

MG Monthly Motoring News

February 2019



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MG Car Club of Tasmania – MG Monthly Motoring News, February 2019



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MGA of Andrew and Debby Kuzniarski,

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**MGB: Mark Dilger; TC, Phil Tilley; MGB Wayne Jessup;
MGB Tony Gurnhill; MGA Don Fraser; MGBGT Greg Bannon**

The views expressed by the correspondents and advertisers do not necessarily represent the views of the Club. Technical tips and the methods suggested are the views of the person submitting them and the Club can accept no responsibility whatsoever for the accuracy of these

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MG CAR CLUB STATE COMMITTEE		
Position	Member (Partner)	Contact Details
President	Mark Dilger (Angela)	(h) 6327 1028 (m) 0408 271 029 president@mgtas.org.au
Immediate Past President	Phillip Tilley (Sophie)	(m) 0418 523 898 past-president@mgtas.org.au
Vice President	Bronwyn Zuber	(h) 6273 6797 (w) 6278 5415 (m) 0419 569 156 vice-president@mgtas.org.au
Secretary	Greg Bannon (Margaret)	(m) 0419 389 105 secretary@mgtas.org.au
Treasurer	Robin Wilmot	(m) 0400 193 579 treasurer@mgtas.org.au
Club Captain	Craig Large (Kelli)	club-captain@mgtas.org.au (m) 0408 559 252
Membership Officer	Wayne Jessup (Ruth)	(h) 6427 9384 (m) 0447 642 793 membership@mgtas.org.au
Editor	Cheryl Gurnhill (Tony)	(m) 0408 386 482 editor@mgtas.org.au
General Member	Don Fraser (Susan)	(h) 6428 3791 (m) 0418 316 451 general-south@mgtas.org.au
General Member	Tony Gurnhill (Cheryl)	(m) 0439 143 990 general-north@mgtas.org.au

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NORTHERN SUB CENTRE		
Position	Member (Partner)	Contact Details
Chairman	Phil Paine (Di)	(m) 0419 261 483 northern-chairman@mgtas.org.au
Secretary	Wes Saunders (Jenny)	(m) 0407 511 819 jenny.saunders6@bigpond.com
Treasurer	Mike Paine (Sue)	(m) 0407 271 926 smpaine@bigpond.net.au
Committee	Andrew Merry (Sue)	(m) 0408 331 612 andrewsuemerry@gmail.com
	Frank Brooks (Margaret)	(m) 0418 134 262 silverglade@bigpond.com
	Col Cleaver (Cathie)	(m) 0419 772 554 cleaver@bigpond.net.au
	John Biggelaar (Geraldine)	(m) 0408 125 199 <u>biggelaar@gmail.com</u>
North West Coordinator	Terry Jeffrey (Colleen)	(m)0417 344 369 <u>northwest-coord@mgtas.org.au</u>
Northern Sub Centre Meeting	Committee meeting and social night: last Wednesday night of the month at 7.30pm VCCA Rooms 67 Lawrence Vale Rd, Launceston	
Postal Address North	PO Box 682, LAUNCESTON TAS 7250	
North West	Meets Second Thursday night of the month: 6.00pm for meal and social evening. Bass & Flinders Motel, Ulverstone	

SOUTHERN SUB CENTRE		
Position	Person (Partner)	Contact Details
Chairman	Chris Wagstaff (Vicki)	(h) 6239 1341 (m) 0438 055 199 southern-chairman@mgtas.org.au
Secretary	Bob Leeson (Dianne)	(h) 6229 6006 (m) 0457 354 645 rle@bigpond.net.au
Treasurer	Robin Wilmot	(w) 0400 193 579 mgbgt68@hnozemail.com.au
Committee	Richard Holtsbaum (Janice)	(h) 6244 5741 (m) 0418 541 230 rollsss11@gmail.com
	Lynn Cengia	(h) 6244 4787 (m) 0409 044 787 fitzlyn@bigpond.com
	Ches Bogus (Dianne)	(h) 6243 9463 (m) 0438 439 463 cbogus@netspace.net.au
	Brian Sharman	(h) 6229 9036 (m) 0438 376 188 brian.k.sharman@gmail.com
	Steve Huntley (Jenny)	(h) 6229 9036 (m) 0428 127 932 jennyandsteve71@gmail.com
Southern Sub Centre Meeting	Meet every Tuesday night at 8pm Civic Club, 134 Davey Street, Hobart	
Postal Address	GPO Box 5, Hobart, Tas, 7001	

LIFE MEMBERS			
Joe Paul (dec)	1969	Robin Wilmot	1998
Bob Moore (dec)	1974	Bill Griffiths	2007
Arthur Twining (dec)	1976	Tony Gurnhill	2009
Ian Wade	1984	Cheryl Gurnhill	2013
Terry Atkinson	1984	Greg Bannon	2013
Dennis Burgess	1984	Bronwyn Zuber	2013
Chris Ellis (dec)	1985	Craig Twining	2014
John Sluce (dec)	1994	Phillip Tilley	2017

MGCCT Facebook Page

The MG Car Club of Tasmania Inc

For those members who are Facebook users, we have an MG Car Club Tasmania Facebook page. Feel free to add events, photos, and videos, but remember that anything offensive or not relevant to the Club may be removed at the discretion of the administrator.

MGCCT Website

www.mgtas.org.au

Copies of this magazine can be downloaded from the MGCCT website. Membership forms and change of address forms are also available for download. Links to other car clubs are also available.

Webmaster: Craig Large

(m) 0408 559 252

webmaster@mgtas.org.au

VC Registrations, Inspections and Renewals

Geoff Dodge, 57 Evisons Road, Sassafra

(h) 6426 7338

(m) 0428 509 627

Motor Sports Chaplain

Should you require the services of the Tasmanian Motor Sports Chaplain, his contact details are:

Adrian Cooper

(m) 0408 395 917

adrian.j.cooper@education.tas.gov.au

EDITOR'S NOTES

February Already.

I trust you have been enjoying the good weather with plenty of MG'ing. And more to come judging by the coming events listed in the Sub Centre Reports.

It has been a great help to get reports in early, and plenty of photos too. Thank you. The Kelso Motorkhana will have been run and won by the time you receive this magazine. I look forward to positive comments from this new venue.

Tony Gurnhill is looking for information on club property-please contact him if you can assist.

I have included a list of members, past and present, who attended the 40th Anniversary Celebrations and next month, will include those from the 50th. I enjoyed browsing through these lists and look forward to renewing acquaintances with some of these folk in July at the 60th celebrations.

I hope you enjoy reading the information on “Mabel” and on the 1880 Tourer. If you have similar items of interest please don't hesitate to send them to me, with acknowledgements if appropriate.

