

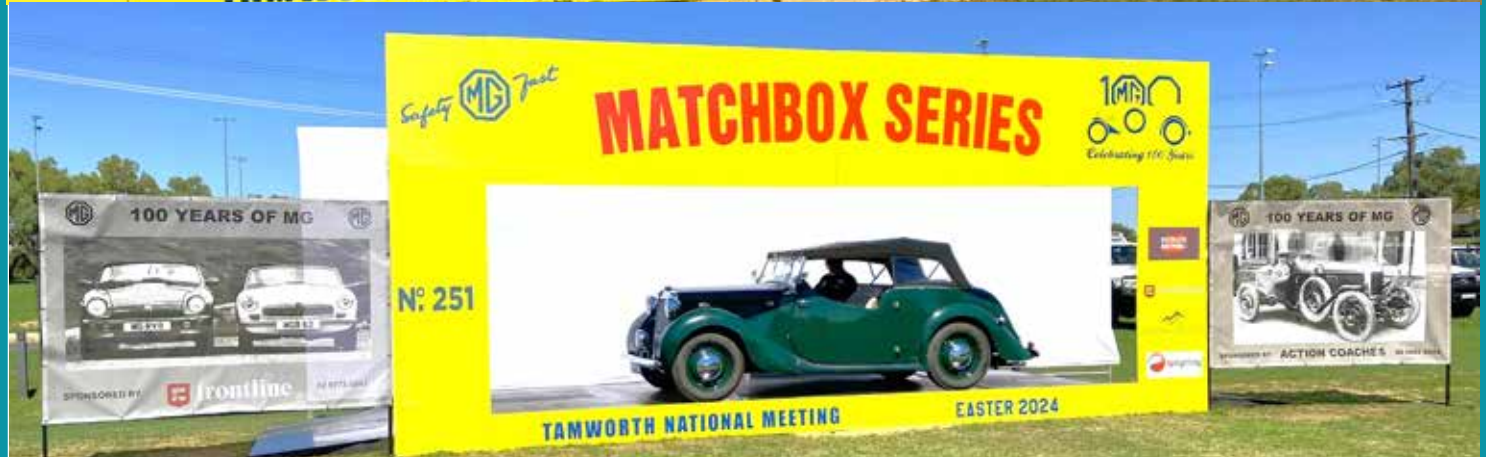
# THE TIME MACHINE

## June July 24

At the NatMeet at Tamworth, MGs at Concours were able to drive into the Matchbox setup for a great photo.



The Official Magazine of the Gold Coast MG Car Club  
Registered by Australia Post  
Publication No 100018127





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# THE TIME MACHINE

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

Affiliated with the MG Car Club UK



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

## President's Report

I am writing this report after returning from Gympie where I enjoyed 3 days driving in the company of other MG enthusiasts at the Pre War and Pre 1960 MG Rally. Yes, the MG YT was driven to and from Gympie and the 400km of runs over the 3 days, with no problems. Of the 34 enthusiasts in attendance, 14 were from our Club.



The Gold Coast Club members, including the Woods from Coffs Harbour, travelled between 80 and 90kph in convoy (SA, TA, TC, TF and YT) up the Motorways to near Gympie where we travelled on some side roads.

Rally participants came mostly from SE Queensland, but there were others from Central NSW coast (MG VA), Lismore (14/28 MG Super Special) and near Cairns. A full report and photos will be included in the August/ September issue of *The Time Machine*.

Prior to Gympie we had the opportunity to attend Joe & Jan Evans' Luvya Lockyer 3 day run around the Lockyer Valley, staying in Gatton and visiting some museums and personal collections. A full report and photos will be included in the August/ September issue of *The Time Machine*.

Photo galleries of both above events have been created on the Club website. I urge members to utilise the website to check on upcoming events and to RSVP via the website facility.

You will notice in the Proposed Events page there is no organised Mid Week, Coffee Run or LSIM runs planned for June & July, as no member has put their hand up to organise them. Please advise Run Co-ordinator John Careless if you would like to organise a run.

The motel John Doyle has booked for the run to the Warwick Jumpers & Jazz festival in July is booked out, but other accommodation is available and can be booked.

As mentioned in Ian's report, the Shed working bees continue to be popular and to celebrate one year at Gilston, the Club will be holding a free Sausage Sizzle at the shed for members on Saturday 6 July.

As previously mentioned in a Club Chatter email, the Committee has sold the Leith Johnson donated MGF race car. The money has been used to balance our books this FY, plus it will be put toward the purchase of shed equipment to meet the Club's WHS responsibility to members.

The 2025 MG National Meeting will be over Easter in Albury- Wodonga. We have been advised that the SA Club will again hold an Adelaide National Meeting in late

April 2026. To avoid weekend and Easter traffic, the Meeting will be held from Monday evening to Friday morning.

Our advertiser and MG parts specialist Sportsparts is closing down at the end of June. If you need a part contact Bruce Smith to see if he has it in stock. Bruce at 87 and over 30 years of service to the MG community reckons it is time to retire. I wish him all the best in his retirement.

June Haynes, a member with her late husband Derek since 1997, died on 19 May. Our condolences go to June's family.

For those who have been following the work on my Y Tourer, the interior is finished – new carpet to complement the full leather interior, thanks to AAA Upholstery. I have also had installed a Morris Minor 1:4.55 ratio in lieu of the original 1:5.125 ratio differential and new half axles. In the process, Club advertiser Best Price Auto Workshop has cleaned up the springs and done such a great job that I have no diff noise nor noise going over speed humps. I also wish to thank member Bill Fuller for doing most of the pre installation machining of the MM diff and the YT housing so they fitted together.

As a result of the work I was also able to travel over the Gateway Bridge in top gear doing 70kph (and I wasn't speeding prior to the bridge). Still got to fix the excessive front crankshaft oil leak due to my YT's balanced and line bored crank being non concentric to the timing cover and sump circular opening.

