from customers.

The rear mountings of the rear springs continued with shackles and the body was widened slightly which meant that the running boards were narrower. The reduction of the number of tread strips from three to two for the TC is one of the main recognition points to separate the pre-war cars from the post-war cars easily.

There were also changes to the shock absorbers and to the fuel feed - the TA/TB had a separate reserve and this was replaced a low fuel warning light for the TC. The battery was moved, from behind the seats, to a more convenient engine compartment position. Abingdon later thought about this change to have the batteries accessible and moved them with the MGA and MGB back to behind the seats.



The world was starved of sports cars, and TCs were exported to countries where they were raced, rallied, used in trials, and generally worked hard by enthusiastic owners. Sales were good overseas to meet with the 'export or die' and there was a huge growth. USA sales were small until the factory in 1948 produced a special edition for that country with bumper bars and turning indicators. Left hand drive did not arrive until the TD and sales tripled from 10,000 with the TC to 30,000 with the TD.

Press comments included: 'The engine is very quick to respond to the throttle pedal.' 'The adjustable steering wheel requires less than two turns from lock to lock.'

Special Notes: 'The first MG to sell in large numbers overseas (especially the USA). Prince Philip owned one. . Virtually identical to TB but with slightly wider body.'

Price at Introduction: England 480 pounds sterling. Australia 695 pounds.

Discontinued: England and Australia 1949

Number built: 10 000. Of these, 6493 were export sales, including 2000 to the USA

Peter Kerr





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Some of the TCs that are (or were) in our Club



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Cut off date for next magazine 10th May 2019

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 Fees: \$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

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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

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