I have a suggestion regarding MG Car Club runs; Apart from the organiser,(who sometimes is not in an MG, but needs to lead the field), should we let the MGs go first, followed by other cars.

Food for thought!!

Next month should see some photos from Phillip Island Historics as we begin some well earned time on the Big Island.

Thank you.

Cheryl

MGCCT Editor



Closing date for next magazine is Friday 1st March

(Earlier would be appreciated as we are taking a holiday from the 4th March)

EXHAUST NOTES:

I think we may have elected the wrong man as President. He was heard to say at the recent State Committee meeting: “I don't have any good ideas”!!

A certain member who hails from Carrick must have been feeling very generous as he renewed his membership not just once, but twice.

And, at the Goaty Hill Winery the President's wife (ready to go home) sat not in their RV8 with top up, but in Jim Brown's RV8, different colour, this car with the top down. Should we be worried??

PRESIDENT'S REPORT

We are now into February of 2019 and the second State Committee meeting was held at Ross in February.

There is lots happening within the State Committee and one of the major events for the coming year will be the 60th anniversary of the formation of the MG Car Club in Tasmania.

Being a 60th anniversary it's a club milestone so we intend to mark the occasion with a get together but that is yet to be determined.

We will have our new 'Maxie's' on 10th Feb and that will be the second event in the competition calendar for the club and this year it's at our new venue at Kelso.

The North and North West had a combined sub centre run to Goaty Hill Winery with 40 in attendance so thanks to Terry Jeffrey for organising a great venue, weather, eats and drinks so the social part of the club is alive and well.

For those running on SI and VC registrations you need to be aware that the rules have changed and it's up to you to be aware of how those changes affect you and make sure that you comply.

The major changes have been to the VC registrations with the inclusion of log book requirements now, so make sure that you are on top of those changes.

We were hoping to have an article on the changes in the magazine this month but due to some aspects needing clarification I have only given the web site address so you can check how it affects you.

The address is: https://www.transport.tas.gov.au/registration/conditional/club_event

The club directory and handbook should be out soon and Andrew Midgley is leading the charge on that with help from some others, Thank you Andrew.

The Secretary's report provides the major details of the State Committee meeting so won't double up as that is Secretary Greg's domain.

The 23rd and 24th February is the 2019 Tasmania Circuit Racing Championship at Symmons Plains and run by our race committee. It is the first round of the championship so should be a good meeting as everyone is eager to get back racing.

President Mark



SECRETARY’S REPORT

MG Car Club of Tasmania 60th Anniversary

Discussion centred on a suitable venue for the event with no decision being made, this will be left to the Anniversary Committee.

Motor-Khana Timing Gear.

The new timing equipment has now been used and proved to be very successful.

Club Membership / Spouses and Public Liability.

Discussion on this has been ongoing and it centres around the Social (non-competitive) club outings. The CAMS Insurance Handbook states that a social permit is **not** required in the following instances::

- Activity involving no motor sport activities.
- When only club members are participating.
- If any member of the General Public is attending, a CAMS Permit will always be required.eg. A BBQ or Social Drive where Car Club members’ partners or family members that are not members themselves might attend.
- There is no specific CAMS Permit that covers the event.
- No members of the General Public are attending the Event.

Examples of events not requiring a Social Permit include, Club Committee Meetings, Club Motorsport events.

There was also discussion on the insurance of Club Property with various companies to be approached.

Membership Handbook / Contact Directory

Andrew Midgley is still working his way through the changes required to update these booklets.

Rick Jones Memorial Trophy

As there was no Symmons Plains Club day in 2018 this trophy was not presented. Robin Wilnot is to look at a way that this “ Driver of the Day “ award at a Symmons Plains event (Club Day) can be reintroduced.

Greg Bannon
Secretary
MG Car Club of Tasmania



MEMBERSHIP REPORT

This month we welcome four new members

Dr .Kellie Walker and partner Barrie Crawford. Kellie and Barry own a blue MGB Roadster and are interested in all aspects of the club.



Kellie's MGB, photo from Kellie

James Large, (Junior)

James is the son of our Club Captain,

And Rodney Belbin, who is interested in all aspects of the Club, but particularly social

We hope these new members enjoy the activities which the club arranges.

Wayne Jessup,
Membership Officer.



MG CAR CLUB PROPERTY

Would anyone who has M.G. Car Club property in their possession please contact me; **Tony Gurnhill, 0439 143 990; acgurnhill@bigpond.com,**

as I have been asked, by State Committee, to compile a register of these items so that we can keep track of property and its current condition. We seem to have lost track of timing equipment and we don't want this situation with other Car Club gear, some of which is expensive to replace.

Here is a list of items which I believe we should have. If you have any of this please let me know and if you are aware of anything not on this list please, also, let me know

Timing Gear

Flags (motorkhana & Circuit)

First Aid Kit

Photo Albums

PA System

Gazebo/Easy Up

Stop Watches

Witches Hats

Lap Tops

Archive Magazines

Banner

Radios

Fire Extinguishers

Defibrillators

Hi Vis Vests

BBQ

SOUTHERN NOTES

PAST EVENTS

13th January – Cryptic Run with Peter Shaw

Not a good day to hold it as there was a motorkhana on at Bothwell also. We had only 5 entrants (11 members in 5 cars) but they were the quality of the Southern Sub Centre.



Navigation was simplified to the point where entrants were told the route before departure. This was because last time most people got lost. We found that no one could read direction instructions. A coffee break was inserted and by common assent we

all stopped at The Three Ducks in Bellerive.

One of the answers to a clue was a sign "Girl Guides". No one got it. The replies supplied by female navigators, were very educational. It is good to see the MG Car Club maintaining its scatological standards. "Rusty Customs" was another answer especially inserted for Bruce & Leoni Hills. They didn't get it.

We finished at the Fish & Chip Cafe at the airport where we partook. The \$50.00 Bursons gift card went to David & Margaret Bantoft. Congrats. Small gifts also went to Brian and Glenda Sharman and to Alan Briggs and partner Trish in the lovely MG PA. Following up with Bruce & Leoni were Richard & Janice Holtzbaum.



Thanks all
Wrongspanner



19th January – South East Rally.

About 70 cars lined up at the Wrest Point Car Park from 8.00am, a rather cool start. With registrations completed, route instructions studied and refreshments handed out, the first car left at 9.30am in nice sunny conditions.