Yours in MGing  
**Stuart Duncan**  
**President**

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# 2024 MG National Meeting Tamworth - March 29-April 2

Our club was represented by 15 members: Dave & Laurel Godwin (MG TA), Lesley & Stuart Duncan (MG Y Tourer), Rob & Julie Gibbs (MG5), Carole Cooke (MGTF), Les Clarke (MGB), Bill Fuller & Zrinka Johnson (TB), Steve & Judy Woods (MGB), Tony & Deb Slattery (MG Y Tourer), and Dan Casey (MGA). Unfortunately, George Diggles (Magnetite) had to pull out during the journey to Tamworth, due to a medical issue. George, after spending 21 days in hospital, is nearly recovered from the stroke he had whilst driving up Cunningham's Gap.

The 3 day run to Tamworth, after meeting up at Aratula, involved overnight stops in Tenterfield and Inverell and visits to Emma-ville's Mining Museum and Inverell's National Transport Museum. The run was planned by Dave and Laurel, but due to a personal commitment, Dave and Laurel were not able to join us on the 3 day run, instead doing an overnight run stopping in Tenterfield, like Carole.



Our NSW members Steve and Judy from Emerald Beach, near Coffs Harbour, met us at Glen Innes, whilst Les Clarke from Brunswick Heads met us in Tamworth.

Other than during the run to Tenterfield, the Easter Weekend in Tamworth was warm (24-31°) and sunny.

Although all members displayed their MGs in the Concours, Les Clarke was the only Club member to participate in the sporting events. Carole entered the February-March *Time Machine* cover photo in the Still Photo competition and won. Congratulations.



Friday evening's Noggin & Natter and Rocker Cover Racing was 30 minutes out of town at a farm hospitality venue which was too small to take all participants, so we overflowed onto the adjacent lawn. The venue was also very noisy. People caught up with old friends.

Unfortunately, I placed the borrowed Roger Paltridge's Rocker Cover Racer on a table in our accommodation and it rolled off and changed the orientation of the front wheels. The caravan park where we were staying had no flat smooth surfaces to check the steering and thus Carole's attempt at the Rocker Cover Racing was a failure on the first run, veering across the tracks into the track edge.



In the Concours, Dave's TA pipped Bill's TB by one point to take out 2nd place in the Pre-War Class, Les won the MGB push button Class, Tony's Y type Tourer won 2nd place in the Y type Class, Dan Casey won 3rd place in MGA Coupe class and Rob Gibbs modern MG5 won the SAIC Class.



Also in the Concours were Steve and Judy's MGA, and Stuart & Lesley's YT.

Whilst Les was putting his MGB onto his Tilt Trailer at the caravan park, the MGB bounced over the front wheel stops. The rest of us had already left for the theme night in the CBD, so Les asked the caravan park management for help. They subsequently arranged for family members to help. These helpers arrived with a 30 tonne jack, etc, raised the car and man-handled the MGB into position, enabling Les to leave at 6.35am the following morning to travel to the Motorkhana. Les indicated it took him longer to hitch the trailer and run the MGB onto the trailer than for them lifting the MGB back onto the trailer.



Saturday evening's Country theme night was in the Mercure Hotel's garden with a 3 piece band playing throughout the evening. They were good, even though it was their first gig together and the bass player being blind. Carole enjoyed dancing to the music. There was so much food, we were invited to go back for seconds at the buffet.







On Sunday, whilst Les participated in the motorkhana in Gunnedah (a hour from Tamworth), the rest of us did the social Kimber Run to Nundle where we had lunch and visited the town's old working Woollen Mill. Carole joined Lesley & Stuart as a rear seat passenger in their Y Tourer.



As there was nothing officially planned for Sunday evening, club members decided to have nibbles, drinks and pizza at the caravan park. Les Clarke was presented with his MGB 1st place concours award. An enjoyable evening.

Monday was Lap Dash day for those doing the sporting events and the Discovery Run for others, either as entrants or as a social run. All our members, except Tony & Deb Slattery, participated in the Social Discovery run, along the same route as those who were answering questions.

To avoid participants needing to get Motorsport Australia Licences, the Observation Run is now a Discovery Run where participants need to stop and get out of their MG to find the question answers. (The Delegates Meeting agreed this would be the case for future Nat Meets.)



About half way along the route my Y Tourer lost power to fuel and temperature gauges and the GPS speedo (later found to be the result of a grub screw and wire falling out of the ignition switch). About the same time the electric fuel pump started operating intermittently. After we added fuel (from can) the Y started going, but we only got a few hundred metres up a small rise before it cut out again.

Thankfully, Rob and Julie in their MG5 were following us and were able to take Lesley & Carole to the Lap Dash venue whilst I waited for the sweep pickup car and trailer. I was able to drive the Y onto and off the recovery trailer and onto my trailer to bring it home, but it wouldn't start to get it off when home. (After inserting the grub screw and wire, the fuel pump works as it should. I will soon be fitting an auxiliary fuel pump in an out of the way location.) After dropping the Y back at the caravan park, I returned with Pajero to the Lap Dash venue for lunch and watch Les do his laps of the short circuit.



Monday's Presentation Dinner was at the 'art deco' Tamworth Town Hall where we were again over-fed during the presentation of Speed, Discovery Run awards and Perpetual Trophies.



Rob Gibb was awarded the Modern MG Trophy, the only major trophy won by our Club or its members. Les Clarke was placed in the Sprints and Motorkana.

FYI, Canberra was awarded Best MG Car Club Magazine and South Australia the MG Website Trophy, equal second were Sydney and Western Australia. Les and George got mentions in the 'Hard Luck' Award, but didn't win. Our Club was 8th out of 12 in the Nuffield Oceania Trophy (for club membership performance in only the Concours and Motorkhana) and 9th out of 13 in the John Wratten Trophy (for club membership performance in all competitive events).

