

THE TIME MACHINE

February March 19

We were pleased to see three T-Types on the Midweek Run on January 9.

David McKeddie - Black

Don Smith - Green

Peter Zabell - Red



The Official Magazine of the Gold Coast MG Car Club

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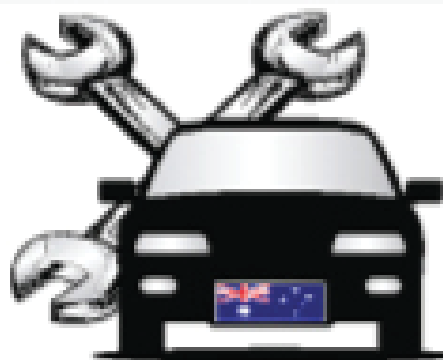


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THE TIME MACHINE

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

Affiliated with the MG Car Club UK



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John Crighton - MGB Other MGs - TBA

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

PRESIDENT'S REPORT



Greetings All

Welcome to 2019. I hope you have all recovered from your busy festive season and are ready for a great year. 2018 proved to be a busy time for the Club so I predict this year will be just as hectic. But before we become bogged down with the day to day I wish your indulgence whilst I give my views on what it's all about being a member of a MG Car Club and the role the modern MG plays in our Club.

Owning an MG, particularly the earlier models, is a bit like dining on Thai Cuisine. With Thai dining it's a delicate balance of flavours: spicy, sweet, salty, hot, bitter and sour. For the MG owner it's hot, cold, dry, wet, smooth, rough, working, not working. Will it start first go or do you hold your breath as you did the first time you tried using chopsticks.

Owning a classic MG and maintaining one's sanity is a motoring question mark. Consider what devious trick does Mr. Lucas (that renowned electrical "Prince of Darkness") have up his imaginative sleeve today. Will the indicators work, can high beam shine with pride, does my map light still glow? The next challenge is, will my soft top live up to its supposed waterproof task of keeping the rain out from this advancing cloud burst. Will that shimmy in the steering stop its tap dance because of the replacement bush I fitted?

The answer to all these vexing questions is at best, a perhaps, or must we settle for a paltry, maybe. Unfortunately, it's never a simple question of a yes or no. Our MG's imitate life. We never really know what's around the corner when we climb behind the wheel of a classic car and that folks is one of the sheer joys and occasional frustrations of our classic MG motoring existence.

Our classics are fickle, they have individual characteristics. No two ever drive the same. Their demanding constant attention and they love pampering in all its forms. Their greatest joy is when you throw buckets of money in their direction, particularly when they throw a tantrum and cease forward movement. For me owning classic cars is about driving on that great Club organised road adventure regardless of the uncertainties and discomfort we sometimes experience. It's a fact that the older the car the greater the adventure and degree of uncertainty experienced. You just need to talk to our members who own a "T" series MG or a Pre-War MG to understand the passion associated with the management of those demanding beasts. At the end of that day you have worked hard for your miles travelled. That we get to do this with like minded friends is the glue that binds a motoring Club and makes the whole experience worthwhile.

These musings lead me to speculate what does the future hold for the current crop of MG's being manufactured. Not being an owner or driven one I will refrain from commenting on the merits of these vehicles except to say these cars as with any modern car are designed without obvious failings or faults. One will often hear the comment that driving a modern car is boring, they lack character, etc. To a degree these comments are real, but we must remember a couple of things.

Firstly, the modern MG is a very safe car to drive, they are incredibly good value for money, they come with an extended warranty and they have enough extras in electronic gadgets to satisfy the most discerning buyer. Talking to owners these cars like most have minor shortcomings but they are making some small headway in a very competitive motoring environment. For me having our beloved historical and I would suggest, iconic marque now being used on imported budget sedans doesn't float my boat but in saying that I am happy the MG is back in production.

For me the marque will always be synonymous with the roadster. Many models of sedans were made over the years, but they were always but an appendage to the roadster. Has the MG roadster gone forever? I live in hope that won't be the case. In the final analysis this new MG is a welcome addition to our broad array of Club cars and envisage steady growth in their numbers.

Now back to Club matters.

As the Club has had no enquiries concerning members wishing to register or attend the Queensland Nat Meet, our Club won't be arranging Club accommodation or group bookings for this event. For those Club Members wishing to attend I recommend you register early as accommodation is limited. As an alternative I have spoken to John Talbot our Club Captain, about the Club organising a Club Run to the Nat Meet Concours Display Day on the Easter Saturday. This run will replace the Last Sunday in the Month Run for April. John will publish more on this later.