With remaining cars following at 30 second intervals, containing at least a dozen MG members, we headed towards the Brooker Highway which was rather fortunate as there were many road closures and diversions set up due to the lifting of the Remembrance Bridge span at the Cenotaph. After one member had an altercation with some witches hats, we proceeded to Berriedale where we took a left turn and headed through Molesworth and on to New Norfolk, over the bridge towards Hamilton turning right through Hollow Tree to Bothwell. Many of the early starters decided this was a good spot for our hour's allowance for lunch, with conveniences and shady spots at the park. By now the sun was shining brilliantly and it was definitely hoods down.

On leaving Bothwell we headed for the Midland Highway, turning off towards Oatlands with another right turn taking us via Parattah, Mt Seymour, Baden and Tunnack. Here the instruction became very obscure and said to turn left from C312 to C342 and on to Colebrook, but our above mentioned member could not see a left turn to C342 or a signpost to that effect and continued on C312 as instructed with another member following. This became a dirt road and after a discussion we decided to continue to the next intersection and found ourselves heading towards Levendale. Too late to turn back we continued on through Runnymede finishing our journey at Richmond where we had a well deserved scone with jam and cream and a coffee but missed the check point at Colebrook! But it was a nice day out and we finished with a story to tell.

This is an annual event is arranged by the Post Vintage Car Club of Tasmania and is held in January each year. It is a timed event with competitors leaving at 30 second intervals from the Wrest Point car park. It is well organised and a lot of fun. Keep it in mind for next year.

COMING EVENTS:

17th February – It is proposed to conduct a joint run with the Sydney Austin Healey Club and Canberra MG Car Club to South Arm RSL. We will depart the Civic Club at 10.00am MG time. We have 22 interstate starters already. Need some local support! Two Course meal \$24.00.

For further information please contact Bob Leeson: 0362 296006

17th March – My Slice of Pie. “Breakfast with a Difference”. It is on again. Christine has again offered us exclusive use of her venue for a scrumptious breakfast. Price is again \$20.00 per head. Need to guarantee 20 participants. Please RSVP to Bob Leeson so that I can confirm numbers. We will be departing the Civic Club at 8.15am on the dot to be there by 9.00am.

For further information please contact Bob Leeson: 0362 296006

14th April – Buckland Hotel or Orford?

Details to follow.

For further information please contact Ches Bogus: 0362 439463

26th May – Brookfield.

Details to follow.

For further information please contact Lyn Cengia: 0409 044 787

23rd June – Peppermint Bay?

For further information please contact Richard Holtsbaum: 0418 541 230

MGCCT 60th Anniversary 14th July 2019

The Club is proposing to hold a special event to commemorate the 60th anniversary of the founding of the MG Car Club on 14th July 1959. If anyone can assist in supplying names and contact details of the early club members it would be very much appreciated. This will be used for a mail out of invitations.

Suggested that G Dodge, P Scott and W Griffiths be contacted as a starting point. Secretary to follow up. Also an article on the clubs Facebook page and a mention in the magazine. A committee is being formed to co-ordinate the event. Need to verify members and addresses for mail out.

Kevin McGuire is the Southern Sub-Centre contact for this important event.



Bob Leeson

CAR ENTHUSIASTS MONTHLY CAR DRIVES 2019

Greetings, and a very happy new year to you all.

The drives for 2019 will be on the **first Wednesday of each month** commencing February – you may wish to diarise these now.

February – Wednesday 6th *Details to be emailed to you no later than 1 February*

March – Wednesday 6th

April – Wednesday 3rd *Could be an overnighter*

May – Wednesday 1st

June – Wednesday 5th

July – Wednesday 3rd

August – Wednesday 7th

September – Wednesday 4th

October – Wednesday 2nd

November – Wednesday 6th

December – Wednesday 4th

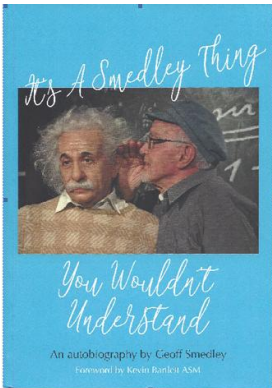
With best wishes and safe motoring.

Wayne (white MGA)

Phone: 0408 388 881

BOOK REVIEW BY PHIL TILLEY

200 pages seems such a small number for an autobiography of a man who's done so much.



Geoff Smedley's new book "It's A Smedley Thing – You Wouldn't Understand" covers a diverse range, boats, bikes, race cars, family and more, all blended into local history to provide a very entertaining and sometimes humorous read. After growing up in the same neighbourhood as the Smedley's, it's also interesting to read somebody else's twist on the tales, stories and rumours that seem to have been around Geoff's life.

His first hand experiences captured at Longford, Symmons Plains, national and international circuits is fascinating for those of us who were spectators and fans during that time.

For Geoff's stories are not only about cars, teams and circuits, but the personalities that make the pages come to

life.

Like me, all motoring enthusiasts will find hours of entertainment in these stories and photos.

Available at: local bookshops and The National Automobile Museum.

NORTHERN NOTES

PAST EVENTS

On Wednesday the 9th January there were 22 members gathered at the Motor Museum in an assortment of vehicles for the dinner run to The Prince of Wales pub at Evandale. We departed 2 minutes early, that must have been a record as late is the norm,



travelling via Elphin Road to Newstead then through to St Leonards, on via Blessington Road turning off at White Hills for Evandale.

On arrival at the pub we met up with Chester McKaige, already

tasting the amber liquid. Annie Saunders joined us a few minutes later. The food was great, excellent company, a great night. Brian.



Mike Paine

Photos Phil Paine



Sally and Chester McKaige hosted a huge total of over 50 MGCC Tas Northern Sub Centre members and guests in their magnificent Carrick House garden on a beautiful balmy summer evening, that was thoroughly enjoyed by all in attendance.

A total of 13 MGs, of all models from TC to MG6 including 3 rare MGRV8's (2-Nightfire Red & 1-Oxford Blue) and the other sporting

machinery, departed the National Motor Museum shortly after 4pm and travelled via Legana, Bridgenorth, Rosevale, Selbourne, Hagley and on to Carrick on quiet country lanes in perfect "top down" conditions.

After clearing the busy Launceston City festival traffic we reformed the group and proceeded at a smart pace to Carrick, where we were greeted by Chester. A number of the cars were then arranged in a display in front of the garage housing his fabulous collection of vintage cars. The balance of MGCC folk, who had elected to drive directly to Carrick House, was well ensconced by the pool by the time we arrived.

It was terrific to see a number of old, eh... long-time, members that had obviously been hibernating for the winter, make an appearance and they were greeted with much gusto (and the odd bit of ribbing) and many tales of earlier years misadventures were soon being related. As expected all the MGs performed faultlessly with the slight exception of Chairman Phil (Paine) and First Lady Di's Chariot which, as we were all leaving, refused to co-operate. But after a stern couple of words from Dr J Brown it soon fired up and they were on their way.