Tuesday's Farewell Breakfast and Delegates Meeting were held at the Mercure Hotel. We all arrived home safely other than for Carole, who on ascending the Moonbi Hills while in a sudden fog patch, got blinded by the early morning sun hitting the fog and ran off the road causing some damage to her MG TF valance.

Stuart and Lesley represented the Club at the Delegates Meeting where we discussed the 2024 Nat Meet and areas which could be improved in future events. On our way home, we stayed at the Horse and Jockey Hotel/Motel which is currently being renovated in time for the Jumpers and Jazz Festival, and where the Club is staying in July.

Join us next Easter in Albury Wodonga for the 2025 MG Nat Meet being organised by MGCC Victoria.

***Lesley & Stuart Duncan***



*Right  
-Hard  
Luck  
Winner*



*Left -  
Dancing  
Right -  
Ex Peter  
Kerr's M  
Type*



*Zrinka  
and Bill  
at the  
Inverell  
National  
Transport  
Museum*



## Artisan Market - April 14

The Artisan Market was held at the Mudgeeraba Showgrounds on April 14. We were invited to display our MGs there, especially the earlier MGs. John Boyce arranged for us to display our MGs outside the main Hall. It was an enjoyable wander around the stalls and to top it off The Offcuts band played for us. The Offcuts made their own instruments (ukuleles) at the Tamborine Mountain Community Mens Shed. The group included our own Brian Hockey!

### *Carole Cooke*





## 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.

Corey Edwards - Benowa - '57 MGA  
Jo Gilbey - Helensvale - '68 MGB

The photos in the Time Machine has been supplied by Carole Cooke, John Careless, Shane Goodwin, Stuart & Lesley Duncan, Roger Paltridge, Dave Godwin,

Cut off date for next magazine  
15th July 24

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

Email the Editor - Carole Cooke - [cazcooke30@gmail.com](mailto:cazcooke30@gmail.com)

Membership: \$75 per year (due June 30) - Joining Fee: \$20 per  
person

Membership forms available on our website -  
[www.goldcoastmgcarclub.com.au](http://www.goldcoastmgcarclub.com.au)

**The new web address is [gcmgcc.mycco.com.au](http://gcmgcc.mycco.com.au)**

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

National Australia Bank, BSB 084 852

Account Number 14-920-3252

Account Name Gold Coast MG Car Club Inc

Cheques to be made out to - Gold Coast MG Car Club Inc

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

**GOLD COAST MG CAR CLUB INC**

The Secretary,

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

Email - [goldcoastmgcarclub@gmail.com](mailto:goldcoastmgcarclub@gmail.com)

Membership at May 24

Active & Family 261 Life 9 Honorary 2 TOTAL 272

The Life Members of the Gold Coast MG Car Club are -

Murray Arundell, Rob Baylis, Carol Brookman (dec),  
Bruce Corr (dec), Marie Conway-Jones, Phil Redding, Jeff Sattler,  
Jim Haines, Jim Lutherborrow, Neil (dec) and Madeleine Weenink,  
Carole Cooke

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## Noggin & Natter Night - April 12



The N&N was held at the Clubrooms to celebrate Cecil Kimber's birthday.



A talk was given on the NatMeet which was attended by Club members at Tamworth.

Then we watched a film on Cecil Kimber and a film on the production of MGs in the 30's.



The new MG Cyberster is now available in England from £54,995

## Anzac Day Picnic - April 25

I thought we should take the opportunity offered by the public holiday to enter into the streets of Broadbeach, hopefully when there was less traffic. I chose an 11.00am start as I reckoned on most people having been to the early Services and therefore free to attend a Picnic.

The chosen park was Cascade Gardens which has a very good Kokoda Memorial, the Korean Memorial and a lovely gardens along the banks of the river. There is plenty of parking, covered picnic tables and BBQs.

Those who attended, although small in numbers, enjoyed the gathering, a beautiful day and a stroll around the gardens.

### *John Careless*





*Summers  
& Jazz*

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

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**NOOSA CONCOURS D'ELEGANCE**  
Saturday 13 July - Hastings Street, Noosa

**RACQ MOTORFEST**

A Celebration of Motoring

Sunday 16<sup>th</sup> June Brisbane Showgrounds

Not a club event but worth a look



**Tamborine Mountain Car & Bike Show**  
Sunday 4<sup>th</sup> August - 8.00am to 1.00pm  
400 Long Mountain Road  
Tamborine Mountain

**Toowoomba MG Gathering**

Please direct inquiries and registrations to [ddc.mgccq@mgccq.org](mailto:ddc.mgccq@mgccq.org)

23<sup>rd</sup> - 26<sup>th</sup> August 2024  
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**What's on & how do I find out?**  
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**Gilston Shed Get Together ...**



**Saturday mornings**  
1<sup>st</sup> & 3<sup>rd</sup> Saturday  
from 9.00am

# Proposed GCMGCC Inc. Events Calendar

## - John Careless

The following are proposed events for the next few months as of the time of writing this report. Please refer to the club's website, Club Chatter (President Stuart Duncan's fortnightly emails) and Facebook for any updates or additions.

May was a very busy month for Club events. Unfortunately at the time of writing this calendar for TTM no one has approached me, or John Boyce, to organise a midweek, LSIM or coffee run for the remainder of the year. The committee has been very active all year, often unseen and behind the scenes, with Club organisational matters, Shed and clubroom developments, as well as organising runs.

I am intending to conduct a meeting of interested (and invited) members to garner information on what events members wish to see included in the calendar, and reasons why (particularly new) members, are not offering to conduct a run. So if you have positive thoughts on what might be achieved please contact me.