Recently I had an interesting request from a club member concerning RACQ Roadside Assist. This Club member had a concern regarding the RACQ and their policy regarding Concessional Registered Vehicles. This member's request was for the Club to research RACQ policy in this matter. After giving this some thought I declined this request on the grounds that this is a matter strictly between the individual and his policy provider. As there are so many policy options and individual requirements it would be impossible for the Club to interpret individual policy in this matter. As there was some chatter on this subject on our Facebook site I made a statement to the effect that this was a private matter and the Club wouldn't be involved or offer an option. All I could recommend is that members who aren't sure if their classic car is covered by RACQ Roadside Assist should contact RACQ or their provider for clarification.

So now with a new year in front of us I look to the future with excitement. Regardless whether you own a classic or modern MG, we would love to see you at our Club runs and social events. Much of the planning of Club activities are in place for the year. It was most gratifying to know so many Club members have come forward to assist with the implementation of this year's Club program. This year's mid-week runs are all planned but we do have a few spots open for members who wish to plan a Last Sunday in the Month Run. Speak to John Talbot our Club Captain for more information. Congratulations must go to John for organising the December Christmas Run. I understand he had a yearly record of 35 cars who participated. Unfortunately, I was unable to attend but I believe it was a great outing. Well done John.

So, on that note let's drag out our classics and moderns and show this town what it's like to be a real MG car owner. We're a special breed of motorists belonging to a special Club so let's go and have some fun.

Peter Johnston - Club President

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DONATION TO THE SOROPTIMIST GOLD COAST CLUB FROM GCMGCC

Dear Peter,

I was delighted to announce at my Soroptimist Gold Coast club meeting of volunteer members last night that I had taken receipt of a cheque from the Gold Coast MG Car Club, being a donation of \$1,000 for our club Projects Account. Our receipt is attached. Your donation is exceptionally generous and will certainly make a difference in the lives of women and their families living on the Gold Coast and environs, particularly those who are disadvantaged or marginalised. As you are aware, we have a strong focus on addressing the needs of victims of domestic and family violence and we do this with projects that support the women's refuges and relevant agencies.

However, as discussed, on this occasion, part of your donation will purchase items that will be included in a special consignment of about 100 of our *SoroptiPacks*, which are well-fashioned toiletry tote bags packed to the top with essential toiletries plus pamper items. These tote bags will be delivered to those wonderful women in western Queensland whom we all know are being affected so much by the devastating drought conditions. And we know that they generally put others needs before their own so often don't even have the most basic of toiletries for themselves, and certainly not pamper items.

The packing day is actually this coming Saturday, 24th November and it will be all hands on deck with Soroptimists and Mermaid Beach Country Women's Association members forming the working bee. Our club has a long association with CWA Mermaid Beach as we have joined together previously in projects to assist women, particularly in the rural areas. The CWA network will transport the totes out to Dirranbandi where a local padre will take on the pleasurable task of delivering them to homes throughout the western environment. We know they (and he) will be very well received!

I hope that some photos will be taken during the delivery process so that I can pass them on to you. In the meantime, attached is a charming photo of our good friend, Kay Roberts, presenting me with the Gold Coast MG Car Club's cheque! We are so very grateful to Kay for nominating Soroptimist Gold Coast to be the recipient of your club's fundraising efforts and we are aware that this donation is being made early in your club's fundraising year so that the women in the west can benefit from your generosity.

We are hopeful that we can attract some media publicity for your support in this way and I shall telephone you, Peter, to discuss this further.

Thank you to you and your members, Peter, for your kindness and big hearts! Soroptimist Gold Coast could not do what it does without the generous support of people like you.

In Soroptimist friendship,

Janet James
Treasurer
SOROPTIMIST Gold Coast
0401 991 258
5500 6145
jayjay300646@gmail.com

I am a Soroptimist. Soroptimists are women who are committed to a world where women and girls together achieve their individual and collective potential, realise aspirations and have an equal voice in creating strong, peaceful communities worldwide. Soroptimist International is a modern, global movement of volunteer women working together to improve the lives of women and girls. www.siswp.org www.soroptimistinternational.org



Our Club member, Kay Roberts shown here presenting the GCMGCC donation to Janet James, Treasurer



A THANK YOU NOTE

The Board and Members of Asbestosis and Mesothelioma Association of Australia Ltd (AMAA) would like to thank all the members of the GCMGCC who responded and registered a vote for AMAA in their application for funding from the Southern Cross Credit Union (SCCU). Whilst we were not successful on this occasion we did receive more than the average number of votes and gained valuable information as to what information is required.