Sorry for the lack of attendee's names, but with such a large number we didn't want to leave anyone out, and let's face it – most of you were there anyway.

Many thanks to Sally and Chester for their hospitality. It was a really great evening to remember.



Words: Cathie & Col Cleaver.
The MG Crowd; The MGs

Photos: Phil Paine

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Tony & Mary King; Mike & Moira Wellman; Margaret & Frank Brooks; Jan & Ian Howard



Phil Tilley & Terry Sansom

Jacque Ralph; Ronda Thomas; Robin Keogh; Brian Ralph



Mark Dilger, Liz & Peter Harper



Peter Harper, Margaret & Greg Bannon

Photos from Geraldine Biggelaar

25th January 2019 coffee run to Burt Munro motorcycle Cafe at Exeter

It was a very pleasant drive down the West Tamar with 30 members & 3 Triumph members - via Bridgenorth Road, Long Plains Road, briefly in Frankford Highway, making a right turn towards Winkleigh on a road which we had not driven before, passing by the historic Supply River Church heading towards Exeter, where we had a delightful morning tea, good service and plenty of happy chatter .

COMING EVENTS

Wednesday 13th February, 2019.

Mid Week Dinner Run RSVP Phil Paine 0419 261 483.

Sunday, 17th February, 2019.

Sunday lunch run. Leave Motor Museum at 9.30am for ‘Fanny Bay Distillery’, via a coffee stop at Lilydale for a “talk and taste” session with Mathew and Julie Cooper at their distillery at 15 Seascape Drive, Tam O’Shanter, followed by lunch at the Tam O’Shanter Golf Club. Cost of tasting \$10 each to be refunded off any purchase. RSVP by 14th February to Peter Harper 0417 597 897.

Sunday, 17th February, 2019.

Deloraine Car Show will be held in the picturesque streets of Deloraine. Exhibits must be pre 1989. All entrants \$10.00. Set up from 8.00am.

Friday 22nd, February, 2019.

Coffee Run. Meet National Motor Museum at 9.30am. then short drive and arrive at “Boags Centre For Beer Lovers”, William Street, Launceston for morning tea. RSVP Wes Saunders 0407 511 819.

Saturday 23rd February, 2019.

9.30am Meet MG members on Country Club Avenue on left hand side heading towards Launceston.

9.45am Depart for garage crawl at Riverside where we will have a Devonshire tea. At no cost..

11.00am Drive along waterfront Tamar river

12.00 am Buffet style lunch at Carrick House & inspect the marvellous car collection.

There will be a charge for lunch payable on the day .. cash only

Need numbers as soon as possible please for catering purposes by 19 February, 2019.. to Geraldine . 0400356314

Bring your own alcohol. Glasses available. Bring your own chair. Please wear your name badges

PLEASE NOTE CHANGE OF MEETING PLACE - FOR THIS EVENT ONLY..

Contact Geraldine Biggelaar 0400 356 314.

Wednesday 13th March, 2019.

Mid Week Dinner. Meet National Motor Museum 6.00pm. RSVP Col Cleaver 0419 772 554.

Sunday 17th March.

Lunch Run Leave National Motor Museum at 10.00am A scenic drive for a coffee at Lilydale and then more great touring roads to Bridport for a lunch of your choice either BYO or buy at Bridport. RSVP Ian Saunders 0400 185 726.

Friday 29th March, 2019. Coffee Run RSVP Mark Dilger 0408 271 029.

Sunday 31st March. Launceston Motor Show at Launceston Showgrounds 9.30am start.

Saturday 6th April. “Take Your Tops Off” Car Show for convertible cars. Parliament House Lawns Hobart 9am to 2.30pm. Funds in aid of Breast Cancer Research.

Wednesday 10th, April

Mid Week Dinner. Meet National Motor Museum. **Early start time 6.00pm.** RSVP Mike Paine 0407 271 926.

Friday 19th to Tuesday 23rd April 2019.

MG National Meeting to held at Redlands, Queensland, over Easter. For more information search www.mgnationalmeeting.org.au.

July 14th, 2019. MG 60th Anniversay. More details to follow. NSC rep required for organising committee which will include Mark Dilger, Terry Jeffrey and an SSC rep.

Event Organisers are encouraged to format a Run Report and sent together with any photos to Newsletter Editor acgurnhill@outlook.com c/c NSC Chairman & Secretary.

Wes Saunders

NSC Secretary 0407 511 819

Wes Saunders

NSC Secretary 0407 511 819

These folk enjoyed the 40th Anniversary celebrations at Ross.

(Plus some whose signatures I unfortunately I could not decipher.

And some who did not sign the book.)

**Will you be enjoying the 60th Anniversary celebrations?
Watch this space for details.**

Terry Thompson
Joel Allison
Lana Allison
Krista Allison
Frank Brooks
Margaret Brooks
Heather Dodge
Brian Ralph
Jackie Ralph
Neale Marshall
Kate Marshall
Margaret Hartley
John Hartley
Ian Wade
Craig Twining
Lillian Atkinson
Terry Atkinson
Charles Button
Percy Burr
Dan ?
Brian Higgins
Terry ?
Wendy Dyer
Margaret Bannon
Peter Hawarth
Mick Peart

Cynthia Bidencope
Peter Casboul
Lyn Casboul
Paul Stephenson
Peter Bergman
Jessica Bergman
Jack Balmer
Gladys Balmer
John Howard
Tina Howard
Lee-anne Laverack
Martin Laverack
Max Freeland
Winsome Freeland
Tony King
Mary King
Virginia Bergman
Maira Wellman
? Burr
Lyn Griffiths
Hobson
Eric Byrne
Julian Griffiths
Dianne Hawarth
Maggie Peart
Tony Gurnhill

Des Hogan
Robin Lumley
Craig White
Debbie White
Bronwyn Zuber
Robin Wilmot
Julie Wilmot
Meegan Wilmot
John Pinkard
Judy Pinkard
Barry Lumley
Roger Lockett
Val Gleeson
Mandy Laing
Rob Laing
Mike Wellman
Clive Taylor
Ben Gurnhill
Ian Dobson
Tim Watts
Alan B?
Geoff Dodge
? Cunningham
Kurtis Bannon
Greg Bannon
Cheryl Gurnhill

“He who is without oil, shall throw the first rod”.
Compressions 8.7:1



"TAKE YOUR TOPS OFF" Convertibles

FOR BREAST CANCER RESEARCH

Saturday 6th April 2019

Parliament House Lawns HOBART • 9am - 2.30pm

FREE ENTRY TO ALL

Convertible motor vehicles from veteran to modern day

Car clubs & non car club enthusiasts most welcome

Lord Mayor and Shannons choice trophies PLUS great people's choice prizes



TASPLATES.com

Contact Rod Belbin on 0408 314 309 or email: rodney_belbin@shannons.com.au for entry details.
Jud Adams on 0415294810 or email: eventstas@gmail.com for donations and to volunteer.