The Club has a bank of runs that have been previously organised. If you wish to organise an event please contact Run Coordinator John Careless [rjcareless@gmail.com](mailto:rjcareless@gmail.com) call / text 0413 250 005 OR John Boyce [johnboyce44@bigpond.com.au](mailto:johnboyce44@bigpond.com.au) mobile 0444 500 071. As a courtesy to the organisers, and the venues, it is important that you RSVP your attendance. Events with a 'P' noted are points scoring events. LSIM stands for the last Sunday in the Month Run.

**P** 1<sup>st</sup> June – (Saturday) Gilston Shed, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Have a chat, a coffee, and play with some cars from 9.00am.

3<sup>rd</sup> June – (Monday night) - Committee Meeting - Club Rooms 238 Mudgeeraba Road, Mudgeeraba. Everyone welcome but please notify the club secretary if you have a point of discussion.

**P** 15<sup>th</sup> June – (Saturday) Gilston Shed, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Have a chat, a coffee, and play with some cars from 9.00am.

20<sup>th</sup> June - (Thursday) Golden Era Auto Racing (GEAR) event at Morgan Park (Warwick).

1<sup>st</sup> July – (Monday night) - Committee Meeting - Club Rooms 238 Mudgeeraba Road, Mudgeeraba. Everyone welcome but please notify the club secretary if you have a point of discussion.

P 6<sup>th</sup> July – (Saturday) Gilston Shed, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Have a chat, a coffee, and play with some cars from 9.00am. First birthday party for the Shed. Free sausage sizzle and cake (even a candle maybe!)

P 14<sup>th</sup> July – 2024 Mac's Bridge (Sunday) Caboolture Aero Club. Tony Slattery has suggested GC members meet 7.00am at BP Coomera and travel together to a 2<sup>nd</sup> meet point close to the airfield at approx. 8.30am thus arriving as a group & park together. Tony has asked the organisers to reserve an area for the Club as a 'later arrival' (normal arrival time is 7.00am). Tony will arrange a gazebo but BYO chairs. BUT please confirm your attendance with Tony via email: [theclassicworkshop67@gmail.com](mailto:theclassicworkshop67@gmail.com)

P 20<sup>th</sup> July – (Saturday) Gilston Shed, Frank Chaston Oval, Worongary Road, Gilston (opposite the Gilston State School). Have a chat, a coffee, and play with some cars from 9.00am.

P 19<sup>th</sup>–21<sup>st</sup> July – (Friday – Sunday) Jumpers & Jazz, Warwick a club's favourite. Contact John Doyle 0409 342 309 [johndoyle8@bigpond.com](mailto:johndoyle8@bigpond.com)

25<sup>th</sup> July - (Thursday) Golden Era Auto Racing (GEAR) event at Morgan Park (Warwick).

5<sup>th</sup> August – (Monday night) - Committee Meeting - Club Rooms 238 Mudgeeraba Road, Mudgeeraba. Everyone welcome but please notify the club secretary if you have a point of discussion.

P 11<sup>th</sup> August - (Sunday) Proposed combined Display day / Concours / Annual General Meeting at Mudgeeraba Shopping Centre, Mudgeeraba.

Listed below are other events that members may wish to visit. To see more detail on each of these events go to 'Events' on the clubs website: <https://www.goldcoastmg-carclub.com.au/events/events-calendar/>

16<sup>th</sup> June - RACQ Motorfest

13<sup>th</sup> July – Noosa Concours D'Elegance

28<sup>th</sup> July – Mudgeeraba Swap Meet organised by the AAC

4<sup>th</sup> August – Tamborine Mountain Car & Bike Show

17<sup>th</sup>–18<sup>th</sup> August – Leyburn Sprints

P 23<sup>rd</sup>–26<sup>th</sup> August – Darling Downs MG Gathering

15<sup>th</sup> September – All British Day, Tennyson

P 28<sup>th</sup>–30<sup>th</sup> October – Jacaranda Festival Yamba

17<sup>th</sup> November – Presentation & Christmas Lunch, Southport Yacht Club

# Aussie enthusiasts spend \$10 billion on classic cars

An Australian survey surrounding a popular hobby suggests people spend more than \$10,000 per year on the things they love, creating a \$10 billion industry.

David McCowen

Australian car lovers spend nearly \$10 billion per year on classic vehicles.

An economic survey of motoring enthusiasts has found that petrolheads spend an average of at least \$10,000 per year on their pride and joy, totalling almost \$10 billion around the country.

That figure includes maintenance, restoration and running costs such as parts and tyres – but not the cost of purchasing a vehicle.

A survey of 6000 car lovers commissioned by the Australian Motor Heritage Foundation revealed owners of historic vehicles spend an average of \$10,240 on each vehicle every year.

Hugh King, AMHF chair, said the survey of 800 motoring clubs highlighted the significance of the historic vehicle sector “to both the community at large and the economic sector”.

“The response from Australia’s motoring club members has been unprecedented: the economic modellers at TMG have never had so large a data pool to work with, proving motoring enthusiasts care as passionately about their historic vehicles as they do having their voices heard,” he said.

“In carrying out this study, we have shown that the historic vehicle movement is a large and vibrant part of Australia’s society and economy.

“I think I counted 138 surveys that said ‘please don’t tell my wife’.”

AMHF board director Tom Wheelwright, an said that “if there’s one word I have to use for this survey it is astounding, absolutely astounding”.

“\$9.9 billion is the contribution that our supporters are making every year to the Australian economy.

“That’s the money they actually pay.”

Stavros Yallouridis, chief executive of the Motor Traders’ Association of NSW, said the survey was further evidence of the car industry’s contribution to the Australian economy.

“Despite the end of local vehicle manufacturing, Australia maintains a rich and diverse automotive industry, which employs hundreds of thousands of people across a range of roles,”he said.

“The automotive sector is one of the backbones of our economy and is also at the heart of our communities. This survey, and the enthusiastic response, highlights the necessity for Australia to back its automotive sector with world-class training, local skills development and career pathways.”