Thank You,
Trevor Jones

GCMGCC member and Board /Director/Treasurer AMAA

PRESENTATION/CHRISTMAS LUNCH

Held at the Colonial Resort Golf Club on November 18, 2018



Keith Bailey presents the Roger Thompson Tray to John Talbot

Marie Conway-Jones presents the Conway-Jones Shield to Liz Johnston



Jim Lutherborrow presents the John Thornley Bowl to Carole Cooke for Peter Kerr

Peter Johnston presents the President's Trophy to Laurie and Kay Roberts

Peter Johnston presents the Maintaining the Breed Trophy to Paul Rogers.



*The Voevodin Trophy goes to Kerry Walker.
The Abingdon Motors Trophy goes to Sean Edge. Sean also won Pre MGA Con-*
cours



*Left - Robbie Baylis presents to Roger Paltridge for MGA & Pre MGA PoO
Right - Bruce Corr presents to Murray Arundell for Pre-War Concours*



*Left - Robbie presents to Charles Dickson for MGB PoO
Right - Murray presents to Carole Cooke for Peter Kerr for MGB GT GTV8 RV8
Concours
Below - Gary Lock presents to Bob and Sheila Roberts for 1999/2010 MGT/ TF PoO
Below right - Murray presents to Rob Gibb for MGA Concours*





Top left - June Haynes accepts the award for Modern 2014 Onwards Concours
 Top right - Liz Lutherborrow wins the raffle.
 Marie Conway-Jones acknowledges the helpers during the year -
 Middle left - Janine Prichard, Middle right - Lindsey Stevens,
 Below left - Liz Johnston. Below right - Caren Sattler gave a talk on our Club



*Gary and Lindsey organised a game.
Hands on head or bottom.*

Left- down to the last three.

Above - Paul Rogers was the winner!

*Below - The MGs were parked on the
lawns in front of the Club. Not as many
as before, must have been the hot day!*



TONY SMALLWOOD AND THE MGB

Being a member of the Tamborine Mountain Historical Society I had a desire to own something which would allow me to experience a small piece of the early motoring era and forget the frenzy of modern society.

My fascination with early MG cars never faltered but I had to put any realistic thoughts of owning one out of my head.

I landed a job in Adelaide with General Motors which had a car supplied. Imagine my excitement when a good mate who owned a TC was planning a trip from Adelaide to Melbourne ... would I like to join him? Sure would! At that time (late 50's) the TC was a bit of a show stopper. The weather was fine, and it was hood down all the way. A trip to remember.

In the days when those cars were new, they were of course daily transport just like the new cars of today.

A TC successor, MGB was however a true sports car, which made it different from most others. It looked like it was going fast even when standing still. In the back of my mind I thought 'One day maybe, I will own one'.

At a recent Probus club meeting a member mentioned he was contemplating sale of his 1967 MGB and bingo! I had my wish fulfilled. Replaced by reality. The current purchase although well priced needed a lot of work to make it roadworthy.



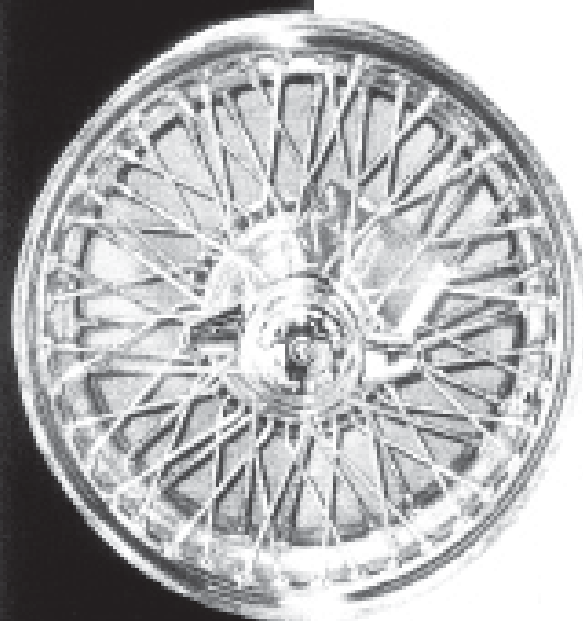
Luckily my next-door neighbor is a car enthusiast and has a shed with a hoist which enabled work to be done on the car which had not been driven for 18 years. It is still a work in progress, hopefully to hit the road in about 8 weeks.