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NORTH WESTERN NOTES



With one month gone and eleven to go our first outing for the new year was enjoyable with several members and visitors getting together at the Arboretum, Eugenana for a barbecue and fellowship after the Christmas and New Year festivities. Although the main barbecue area

was pre-booked for a wedding – members enjoyed the next choice – the covered in gazebo near the outer car park which provided us with adequate gas barbecues, tables and cover.



January dinner Meeting at Bass and Flinders Motel Ulverstone was well attended with 22 members in attendance which included two visitors from Sydney.

February Dinner Meeting - Bass and Flinders Motel, Ulverstone -Thursday 14th February from 6pm.

Thursday 21st February - Mid week morning **Coffee Run** - (*for us – retirees!*) Leave Bunnings Car Park at 9.30 am - arriving at Windows on Westella Cafe, 100 Westella Drive, Ulverstone, at approx. 10 am.

Members west of Devonport may prefer to meet at the Cafe.

Thursday 14th March Dinner Meeting - Bass and Flinders Motel, Ulverstone. From 6pm.

March – Observation Run – Sunday 17th March – Depart from Bunnings Car Park at 10 am and head to the unknown for a very easy observation run into a pristine area of Tasmania with lots of history.

The run distance is approx. 80 km. (160 km return). Bring a chair, small fold up table could be handy if you possess one, sun block, hat, insect repellent and perhaps warm top coat depending on the weather at that time.

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A barbecue will be on site for those deciding on a barbecue lunch. Bring your own food and drink. We have a planned coffee break on route.

At this stage we have no activities planned for April. Any members with ideas and/or wish to plan a run or event please contact me so details can be programme for inclusion in the next magazine.

March Rotary Devonport Car Show is on Sunday 24th March. Those members entering their MGs - we will meet at Bunnings Car Park and proceed to the show together. More details in March magazine. Let me know at February meeting if you are attending with your MG.

Cheers,

TC Terry (Jeffrey) Mob: 0417 344 369

Email: colleenjeffrey3@bigpond.com



Chattering with some friends recently the topic of Alzheimer's came up – one of the tales went like this –

I remember old Neil and Norma both widowers – they had known each other for many years having been high school class mates – they had attended multiple class reunions in the past. At the 60th anniversary of their class Norma and Neil had a wonderful evening. Neil threw plenty of admiring glances across the table at Norma and she returned them. Finally, during one dance Neil plucked up the courage to ask Norma to marry him. After about six seconds of careful consideration Norma replied yes, yes, I will. Needless to say, Neil went home that night a happy man.

However, the next morning Neil was troubled. He went over and over the conversation of the previous evening with Norma but his mind was blank. He remembered asking the important question but couldn't recall her response. With fear of trepidation he picked up the phone and called Norma. Firstly, he explained to Norma that he couldn't remember things of late as well as he did and then reviewed the past evening with Norma. As Norma listened attentively, he gained a little bit more confidence and so asked "when I asked if you would marry me, did you say yes or did you say no"?

Neil, Norma replied – Fondly I said yes and I meant it with all my heart. Neil was delighted and he felt his heart skip a beat. Then Norma continued – I am so glad you called though because I couldn't remember who had asked me!

Supplied by Terry Jeffrey

MULTICLUB MOTORKHANA

*	Plc	Driver	Car	Club	T1 Bent Slalom		T2 Craziest Square	
					Run 1	Run2	Run 1	Run 2
2	1	D Midgley	Mirage	MGCCT	28.992	28.576	26.709	27.927
6	3	T Sutcliffe	Hyundai	MGCCT	34.947 1f	29.627	31.478	28.678
7	4	R Wilmot	Citroen	MGCCT	34.93	33.221	30.214	31.081
8	5	D Bearup	MG	MGCCT	31.461	31.625	34.805	32.68
1	6	C Howie	Corolla	MGCCT	51.989 WD	36.795	32.671	31.456
4	7	J Sutcliffe	Hyundai	MGCCT	51.989 WD	33.659	32.452	32.238
5	8	D Fraser	Corolla	MGCCT	51.989 WD	51.989 WD	39.805 WD	30.866

Plc	Driver	T 3 Plumb Crazy		T 4 Jelly Fish		T 5 Diamond Slalom	
		Run 1	Run 2	Run 1	Run 2	Run 1	Run 2
1	D Midgley	31.998	32.189	32.562	31.541	32.865	32.799
3	T Sutcliffe	35.07	33.831	35.567	34.651	34.47	35.483
4	R Wilmot	36.25	34.614	37.348	35.916	36.544	35.764
5	D Bearup	35.667	34.826	35.627	36.36	47.196 WD	36.247
6	C Howie	33.827	33.95	45.524	35.481	42.196	35.718
7	J Sutcliffe	36.023	35.963	41.325	47.956	47.196 WD	37.472
8	D Fraser	41.25 WD	34.947	58.272	63.082 WD	47.196 WD	41.259

Plc	Driver	Class	Cate gory	Total	Junior	Female	MGCCT	MG
1	D Midgley	CF1		151.62			5	
3	T Sutcliffe	CF2		161.26			3	
4	R Wilmot	DF1		169.73			3	
5	D Bearup	BR1		170.84			3	3
6	C Howie	CF3	J.1	173.28	3		2	
7	J Sutcliffe	CF4	F.1.	180.66		3	1	
8	D Fraser	CF5		217.33			1	

**At Bothwell
Motorkhana:**

1. Display Board for new timing gear



2. Hovering around waiting for results



3. Tony & Janet Sutcliffe



Photos from Susan Fraser

FROM ANDREW KUZNIARSKI (KUZ)

Looking through some old Northern Sub Centre attendance books, the 1st mention of my involvement with the club appears to be at the Lloyds Hotel on the 8th November 1978 along with such club icons as T Atkinson, M Freeland, J Brown and J James. I seem to remember [not guaranteed given my memory] that I had attended some meetings at the TRC Hotel, which was prior to moving to the Lloyds, plus other club events. Someone may correct me on that. Initially I was only interested in hooning around in an open topped car with not much other club related thoughts in my head. In the same box of club info I have found a reference to my club membership number being 98. Does not mean I was the 98th member, just that's where I fell into the vacant number listing.