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[swap.gcaac@gmail.com](mailto:swap.gcaac@gmail.com)

# Erecting the Hood

[www.random-writings.com](http://www.random-writings.com) ©British Motoring and Steve Tom

One of the most daunting tasks a new MGA owner can face is the yearly ritual of erecting the hood or, as we say on this side of the Atlantic, "putting up the top". The MGA top is legendary, and one automotive magazine even went so far as to praise a new sports car as having "the worst top we've seen since the last time we drove an MGA!"

Statements like this can mislead the new owner into thinking the MGA hood is difficult to erect. Actually, the MGA has a well designed hood which can easily be erected in a single weekend. Like most automotive projects, experience makes the job easier and some MGA clubs stage annual "erect the hood" events where members help each other with this task.

Prizes are offered for side events such as the longest distance for hurling the sidescreens or the most creative oaths. Although the assistance of fellow enthusiasts makes the job go easier, and a circus wagon full of acrobats and strong men makes it a snap, the job can be done by one person, even a novice, if the following procedure is followed.

The first step is to get a beer and read the section of the workshop manual on erecting the hood. This will provide no useful information whatsoever, but British manuals are always entertaining and you can spend hours afterwards speculating about which part of your car is the "backlight", the "tonneau", etc. (My favorite section of the MGA manual is the description of the "anti-dazzle device", but that has nothing to do with erecting the hood.)

The real benefit of this step is that the beer will help dull the pain of the pinched fingers and scraped knuckles that follow. Teetotalers can achieve a similar numbness by breathing into a paper bag until woozy.

It's also a good idea to consult a thesaurus and learn some new expletives, as you'll quickly exhaust your existing stock.

The next step is to locate the hood. This is not as easy as it sounds, as the MGA hood is well concealed when it's stowed. (I've met a few owners who didn't even realize their car had a top.) Remove the tonneau cover, tilt the seats forward, and peer into the dark recess behind the seats. If your car is in "pristine" condition, there will be a leatherette valence with pockets for the sidescreens behind the seats. In rare instances, there may even be sidescreens in these pockets, although sidescreens are more commonly found rattling about in the boot, where they can get scratched more efficiently, or languishing in a dark



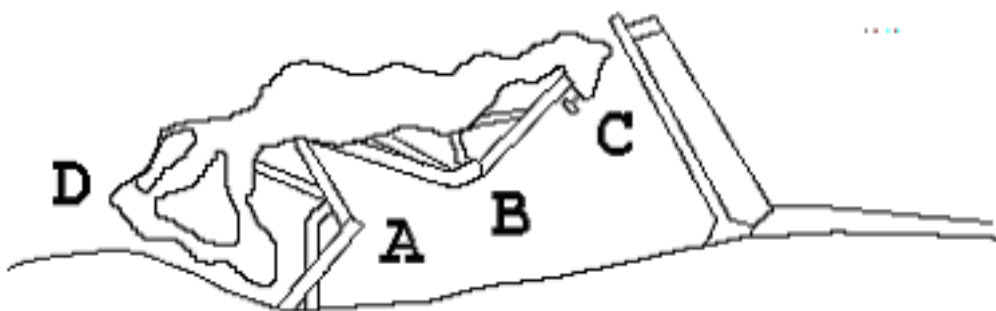
corner of the garage, where they're safe from the rain. If your car has the valence, unfasten the "lift-the-dot" fasteners along the sides of the valence and fold the valence over the top of the metal tonneau. (That's the body panel just behind the seats.)

There is an old established ritual among MGA owners which requires the valence be left loose until the third time it falls in your face while you're wrestling with the hood, then it is secured with a heavy object and a few curses. Owners with no sense of tradition may prefer to put a weight on it immediately and skip the curses.

With the sidescreens and the valence out of the way, the hood is plainly visible to anyone who bends double behind the seats with an electric torch. There it is, lurking just above the battery compartment. (The location of the batteries is something else a new owner doesn't know about, and doesn't want to believe when you show him.)

Grasp the hood firmly in the middle and pull it forward until it clears the tonneau. If it binds, jiggle it gently. When that fails, shake it the way a terrier shakes a rat. The MGA hood bows are of a unique, "double jointed" design as shown in Figure 1. This allows the bows to fold double upon themselves, so the hood can drop down and swing under the tonneau for storage. Theoretically, it also allows the hood to swing back out and snap into an upright position.

Figure 1: MGA Hood, Semi-Erect



(As close to Fully Erect as I ever got it.)

After swinging the hood clear of the tonneau, raise it to its full upright position and press joint "A" toward the rear of the car until it locks. This can be done while standing on either the driver's or the passenger's side. In either case, there is an identical joint on the opposite side which also needs to be locked into place. Walk to the other side of the car and lock that upright. This will generally dislodge the side you started on, so walk back to that side and re-lock the upright. Naturally this will dislodge the other side. Even experienced MGA owners can while away several hours in the garage, walking from side to side locking the uprights. Eventually the bows will tire of this game, and both uprights will stay locked at the same time. Now extend the header rail into its full forward position and lock it into place by pressing upwards on joint "B".

Of course, this may unlock one or both of the uprights, allowing the owner to repeat that portion of the procedure. Since there is an identical joint "B" on the other side, it is easy to see why an MGA provides more entertainment for the price than any other sports car available today.

Once all the bows have been locked into place, carefully position the header rail so the hole on the underside near wing-bolt "C" is directly over the post on top of the windscreen. Check to make certain the wing-bolt is slacked off enough to make room for the windscreen post. This is generally done by unscrewing the bolt a few turns, allowing it to drop on the floor and bounce under the seat. It can then be retrieved with a yardstick and reinserted to its correct position in the header rail. Press the header rail firmly against the windscreen to ensure a good seal. This can best be done by placing both hands on top of the header and pressing down until your feet rise six inches off the floor. Experienced owners can judge the six inch rise by feel, novices may wish to have an assistant check their rise against a calibrated spacer.