Joining the Gold Coast MG Car Club was a must after reading some 2001 issues of The Time Machine which came with the car. Such a happy bunch of enthusiasts coupled with a store house of knowledge. Still feeling my way but it looks like a lot of fun.

Tony Smallwood

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

Also needed is for members to think of suitable Runs for the Club. Contact John Talbot for more details on how to plan a Run.
Mobile - 0421 185 419, email - ejohntalbot6@gmail.com



Color codes used in wiring harnesses

Wire Color		Function
Blue/White		High Beam
Blue/Red		Low Beam
Blue		To headlamp dip switch
Red		Side lights
Green/White		RH Turn signals
Green/Red		LH Turn signals
Green/Purple		Brake lights
Black		Ground
Brown		Most non fused +ve
Purple		Most fused constant +ve
White		Non fused, ign controlled
Green		Fused, ignition controlled
Light Green		Stabilized 5 /10v to gauges
Red		Gauge lights not on dimmer
Red/White		Gauge lights on dimmer
White/Slate		Electric tacho (from coil)
Purple/Black		Horn switch
Green/Blue		Temp Gauge (from sender)
Green/Black		Fuel Gauge (from sender)
Green/Orange		Fuel warning light

First color is the wire - second is the stripe

Cut off date for next magazine 10th March 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**

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

Membership at October 2018

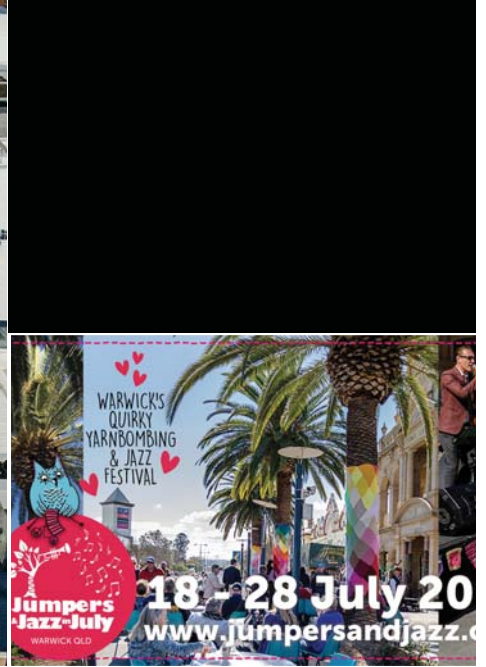
Active 152 Family 116 Life 7 Honorary 4 TOTAL 279

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

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.

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need to be quick.

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-30%
-50%
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This year's Gold Coast Antique Auto Club's Autorama is being held in conjunction with the Queensland Historic Motoring Council Inc. annual event which is held over May (QLD) long weekend.

Early details not yet finalised include:

- Early registration on the Friday afternoon at the GCAAC club with a non-formal dinner at a local club TBA.
- Saturday morning final registration at the club's carpark with breakfast.
 - Saturday run, lunch venue TBA
 - Saturday dinner at a local club details when available.
- Sunday morning meet at GCAAC club house for judging.
 - Shorter Sunday run.
 - Presentation lunch venue TBA.

More information and entry forms will be forwarded to all clubs and published on the GCAAC website and Facebook pages.

Email secretary.gcaac@gmail.com

The photos in the magazine have been contributed by Carole Cooke, Peter Kerr, L & S Duncan, Paul Rogers, Steve Begley, L & K Roberts, Tony Smallwood, D & M McKeddie. T-Type Summer 18/19, Internet.



THE GREAT SOUTHERN HIGHLANDS & BLUE MOUNTAINS JENOLAN CAVES ADVENTURE.

Dates: 29th March to 7th April.

We leave the Gold Coast and travel on the Motorway with our first night at Taree.

The next day we drive direct to Bowral for two nights stay.

We will be sightseeing the southern highlands, Kiama Blow Hole, Kangaroo Valley for two nights before travelling to the wonderful Blue Mountains for three nights. There we will be visiting the famous Jenolan Caves and National Parks plus points of interest.

From there we will be driving an inland route home which will be done over three days of easy travel.

This trip is planned to allow the maximum time spent on exploring the destinations and enjoying an easy trip home.

For those wishing to go contact myself or John Talbot - ejohntalbot6@gmail.com and book your place on .

Peter Johnston

President

NEW MEMBERS - DAVID AND MARGARET McKEDDIE

It was nice to meet you today with other members of the Club. We really enjoyed ourselves. (MW January)

A little bit about us. David was born and bred in Melbourne. I was born and bred in Brisbane. We met on the Gold Coast in 1976. We lived in Sydney for 18 years where David was Marketing Manager for an International Veterinary Drug Company. We returned to the Gold Coast in 2000 and lived on acreage in Nerang until August 2010. We moved to Seachange Lifestyle Village in Arundel and are really enjoying our freedom of not looking after acreage. We travel overseas often and also interstate to visit family.