Except for newer members, most would be aware I acquired my '58 MGA when my brother Martin who owned it, borrowed my car and unfortunately totalled it. I assumed ownership of the "A" and apart from a mini resto used it for mainly social activities with the club. These included memorable Maxi's Motorshans, early morning runs etc. The 1st National Meeting I attended was in Ballarat in 1979 which was an introduction to serious MG partying. Remember we were all in our mid to late 20's then and were no different to those of the same age today. On that trip Martin took his B and we two, along with Jan and my girlfriend Julie, travelled on through to South Australia loaded to the gunnels with luggage and bottles of local wines.

It was not long after this that I was to attend a club day at Symmons Plains so decided to give the car a good clean. Put it away in the garage on the Friday night and headed for the pub. When I came home the garage was full of smoke and the car looked decidedly ordinary after a short in the wiring burnt various parts of the car. This led to the decision to do a body off resto. My memory is a bit hazy about this time (must be all those bottles of wine-ed) but I do remember attending the 1984 Nat Meet in Hobart with the "A" entered in the rolling chassis class. Had no problem winning as no other person entered!!!!

My involvement with the club fell away after this probably because I didn't have a usable car, my enthusiasm for working on the car waned and my involvement in sport year round seemed to take a precedent.

It wasn't until it was suggested to me that I contact the brother [Tony Van Tienen] of a friend down here at Four Mile that serious moves were made to complete the resto. Some 6 to 9 months later it was finished. With the wisdom of advancing age my involvement in the club then extended to include various roles within the Northern Sub Centre committee including Chairman before moving onto the State Committee culminating in being elected Vice President in 2008 and President in 2009 and 2010. I thoroughly enjoyed these roles and would seriously encourage any member to do likewise.

Moving to live at Four Mile has unfortunately reduced Debby's and my ability to attend as many club events as we would like but when we do it is even better being able to catch up with "old" friends and making new ones.

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BULLETIN #4
THE GOLDEN JUBILEE MG
NATIONAL MEETING
2019 - REDLANDS
QUEENSLAND

JANUARY 2019

If you were wondering about the numbering,

Bulletin #3 comprises the Supplementary Regulations for the meeting and is available on our website.

Entries are open on our website www.mgnationalmeeting.org.au and spaces are filling up fast. If you have delayed registering because of the busyness of the festive season and holidays – don't leave it any longer. Remember Early Bird closes on 1st February, and final entry closes on 8th March, unless fully subscribed earlier. Remember also that we have had to cap numbers at 350 entrants. Don't miss your opportunity to celebrate this special event, 50 years of MG National Meetings, with us and perhaps stay on and enjoy further travel in sunny Queensland: Beautiful one day, perfect the next (or so the advertisers like to tell us).

The Theme Night is 'Time Travel'

The theme reflects the fact that both we, and our cars, have stood up to the test of time (some better than others!) but this is an opportunity to 'let it all hang out'. And that is really showing my age! So, for a costume, let your imagination go wild. Remember we have had a lot of "Time Travellers" over the years. Google any movie that has a Sci-Fi theme for ideas: - 'Star Trek', 'Star Wars', 'Dr Who', 'Back to the Future', 'The Time machine'... the list goes on.

All these themes travel back and forward in time and provide many suggestions for a costume, or simply come dressed in the era of your car.... you have then "Time Travelled". Now is the chance to get out that old pair of flares, or that purple Kaftan. The night is not necessarily about good taste, but more about a good time for all.

Ladies' Luncheon

To all the MG ladies, following the success of the 2018 Ladies' Luncheon on Concours Day, Easter Saturday, we have organised a literary lunch with a Canape Feast at the Grand View Hotel, the oldest PUB in Queensland. Assemble at 11:30 am at the concours and take either a few minutes' walk up the hill or a short drive to park

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in their car park. There are magnificent views of Moreton Bay from the hotel. We have guest speakers and a delicious selection of savoury and sweet canapes for \$30 per person, with drinks available for purchase at hotel prices. The function will start at 12.00 pm and continue for a few hours, ending just in time to head back down and see the Concours results.

Our guest speakers are Helen Goltz and Chris Adams, joint Authors of the “Grave Tales” series. Their research into interesting historical deaths up and down the east coast of Australia is sure to entertain, no matter which part of Australia you're from, which suits a National Meeting, don't you think?

Please advise us of your interest and payment on the Registration data base form when registering for the 2019 MG National Meeting’

Regalia

We are still working on prices and availability and details will be on our website, and will also form part of the next Bulletin.

Volunteers

Of course, the success of any function depends on the hard work of a multitude of people. Even though you may have committed yourself as an entrant, you may still have time to help us in the running of the meeting. While some of the tasks could be somewhat menial, such as helping with marshalling cars at one of the events, others could be quite specific, such as judging in the Concours. Any assistance will be gratefully accepted. Drop us a line now, or leave your contact details at Registration.

Trailer Parking

Your entry form included a question on trailers. Some of you will be bringing your MGs on a trailer to save wear and tear, but once in Redlands will be driving to all the events. This is not a problem. However we need to know the number of trailers that will be used to carry MGs to events such as the Concours, Motorkhana and Hillclimb, so that we can allocate pits and provide sufficient space for trailer parking at each venue.

Please advise me of your specific needs so that we can make the appropriate allowances.

The MG Car Club of Queensland invites you to come and help us celebrate 50 years of National Meetings in naturally wonderful Redlands at Easter 2019.

Regards,

Don Webster

Event Director.

director@mgnationalmeeting.org.au

“Mabel”



Works MGC GTS, MBL 546 E .. 1968 Nurburgring Marathon de la Route , crewed by Julian Vernaev / Tony Fall / Andrew Hedges , finished 6th o/a and 1st in class

The last of Abingdon works race cars was a pair of MGC GTs. Competitions manager Stuart Turner suggested that the company make a light weight aluminium bodied G.T. category and enter at Sebring, Targa Florio and the 84 hour Marathon de la Route at the Nurburgring. In this class the car could run with several modifications like wider tyres and modified lightweight body, yet keeping public expectation low as it would be competing against purpose built cars such as Porsche's 917 and 910. Six aluminium bodies were pressed. Due to the rigours of rough terrain racing e.g. Targa Florio, the floor pan was to remain the standard steel item.

The first car assembled at Abingdon was registered MBL 546E, hence “Mabel”. The competitions department had a problem in that the debut of the six cylinder MGC was not due until October of 1976 after the Targa Florio for which the car was entered; so as not to upstage that debut Peter Browning, the now competitions manager, decided to race the car with a four cylinder MGB motor bored to 2004cc. And entered as an MG GT.