With your free hand, reach inside the car and tighten the wing-bolt "C" until fully seated against the windscreen post. Readers who are particularly astute at arithmetic may wonder where this free hand came from, as both hands were previously engaged pressing down on the header rail. Generally, the free hand comes from a wife, a son, a friend, or a passing pedestrian who can be induced to stop laughing long enough to lend a hand. Failing that, agile owners can sometimes balance their weight on a single forearm placed lengthwise along the header rail, freeing their other hand to tighten the wing-bolt. Whichever procedure is used, it should then be repeated on the other side.

Once both wing-bolts are secure, walk to the rear of the car and swear softly. Then unfasten the wing-bolts, lift the header rail free of the windscreen posts, and hook the metal bar "D" at the rear of the hood into the two retainers on the tonneau. It will generally be necessary to give the hood a sharp tug rearward to position the bar over the retainers, a procedure which also serves to unlock both uprights and let the hood crash to the floor of the vehicle. When all the uprights have again been locked into place and the metal bar secured to the retainers, it is time to once again press the header rail against the windscreen and tighten the wing-bolts.

Now that the hood is securely fastened at the front and rear, it only remains to secure the edges to the "lift-the-dot" studs and the turn button on each side. This is a little like saying that once Napoleon conquered Germany, it only remained for him to march on Moscow. No matter how little time has passed since you last erected the hood, you will discover that either the hood has shrunk or the car has grown since the last fitting. As long as your fingers have the sensitivity of a safecracker's and the strength of vise-grips, the hood can eventually be stretched over the lift-the-dot fasteners.

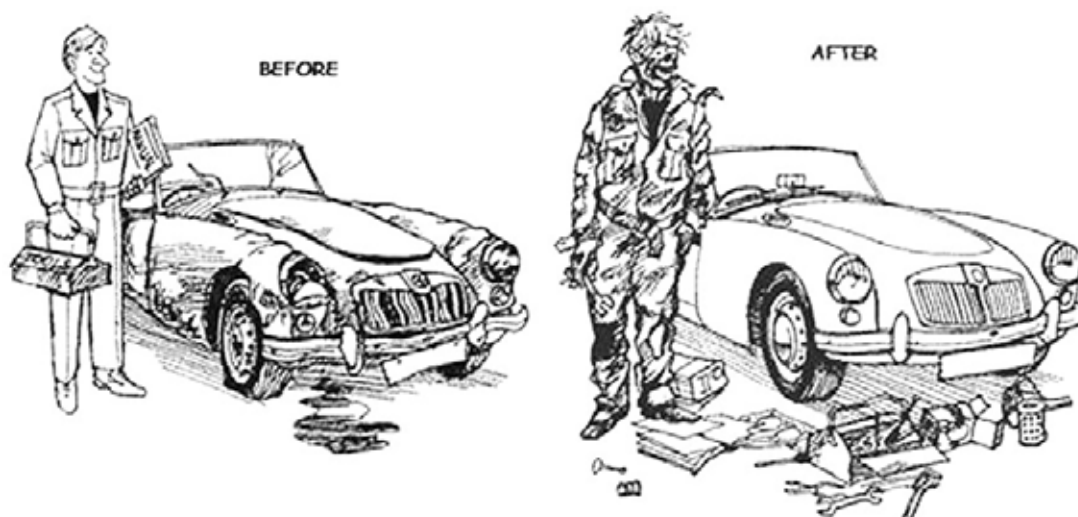
One turn button can generally be fastened without too much difficulty. The other will bend back your thumbnail and be declared not worth the effort to fasten. (Or words to that effect.) This completes the task of erecting the hood. If the weather really turns frosty you may want to consider mounting the side curtains, but that is the subject of another article. In the spring, of course, you will need to go through the ritual of "stowing the hood." The manual says that stowing the hood is the reverse of erecting it, but of course the manual is optimistic about a great many things. As you struggle to cram the hood back into the recess behind the seats without scratching the window (or at least, without rendering it totally opaque), you may find yourself wondering why you bothered to put the bloody thing up in the first place. And indeed, that is a very valid question.