This is David's third MGTF. He had his first one in Melbourne when he was 18. It was grey. His second one, he built and restored totally when we were living in Sydney. It was black with green upholstery. And now his Christmas present which he purchased in December. Another black one, but with red upholstery. Lots of fun.

Regards, David and Margaret.



*Top down -
My first one in Melbourne in 1959*

Built this one and completed it for my 40th birthday. Sold it in 2008

My Christmas Present this year!

Left - David and Margaret celebrating in Venice!

P - Midweek Run - February 13

Meet at Hinterland Park, Hardy's Road, Bonogin, for a 9 am start. BYO morning tea and lunch is at a Club. Your organiser is Harry Darke.

Noggin & Natter - February 22

Meet at the Clubhouse at 6pm for 7pm start. \$10 pp.

P - LSIM Run combined with Gold Coast Antique Auto Club & Auto Restorers Ass Gold Coast - February 24

Your organiser is John Talbot. Meet at 8.30 am. BYO morning Tea and lunch is at a Club.

P - Midweek Run - March 13

Your organisers are Peter & Jill East. Meet at Winders Park, Currumbin to leave at 9am. No need for numbers. BYO morning tea and lunch.

29 March-7 April Run to the Blue Mountains NSW

See page 20 for details.

P - 31 March LSIM Run TBA**P - Midweek Run - April 10**

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

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

P - LSIM to be held the week before so members can drive up to see the Nationals Concours to be held on Saturday 20th April. Meet at Arthur Earle Park to leave at 8.30 am.

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.

If you want to go on the Christmas in July Run, July 10/11, please let organiser Jim Lutherborrow know on jameslutherborrow@bigpond.com

EVENTS

ase
VP
all
GCC
ents

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.

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.

David and Margaret McKeddie - Classic TF
Gary Horne - '74 MGB

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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For more information contact:
David: 0428 279 291
John: 0421 185 419



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swap.gcaac@gmail.com

NOVEMBER MIDWEEK RUN - NOVEMBER 14

On Wednesday, 14th November we enjoyed our midweek run organised by Liz and Jim Lutherborrow. There were 18 cars. These included visitors, Leslie's brother Tim and his wife, Grace. It was also nice to welcome back Jill and Peter East. It must be getting cooler in England. Already their deep tans from our beaches are in contrast to the pale Gold Coasters.

After leaving Nerang we motored on to Beaudesert for morning tea, always a good time to have a catch up chat and cuppa. The raffle was drawn and the lucky winner was Tim Myhill.

We then headed towards Kyogle travelling along the picturesque Lions Road. What a contrast to the scenery since our last visit when everything was in the grip of the drought. The Jacarandas were in full bloom over brilliant green pastures. Beautiful. So rewarding to see fat, happy and healthy cattle along the way somewhat different to other areas of Australia.

At Kyogle, Jim had arranged for us to have lunch under cover in a delightful park setting. After our lunch break, we headed for home.



From Kyogle I spent the rest of the trip back to Coolangatta with Club Captain John, who was testing our car's improved steering. I wasn't quite sure where Ian was as he was driving John's open roadster and enjoying every minute of 'the wind in his hair'! He was out of contact somewhere in the hills.



After a very pleasant drive back to the coast and nearly 200 miles for the total run, we finally found Ian and headed for home. What an enjoyable run and thanks again to Liz and Jim

Gay C.

MIDWEEK RUN - NOVEMBER



LSIM - NOVEMBER 25



We met at Arthur Earle Park and then we drove to Darlington Park for morning tea, but no room for us, so we went across the road to the shopping centre and had morning tea there! The boys looked at the motors of Carole and Aidan's cars. Then we went for a Pub lunch. A good day and thanks to our Club Captain.

Editor.



MIDWEEK CHRISTMAS RUN - DECEMBER 12

Well I admit I did volunteer to do this write up after I saw such a wonderful turn-out. 32 cars arrived at Schusters Park and 60 booked for lunch. Wow how great is that and a testament not only to the wonderful camaraderie, (I had to look that spelling up) but also a respect for what is now a tradition starting many years ago by Bruce Corr and now continuing with John Talbot. Bruce was also in attendance as always, such a great ambassador for the Club.