Mabel was modified to the extent of having (MGC) torsion bar front suspension that could be adjusted for ride height from under the driver's seat, with adjustable telescopic shocks and anti roll bar. The back of the car sported a ZF limited slip live axle diff, heavy duty semi elliptical leaf springs from an Austin police car, with radius rods and telescopic shocks located in specially fabricated towers. Other modifications included four wheel Girling disc brakes with dual boosters. 15 x 6.5 centrelock Minilite wheels were fitted, along with an integrated roll cage, 24 gallon fuel tank with external quick fill cap. The car was painted in Abingdon's traditional racing colour of Tartan Red. Partway through completion of the car the team received notification that vehicles in the prototype category had to be painted in their country's racing colour; in this case British Racing Green so a quick coat of B.R.G. was applied, leaving the interior red, which is still the case with Mabel today.

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After testing it was decided that the car made more top end speed on SU carbies than on Webers.

Mabel was raced in Targa Florio by Paddy Hopkirk and Timo Makinen.

After two punishing laps of the 72km Piccolo circuit, the duo began encountering problems with the brakes that resulted in Mabel spending 12 agonising minutes in the pits, while mechanics tried to fix the problem. When asked recently about Mabel's brake problems, Hopkirk cheekily replied, "the problem was probably induced by Timo's rallying expertise in left foot braking-very effective for speed, but not easy on transmission and brakes- power and brakes full on at the same time!" This, combined with Hopkirk's observation that Mabel wanted to "jump around" on the rough Sicilian roads, ultimately left the team to finish 9th overall and 3rd in class, though because their total distance was not within 90% of the winners, they were not officially ranked in the final standings. According to Hopkirk, "The MGB was sometimes described as a racing tractor-apologies to all fans and owners-but like the MGC it never had a sophisticated suspension so was therefore better on smooth race tracks, which the Targa Florio twisty mountain road did not provide."

More on Mabel next month.

Reference: Condensed, with permission, from an article written by Casey Annis for. "Vintage Road & Racecar" magazine March 2013 <https://vintageracecar.com/>

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manufacturing plate)
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Green (originally grey)
Interior: Black
Transmission: Manual
Engine: 4cyl 1500L Petrol
(MGA engine)
Wheels: MG hubcaps
Unregistered/ No plates



- Rust around bottom of doors and on boot lid.
- Spare parts included in sale; new lower inner and outer sill panels, spare boot lid and driver door and various chrome parts.
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An MGA or MGTF

The latter may be out of the price range, but an A may be affordable

Contact: Stewart; 0416 228 664

stewartmacarthur@bigpond.com

MG 1880 TOURER

Introduced 1928-1933 Number built - 736 cars - all versions

The MG Six as it was first known was introduced at the 1928 Motor Show and accompanied the 14/40 that was now in its fourth year of production. It was becoming apparent that if public interest was to be maintained in the new MG marque that a new model was needed, hence the launch of the 18/80 model. The significance of the 18/80 was that it was the first 'real' MG because the earlier flat radiator and bull nosed cars held such close ties with the Morris equivalents and Cecil Kimber MGs General Maanger had up till then been charged with upgrading the Morris's to give them wider appeal. The new 18/80 was a car that could be described as a marque on its own as the vast majority of the mechanical components were totally different to those of the current Morris.



During 1927 the Morris Light Six was announced which was powered by a two and a half litre, six cylinder engine. An unusual departure for Morris was the fact that the camshaft was above the valves operating through L' shaped rockers. However the car did not reach the production lines and this particular power unit was eventually used in the

Morris Major and after that in the Isis. The chassis of the Morris Light Six was not sufficiently rigid enough to cope with stresses imposed by the powerful 60 bhp engine and was redesigned and renamed the Morris Six with little better results. Kimber however saw the potential of this engine for the 18/80 project and Morris Garages purchased a Light Six fabric saloon for evaluation. A brand new chassis frame was made and it was the first time that a chassis unique to MG was produced, all previous ones had been based on the standard Morris chassis. By the time of the 1928 Motor Show, the Light Six engine had been modified with a new block to accommodate twin carburettors that were mounted low down underneath the exhaust manifold with the inlet passing through the block and up to the ports in the head. The cylinder block and crankcase were made in one single casting with a separate cylinder head. A strong 4 main bearing crankshaft was employed with a Duplex chain and gear drive to the camshaft, tensioned, by a spring loaded eccentric tensioner. The chain was also utilised to drive the distributor, water pump, oil pump and dynamo all via a single

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skew gear shaft which occasionally led to running problems. The very latest shell-type big end and main bearings were used which contributed to the very smooth and quiet running of the power unit.

The 18/80 was beautifully constructed with painstaking attention to detail even the bulkhead support brackets incorporated a fine MG motif set into the aluminium. Unfortunately these were hidden from view when the bodywork was mounted onto the chassis. Front and rear axles were designed by MG and utilised Perrot type brake gear. Maries steering gear was used and early prototypes had 14/40 type bolt-on wheels, however all the production cars employed Rudge-Whitworth centre-lock wire spoke wheels. The dashboard displayed quality Jaeger instrumentation whilst the steering wheel was adjustable for rake. Behind the dashboard, and mounted on the engine side of the bulkhead, was a reserve petrol tank and an oil tank of one gallon capacity which fed oil directly into the crankcase. For the first time a fly-off handbrake was used, mounted inboard on the tourer and saloon versions but externally on the speed twin model. Probably the most noticeable feature however was the distinctive new radiator design with the vertical colour-keyed slats and MG Octagon. This basic design of radiator grille was to be used on MGs throughout the years right up to the end of the T series cars.

Upon introduction the basic price of the chassis only was £420, the buyer could then specify either a tourer or saloon body. The tourer cost a mere £65 extra and the saloon another £135 which by today's standards seems very cheap! The tourer was endowed with a fairly light body compared to the saloon and this allowed pretty brisk acceleration and good top speed compared to the rivals of the day. The MG could easily out accelerate the Lagonda and Alvis models that already held good sporting reputations. In addition to speed the 18/80 had fine responsive steering, excellent roadholding and the three speed gearbox did not prove a drawback due to the good torque characteristics of the engine.