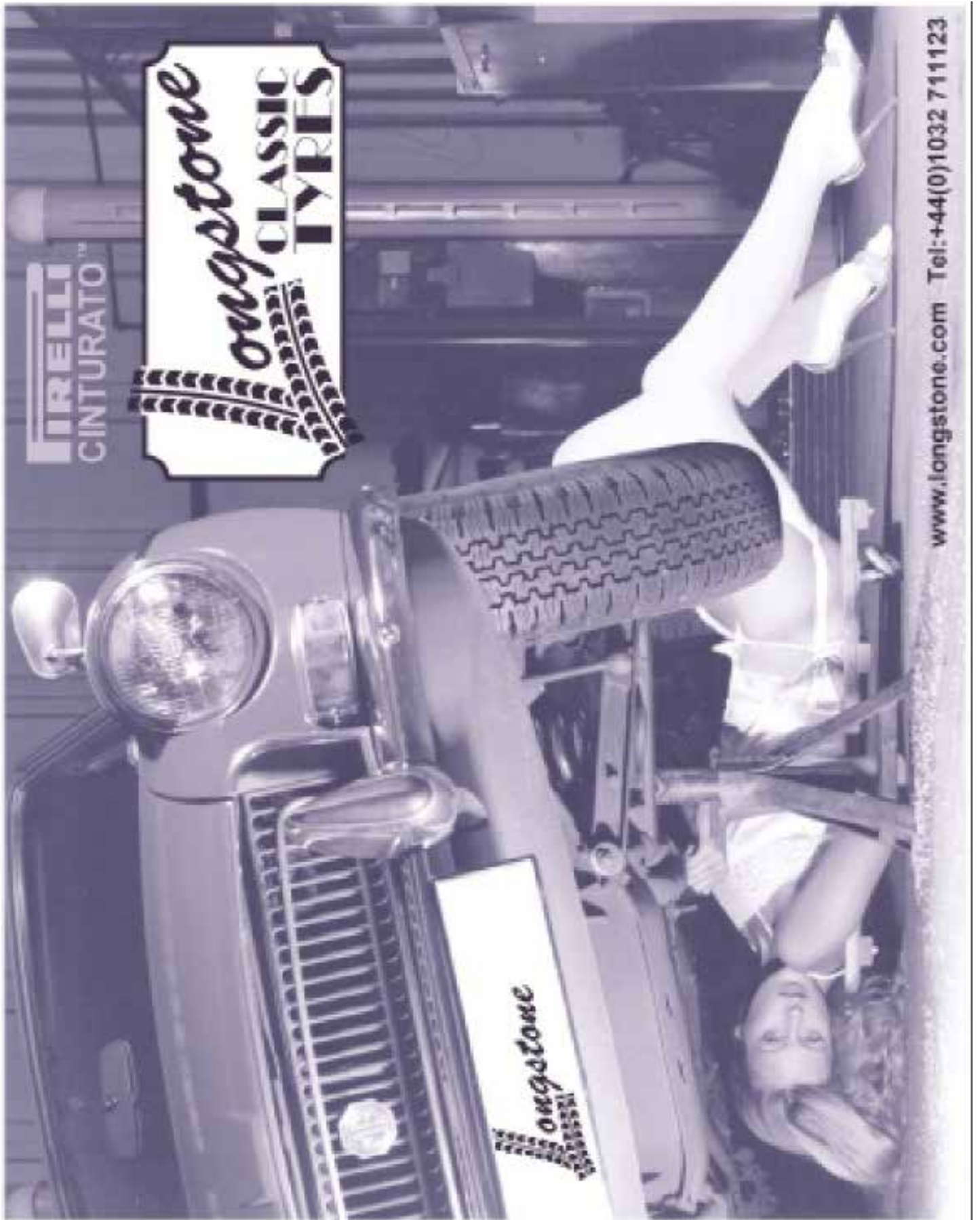
Even back in the days when MGAs were routinely driven year round, many owners abandoned the idea of putting up the top. That's how the stereotype of the sports car driver began -- a hardy soul in a cloth cap who grins as he drives top down through a five county frogchoker, describing it only as "a bit dampish". The truth is, he wasn't grinning because it was that much fun to drive in the rain. He was grinning because the misery of feeling rainwater infiltrate his BVDs was peanuts compared to the misery of putting up the top. My personal experience has been that winters in upstate New York occasionally require the hood, but anything northern Indiana threw at me could be weathered with a sneer of contempt.

Now that the average MGA spends winters as "hibernation heaven" for wayward rodents, erecting the hood makes about as much sense as changing the air in your tires. Sure you'll get caught in a few sprinkles, an occasional thunderstorm, and a hurricane here and there, but that's what the cloth cap is for. Your wife will say you look like a geek, but what does she know? That lady in the Volvo probably had her mouth hanging open because she was amazed at how rakish you looked! And anyway, it could be worse. You could be erecting the hood!

For more stories about MGAs and other British sports cars, read "Flaming Floorboards," available from Amazon and Barnes & Noble.

***Submitted by Gary Lock***





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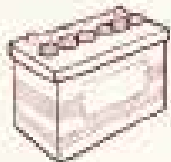
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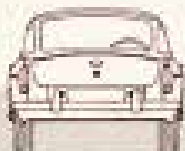
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# Project Resurrection

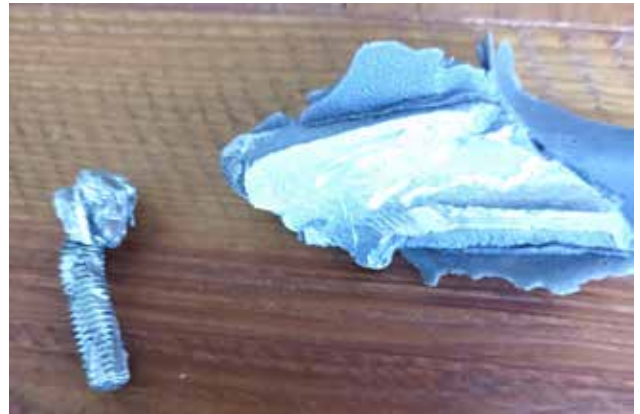
The good news is the project still lives. Due to moving house and down sizing as well as the shed projects Project Resurrection went on the back burner but has now arisen. The first attempt to track test at Warwick was a dismal failure. We did not even get the car off the trailer before it blew a hole in the gearbox casing and depositing 2.5 litres of oil and the parts shown in the photo. We do not know where the bolt came from but does not seem to have done any other damage to the drive gears.

A wasted 450km trip and a gearbox to be replaced. Just a couple of days work and all went well so back to Warwick for the 1<sup>st</sup> round of the C Group at the Queensland Super Sprints. I am glad to say everything worked well and sounded great. The unknowns as far as handling and braking were concerned were good. Considering the huge amount of weight and parts we had removed anything could have happened. I believe we have proved that an inexpensive fun car can simply be had.

Further development has already started as you can see with the removal of the fuel tank to allow a better roll bar to be designed and fitted and it will need proper semi slick tyres, not the old hard road tyres we tested it on. You can see from the photo what happens when you put a MGF on a wet track that someone spilt oil on. I had more traction on the wet grass than on the track.

Now that Michael Davis has bought the ex Johnson racecar, which the boys where able to get running again for little cost after sitting idle for several years, we will have 2 MGF's competing along with David Godwin, Elva Courier and Jay Murphy MGB V8.

If you are interested in doing something a bit more exciting with your MG the Gear Club hold monthly track days purely as non competitive drive days at various tracks and I believe our club may receive an invite to be guests. If you want more info give me a ring.