The day was overcast which was a blessing, as it makes it more pleasant for those of us with our hoods down.

The gathering under the shelter at Schusters Park was noisy as everyone was catching up with some people they hadn't been seen for a while, kind of reminded me of a gathering of a flock of birds with their chatter.

Jim L sounded his whistle to quieten everyone down and thanked us for attending. It was lovely to see June Haynes. It is a kindly reminder that Christmas time can be a hard time of the year and our thoughts are with you, June.

A few of our members were unable to attend due to sickness including our president Peter Johnston, so we trust that everyone is on the mend by now. Jim also mentioned that if members wanted to go on the Christmas in July run they must send him an email to register their name.

John Talbot also thanked us all for attending. Laurie Roberts presented Jim Lutherborrow a gift for his contribution as the Wednesday run co-ordinator. Well done Jim and thanks for your consistent effort to ensure it all happens as it should.

We proceeded on the run which took us down to Tweed, Bilambil and down Hogans Road which is always a nice shady run, into Dulguigan Road and on to Tomwein Road and on to Knox Park in Murwillumbah for morning tea. Busy, busy, busy Murwillumbah. Our usual shelter was available and the raffle was drawn by our famous raffle girl, Kay (great dress Kay) which was won by Barry and Annie Grey.



The whistle was blown again and we started the last part of the run. Down to Kyogle Road and over the Tweed River into Bakers Road, finally reaching Tweed Valley Way and then onto the Coolangatta & Tweed Heads Bowls Gold Club for lunch. The Club always delivers on their diverse buffet lunch.



Certain members were rushing to get their bread and butter pudding..... who me, no. It was Barry Grey's fault. Moya made me get that second serving of sweet and sour A lovely day as always. Thank you John Talbot for organising the run.

John and Marilyn Muirhead

At Tweed Heads & Coolangatta Golf Club for lunch



Some of our MGs in the car-park at the Golf Club

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MIDWEEK RUN - JANUARY 9

The ever popular second Wednesday in the month MG Car Club event was very well attended. This was the opening Club event for 2019.

The day's convenors, Coral and Graham Cogzell led us around seldom used back sugar cane roads of Pimpama, Jacobs Well, Logan River Parklands for morning tea.

23 car owners lined up to hear the day's run details, the President's 'Important Report' and to receive apologies from Club stalwarts. Plus the all important joke at the beginning of the run (and the first of the day) was ably presented by Coral - in Bruce's absence.

David McKeddie was introduced as a new member - owner of a beautiful TF. Notably, the line up of 23 cars included no less than THREE nicely prepared 'T' Types. 2 TF's and a TD. (See cover of Time Machine)

Despite Graham and Coral's efforts to have us all lost in the back-roads into the Logan River Parklands, we arrived there. We were joined at morning tea by interesting cars belonging to the Bayside Restorers Club members. A wonderful polished aluminium Boat-Tail bodied Austin 7, Morris Minor roadster, Datsun sedan, Falcon sedan, a beautiful black MG Magnette sedan and the surprise of the day, a most original model Holden sedan owned by renowned motoring legend, Cheryl Nott - Auto Club officinado AND Secretary of the Queensland Council of Car Clubs. This Council represents our Motoring interests with the State Government, including Concessional Registration arrangements used by our Club cars being eligible - older than 30 years.



Cheryl's Holden is an example of the first Holden model released in 1948 designated as a 215 model and well before the "F" series, "J", "C", "B" models

that were introduced from 1953. This Holden is a family heirloom. It has had 3 engines fitted in its time. The exhaust is smoke free! Its badly faded, original 7 character number plates read, "Q"600 611. These are original issue—and 70 years old!

We drove around Mt. Cotton, Cleveland, Redland Bay, Wellington Point. The general comment related to the growth and development that is taking place in this region. Just surprising

A Buffet Luncheon was arranged at special rates in excellent cool comfort at the Redlands Sporting Club Complex. An excellent venue.

Keith Bailey experienced a mechanical issue with his roadster. He was able to make it home, under its own power. Missed you at morning tea, Keith. Another successful Mid-Week run.

Thanks to Coral and Graham.

Nuffield

MGs at Arthur Earle Park



MG drivers hit fundraising pedal



**Soroptimists
at work**

WHEN the Gold Coast MG Car Club heard that Soroptimist Gold Coast was preparing to send a consignment of toiletries to rural women suffering from the effects of drought, the MG drivers 'got behind the wheel' and raised a \$1000 donation to help, during their regular car runs around the Gold Coast.