In 1929 a new chassis was designed of much sturdier construction, with a wider track to be designated the Mark 2. This was not to replace the Mark 1 but to sell alongside it and it really must have confused prospective purchasers. The Mark 2 engaged a track some 4" wider than the Mark 1 and the already sturdy chassis was heavier than its predecessor. The end result was that the Mark 2 was considerably slower than the Mark 1, especially as there was no increase in power from the same engine. This coupled with the fact that the car was priced at £100 more, made the car difficult to sell. Other improvements were the provision of a four speed gearbox, uprated cable operated brakes and bodywork of higher standard incorporating wider mudguards. The chassis, although giving greater rigidity and allowing the use of softer road springs, was a penalty against performance. During 1929 the Mark 1 was improved, being fitted with uprated cable operated brakes and in 1930 a speed model was introduced. A guaranteed' 80 mph was claimed for the speed model and a Mark 2 version was also

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offered but again suffered with the added weight of the chassis and this detracted from the good acceleration for which the Mark 1 was admired.

Probably the ultimate 18/80 was the Mark 3 which was an attempt to turn this fine vehicle into a racing car. It was loosely based on the Bentley racing models of the day and constructed on the Mark 2 18/80 chassis. The engine was modified and had a cross flow head, the first time one had been used on an MG. A new crankshaft, camshaft and pistons were fitted and dry sump lubrication completed the package. The model became known as the 18/80 Tigresse and variously as the 18/100 because of attempts that were never realised to try and produce 100 bhp and 100 mph. The car certainly looked the part and its outside exhaust ending in the obligatory fishtail, cycle wings, louvred chassis panels and leather bonnet strap, however weight was again a problem penalising the performance. Competition appearances of the car were few and far between with its first outing in the Booklands Double Twelve 24 hours race in 1930, ending in disaster. The engine seized after running its bearings and to make matters worse an MG Midget managed to stay the course and finish with a team prize. There was very little public interest shown in the ready-to-race Mark 3 and only five cars were ever produced, somewhat less than the 25 that Cecil Kimber had hoped for. It was hardly surprising considering the cars carried a £895 price tag. The Mark 1 stayed in production until early 1931 and the Mark 2 continued through into 1932. New models were available from stock up until 1934, selling very slowly. This was a reflection of the depressed state of the world economy rather than on the car itself.

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DELIVERY AUSTRALIA WIDE

COMING COMPETITION EVENTS

Date	Event	Location
Sat/Sun 23/24 Feb	Circuit Racing	Symmons Plains
Sun 28 th April	Tas Hillclimb Cup	Baskerville
Note: this is the sole event for the Bob Moore Hillclimb Trophy for 2019		
Sun 19 th May	State Motorkhana Championship	Bothwell
Sat/Sun 1, 2 June	Circuit Racing	Symmons Plains
Sun 16 th June	Club Day MGCCT/MCCT	Baskerville
Sun 30 th June	Motorkhana	Latrobe
Sun July 28 th	Economy Run	Northern Midlands
Sun 11 th August	Motorkhana	Latrobe
Sun 8 th Sept	Test & Tune Day	Baskerville
Sat/Sun Oct 5/6	Circuit Racing	Symmons Plains
Sun Nov 3rd	Club Day MGCCT/MCCT	Baskerville

COMING EVENTS (Not attracting Club Points)

Sun 24th Feb; 10.00am; Classic Ford Show; Lenah Valley RSL;

Contact classicfordclub@outlook.com

Sat 2nd March; 9.00am; All Japanese Car & Bike Show; Parliament House Lawns;

Contact Rodney Belbin, 0408 314 309

Sun 24th March Devonport car Show **Sun 31st March;** 10.00am; VCCA Swap Meet;

Mowbray Race Course;

Sun 31st March; 9.30am; Launceston Motor Show; Launceston Showgrounds;

Contact Graeme 0418 126 876

Sat 6th April; 9.00-2.30“Take Your Tops Off Convertibles”; Raising Funds for Breast Cancer Research; Parliament House Lawns Hobart;

Contact Rodney Belbin 0408 314 309

As all you followers of the Dakar Rally will have noticed a car in “304” features prominently as did the Peart/Hartley and Hartley/Lowe “304” featured quite well in Targa 95 and 96.

Cheers Wheeloff



REGALIA

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Cloth Badges, Tasmanian Logo	\$9.00
Grill Badges	\$30.00
Red & Black/Cream & Green	
Lapel Pins	\$6.00
Mugs	\$10.00

Contact Andrew Midgley 0458 949 881

COMING SOCIAL EVENTS

Events in italics do not attract Club Points

(More details can be found in the Sub Centre Notes)

Date	Event	Meet At....	Coordinator
Thurs 14 th Feb	NW Dinner Meeting	Bass & Flinders	Terry Jeffrey
Sun 17 th Feb	SSC Run with Austin Healey Club	Civic Club	Bob Leeson
Sun 17 th Feb	NSC Run to Whisky Distillery	Motor Museum	Peter Harper
Thurs 21 st Feb	Coffee Run	Bunnings	Terry Jeffrey
Sat 23 rd Feb	NSC Canberra Austin Healey and MG Tour	Country Club Ave	Geraldine Biggelaar
Wed 13 th Mar	NSC Mid week Dinner	Motor Museum	Col Cleaver
Thurs 14 th Mar	NW Dinner	Bass & Flinders	Terry Jeffrey
Sun 17 th March	SSC My Slice of Pie	Civic Club	Bob Leeson
Sun 17 th Mar	NSC Run to Bridport	Motor Museum	Ian Saunders
Sun 17 th Mar	NW Observation Run	Bunnings	Terry Jeffrey
Wed 10 th March	NSC Mid week Dinner	Motor Museum	Mike Paine
Sun 14 th April	SSC Buckland Hotel or Oatlands	Civic Club	Ches Bogus
Sun 26 th May	Brookfields	Civic Club	Lyn Cengia
Sun 23 rd June	Peppermint Bay?	Civic Club	Richard Holstbaum

SQUARE RIGGER NOTES

For All Pre War, T and Y Type MGs.

Y Types the focus this month with some shots from the archives and all but one gracing our Tasmanian roads. The ivory car ex Robin Wilmot shown at a NatMeet mid thousands and the standout and much photographed Y of Garry Perry. The handsome Clipper Blue of Jo Hubbard adjacent the Y presently in the hands of Don Sherriff of Wynyard shown here when owned by Max Morice performing family celebrations.



And another two from the North West, the late model YA of Michael Smith restoration completed in recent years and John Turner's burgundy car, both attending Devonport Concours of their times.

Square Rigger contacts:

Launceston
Hobart
NW

Frank Brooks Ph 0418 134 262, silverglade@bigpond.com.au
Alan Briggs Ph 0475 089 560, alan.trish@optusnet.com.au
Peter Scott Ph 6426 7321, 0418 599 676, petermccott5@bigpond.com

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- Visit our store or take advantage of our fast mail service. Our normal trading hours are 9.00am to 5.00pm but may vary if we have to visit customers or suppliers. Please call beforehand to ensure that we are at the shop to provide the parts you need.

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