This time we will hold over the Shed article until next issue, but be assured things are still moving along. With the Bauman donated car near completion and the Johnston racecar being moved on it gives us a chance to catch up and plan new projects.



Finally we should recognize the contribution the Johnsons and the Baumans have made to the Club with their substantial donations and the help they have given to the development of the Club.

***Ian Rogers***



**For sale**, a pair of Lexus seats in great condition, will fit early model MGB or MGB GT. Very comfortable and with head rests. Best offer, part of the Shed parts list. Contact **Ian Rogers 0419344039**.



**Trolley Jacks.** The Club has had several trolley jacks donated. If you are interested they will go to the best offer. Contact **Ian Rogers 0419344039**.

# Activities at The Shed

March 23







## April 6



## April 20

Busy week of mechanicals for the Club. Firstly hoist morning at Gary's getting the after market engine management system sorted, then reconditioning the fuel rail and injectors on the racecar.

Another productive morning at the Club Shed putting the finishing touches to the Bauman road car including a nice set of bonnet tie downs!

Last but not least a group of keen members dismantling the spare gearbox off the race car to find the errant bolt that forced its way through the casing. Seems previous repairer forgot to tighten the speedo gear drive bolt. Miraculously no damage to the gears! A simple fix but reassembly will be a challenge fitting the bearing circlips through the tunnel!



## Trailer for Club Members to Use

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

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



## Important Disclaimer for The Time Machine

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

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

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

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

## For Sale

**1970 MGB.** Genuine factory automatic, only 168 made in Australia, a very rare car. The car has been totally refurbished. It has new hood, seats and carpet. I have owned the car for 15 years and it has been fully registered for 3 years. Asking **\$32,500**, for more info or photos call **Bill Rowntree 0407893373**



**1955 MG TF 1500 – NAA 341** Sale by negotiation. Currently disassembled but partly restored. The car is currently unregistered however the original plates are held and available for transfer. NAA-341 was the first TF 1500 to be sold in Queensland on 3<sup>rd</sup> June 1955. All numbers and plates match and comes with full registration history. An indication of its current state is as follows:

Straight chassis. Engine/gear box/diff/springs/carbys have all been reconditioned together with many of the smaller assemblies. Includes new timber kit – new Moss leather/vinyl kit (seats and interior panels) – new wiring harness – quantity of double duck and carpet etc. Most chrome has either been re-chromed or new (eg new bumpers/knock offs/door latch assembly etc). Work to finish would mainly be assembly and panel painting as most smaller items have been restored/new/catalogued and ready to go. The old original timber/leather trim kit together with other items are held for reference. The car will need to be viewed to be appreciated.

**Location: Brisbane. Contact: Oswald Cianflone. Mobile – 0403 210 013.**



**For Sale** - Health is dictating I need to get rid of all my TC stuff.

**Car 1** is a restored rolling chassis. Has been straightened & repaired, plated & boxed at the front where most crack. The car is about 90% complete. The body appears to be in reasonable condition complete with bulkhead & new bulkhead foot panel from the UK & new timber floors as well as new rubbers for the bulkhead etc. Radiator, bonnet & front valance there. All instruments are there except tacho & also have headlights. Motor is in bits.

**Car 2** is currently pulled apart to commence a restoration but now packed in boxes. Motor & gearbox complete & still together. Prior to this stored for about 35 years. This is a matching numbers car & is mechanically complete. There is no body timber but has the steel bulls horns frame bracing. Missing some body panels as too rusty but has good front swept wings, rear guards & inner guards as well as bulkhead & radiator etc. Has headlights but no instruments.

Included with these two cars are numerous boxes of spare parts, engine blocks, heads, sumps, bellhousings, starter motors, springs, brake drums, sets of extractors & the list goes on. Both cars are listed on the TC database. I need these gone and am looking for offers to sell the lot as one package is my preference.

[cheetah\\_racing@outlook.com](mailto:cheetah_racing@outlook.com) Phone number Ian 0432 497 920

## For Sale

**For Sale::: MGA 1600:** with fresh 18V 1800 engine. New 5 speed Ford T9 gearbox. Complete restoration just completed. Every part replaced/re-furbished. Powder coated chassis. Chrome wires, new suspension. Luxury trim etc. Concours winner tomorrow!  
**Price \$65,000. Contact Gary Lock 0435 901150**



**1995 Oxford Blue MG RV8::** 3.9 L Rover with 83600 km SARRAWBMBMG001581. Reason for selling: We have moved to Perth from Canada and I need a daily driver. I have had it since 2016. Service records go back to 2007. One of only 258 Oxford Blue RV8's this originally shipped to Japan then imported to Australia and certified by the authorities in Sydney, Nov 1999. It went to Melbourne then to Perth. Maintained in top notch form by me (I am the current North American MG Enthusiast of the Year), Co-chair of MG2010, 2015 and Chair of MG2022. Driven only 3-4 months per year since 2016 when we visited Perth. Always garaged. Custom tow bar for bicycle carrier. (Not certified for trailer towing). Aftermarket Radio/CD player. Recent Service - complete head rebuild in 2018, ceramic coated extractors 2018, 5 tyres 2018, clutch master 2018, rebuilt heads and head gaskets 2018, new triple core radiator, coolant reservoir tank 2018, new clutch 2021, new gear shift lever bushings 2022, new front end poly bushings 2022, new electric fan, new pulley belts 2023, new windscreen 2023

**Asking \$49,500. Call Peter Mittler 0411 587 857 [pmittler@gmail.com](mailto:pmittler@gmail.com)**



**For Sale:** This beautifully presented 1949 MG TC, part of my collection, is now offered for sale. For the buyer who is seeking a stunning classic, this vehicle is a must to inspect and won't disappoint.  
**Phone Neil Anderson on 0407735570** for more information.  
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