Soroptimist and CWA Mermaid Beach worked together to put together this special

consignment of Soroptimist Packs — 150 large tote bags filled to the brim with essential toiletries and pamper items, which are being delivered out to western Queensland through the CWA network.

A travelling bush chaplain who visits those western properties will do the rest by

ensuring that women doing it tough will receive early Christmas presents of these comfort care toiletry totes.

MG Car Club president Peter Johnston said that the car club had already distributed the outcomes of its fundraising efforts for the year but, on hearing about the urgency of the hardship of rural women, decided that they needed to give their support through the Soroptimists.

Soroptimist coordinator Sandra Beattie said the women of the land stretch themselves to play many roles during their busy days, from being capable farm hands, herding animals,



MG Car Club president Peter Johnston has given some Christmas cheer to rural women with a donation of \$1000, gleefully accepted by Soroptimist Sandra Beattie.

riding the fences and then home to care for their families.

"There's not much time left in the day to nurture their own needs," she said.

"Certainly, finances do not stretch to such basic luxuries as hand cream or moisturising hair products.

"The Gold Coast MG Car Club's generous donation meant that we were able to purchase additional items and create more filled toiletry totes than expected.

"We are so grateful to the MG owners and drivers and, also, to all of our Gold Coast supporters who continually endorse the work we do to help disadvantaged women and girls by attending our fundraising events and donating much needed items and funds throughout the year."

Soroptimist projects and activities have been far reaching during 2018. Financial donations and goods valued at over \$24,000 have made a difference in the lives of 1500 women and girls.

Soroptimist Gold Coast welcomes the interest of like-minded women of all ages who would like to be part of a global movement of volunteer women working together on projects that reach out locally, nationally and internationally to transform the lives of women and girls.

Contact Sandra on 0417 385 855 or email: sigold-coast@siswp.org — or visit:

www.soroptimistinternational.org for further information

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HISTORY OF MG - PART 9 -BEFORE THE WAR

The first T-Type was the TA and came about after the amalgamation of Morris Motors, Wolseley and MG in 1935. The design office at Abingdon was closed and work on all new models was carried out at Cowley. H.N. Charles was responsible for the overall design and he was able to use the then new OHV engine destined for the Wolseley 10/40 after modifications to the camshaft and manifold, which, together with twin SU carburettors, increased the power output to around 50 bhp. This engine was mated to a four-speed gearbox driven through a cork faced clutch running in oil.

The new MG Midget replaced all the earlier OHC engined cars then produced by Abingdon. The larger saloons and tourers were produced also, but these models did not really appeal to the enthusiast looking for a car to use for competitions, or as a replacement for the beloved P or F, K, L, or N type 2 seater. The T-Type was larger than the earlier cars but benefited from a chassis used by one of them. This was a simple ladder design with the two main frames set parallel and separated by tubular cross members. Those tubular cross frames also formed the mounting points for the springs. These were pivoted at the front end, but at the rear, instead of using conventional shackles, were mounted into bronze trunnions; a system which was said

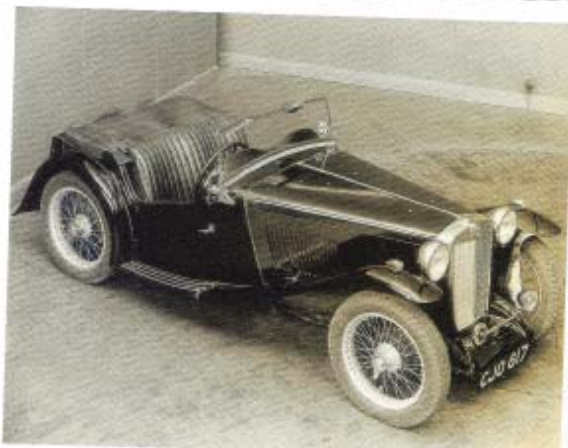


Above is TA 251, the first T-Type. Top is in 1952. This MG now resides in Vancouver, Canada

MG T SERIES IN DETAIL

Factory shot in 1936 of CJO 617, a prototype TA chassis number 240252. You can clearly see the three running board strips, the rounded front edge to the front wings, the one-piece rear bench and the standard instrument case, which only covered the space between the seats.

From the same set of photographs, the rear view showing the slab tank, tiny single rear lamp replaced by a larger lamp in 1937, twin humped scuff, flat-spoked steering wheel, external rearview mirror.



TA 252, was made a month after TA 251 and used in advertising for the new T-Type. It is now being restored after 'being found in a barn'.

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to stiffen up the chassis and to stop the springs moving laterally. This chassis continued after the war in the TC but the spring mountings were changed to the more conventional shackles. The sliding trunnions were very prone to wear rapidly if not well lubricated and, if these were not then replaced, the chassis cross tube itself would be worn away by the spring bearing directly on it.

As with the earlier MGs the TA was used in competition, notably in production car trials, and was included occasionally fitted with the larger VA engine. The new Midget was a sales success, with over 3,000 being built, before it was replaced by the new TB in 1939. The TB looked identical to the TA it replaced and in most respects it was. The most important change was the introduction of a new, and very sturdy engine. This power unit, the XPAG, was to remain in use, with some minor change up to the end of production of the TF in 1955.

This new power unit originally appeared as the XPJM for the Morris 10 in 1938 and was a completely new design with a shorter 90mm stroke (the TA unit was 102mm) with a much more robust block. The cylinder head design was good with separate exhaust ports for each cylinder to aid gas flow. The whole unit was mated to a gearbox with synchromesh on three of its four gears and was driven through a dry clutch. It was modified for the MG by increasing the bore to bring it up to 1250cc and improving the manifolding and adding twin carburettors. The new engine was very free revving and the rear axle ratio was slightly lowered to take advantage of this. This changed the whole character of the car. The almost "lazy" driving technique that suited the TA, not revving the engine too hard and relying the good torque produced, is replaced by a more sporting and urgent driving style. The TA was a good car but the new MG was merely different.



*Top - A TA in the Land's End Rally
Middle - A TA as a racing 'Cream Cracker'*

Above - Alan Tomlinson tries out a replica of the TA in which he won the Australian Grand Prix 1939

Below - A TB Special on the racetrack.



In addition to the standard 2-seater, from August 1938 first the TA, and later the TB, were available with the attractive Tickford body. This featured a “three position” drop head and full doors that incorporated winding windows. The interior was trimmed to a high standard and was all together more civilised than the standard MG. These models were built by the coachbuilders, Salmons & Sons Limited of Newport Pagnell, onto a completed running chassis supplied from Abingdon. These Tickford bodied cars were built alongside the other Abingdon cars, including the VA and SA and later WA, supplied with similarly attractive bodies.

Peter Kerr

Right - TAs



Left - Two top are TA Tickfords and green one a TB Tickford



Below - TA Engine





Above is Douglas Bader in his TA
Above right - is the TA from Heartbeat



Police TA's in UK

Below left - Airline coupe TA Below - TA with a Spitfire, Bottom - a TB (left) and a TA.



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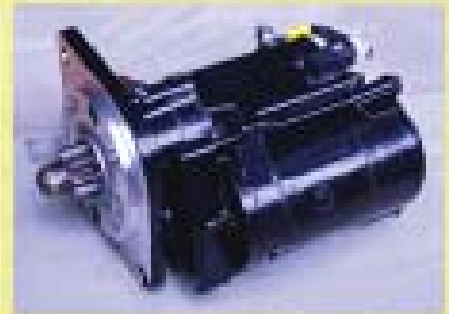
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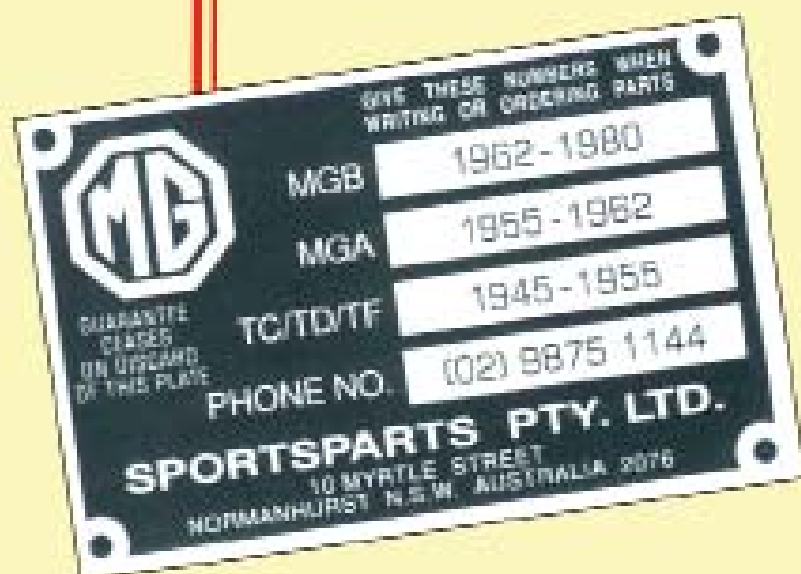


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