

MG Monthly Motoring News

March 2019



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Cover Photo:

Alan Briggs TC4372 and PA1299

Inside Front Cover Photos:

Assembly of cars at the MG Northern Club outing with Canberra Austin Healey Club
The Hartley Magnette when it led an easier life in the ownership of Phil Rollins.
(Phil's words)

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
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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 sm_paine@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	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

What a full month of events have been held, and are planned, for the coming months. Plenty to choose from if you can't go to them all.

The Selby Motorkhana at Kelso was well attended, with 15 competitors and a number of spectators. This appeared, from my point of view at least, to be a good venue and hopefully one we can use again next year.

I hope you are enjoying the articles, on the very early MGs and on Mabel that Tony (Gurnhill) has sourced for us. It is interesting that on only the day after our copy of the February magazine was received by members, I had an email from Keith Herkes in UK, who owns the 18/80 MKI Speed Model that was included in the magazine article. Small world indeed. I have included his email.

A reminder for those with cars on SI and particularly VC registration plates, that you must complete the log book each time you use the car. If it is used on an event/holiday etc over more than one day, the log book must be filled in each day, not one entry for the whole event/holiday etc. The good thing is we have more days each year now to use this registration.

I am sure there have been mutterings re my suggestion (and that is all it is... my suggestion) on MGs leading a run, from the February magazine. But no negatives have reached my ears. I have heard a few verbal approvals and this written one from Mike & Moira Wellman: "We both strongly agree with the suggestion in the last magazine that MGs should go first on club runs. Thoughts are that it should be made known that it would be good etiquette to let MGs go first"

No room for the continuation of "Mabel" this month. It will be in the April magazine

Thank you.

Cheryl

MGCCT Editor **Closing date for next magazine is Friday 29th March**



MEMBERSHIP REPORT

This month we welcome ten new members,

James and Kate Thomas, The Thomas's own a MGB GT.

Peter Brewer and Fiona Blenkhorn, Peter and Fiona own a Mustang.

Nino Bocchino, Nino owns a Porsche Targa 911.

Michael Walpole, Michael owns a Red MGA.

Graeme and Sherryl Pitt, They own several cars and are interested in competition.

Wayne and Judy Moles, The Moles' own a Madza MX-5.

We hope these people have an enjoyable time at club arranged activities.

Wayne Jessup, Membership Officer. MG CAR CLUB of TASMANIA

LETTER TO THE EDITOR



Dear Cheryl,

I have recently had the pleasure to read your latest publication, sent to me by an acquaintance, primarily because it contains a picture of my M.G. 18/80 MKI Speed Model together with the article on the M.G. 18/80s in general.

I have always thought that article from the MG Owner's Club for their magazine, by Richard Monk, was one of the best and most concise pieces written about the 18/80s way back in approx. 1993(I think). It is good to see that they have given permission for it to be reproduced in its entirety. So few people know very much about these early MGs that this can only be a good thing.

Having read through the article again, I was pleasantly surprised to find at the end, a picture of my cream and brown MG 18/80 MKI Speed Model. This photograph was taken in 2005 at Silverstone, UK and I was unaware that it had become available in the public domain. Just out of curiosity, I would be interested in how you came by it.

If by any chance you wanted to do a short follow on piece about the car, you may be interested to know that I bought it from Rod Hiley , MG enthusiast and owner of Abingdon Garage, in Brisbane back in 2003. Rod bought the car in England in 1976 and shipped it back home to Australia where he kept and used it for some 27 years. Di Hiley, his widow, said she like it best of all the MGs that Rod had owned.

The MKI, MG1133, now known affectionately as Skippy, is garage mate to my MKII 18/80 Saloon, originally owned by F Gordon Crosby, the renowned artist and automobile illustrator. He bought the car new from the MG factory in 1930. He and Cecil Kimber were good friends and over the next few years FGC owned 1 or 2 more 18/80s.

Hope this may be of interest to you and if you require any more detail, please let me know.

Kind regards.

Keith

Keith D Herkes.



PS the pictures show the MKII used as the 'bride's car' last year and the MKI posing in front of the WW1 Airship Hangars(Sheds) at Cardington, just a few miles down the road from me. Cardington was the site of the tragic crash of the R101 airship in 1930.

PRESIDENT'S REPORT

The MG Race Committee ran a successful race meeting at Symmons Plains on Feb 24th which had good weather and atmosphere and was an enjoyable day for competitors.

With one week to go it looked as if we would not have sufficient entries to make the meeting viable. However with a word in the right ear the information was passed around and we ended up with 61 entries which meant that the meeting would be financially viable.

So with a combination of competitor entry fees, garage hire fees, spectators payments and the private practice on the Saturday our Treasurer Robin Wilmot was happy that we would break event.

Another big ticket item on the MG Calendar this year is the clubs 60th which we celebrate on Bastille Day 14th July 2019 and plans are well underway to make this a memorable event.

Your organising committee is me, Mark Dilger, Kevin McGuire SSC Phil Paine NSC, Terry Geoffrey NW and Commemorative Magazine Cheryl and Tony Gurnhill.

So watch the Magazine leading up to July for further information.

We hope to have matters finalised by the end of March so everyone wanting to attend can make plans.

Socially the club is steaming ahead flat out and when you look at the Social Calendar you could just about be out 3 day per week if you travelled the State.

The North has had some interesting runs, one being to the Bert Munro Motorcycle Café at Exeter.

Motor cycle fans would know Bert Munro was the man behind *The World's Fastest Indian*.

Bert was a New Zealander who amazed all with his feat of speed at the Bonneville Salt Flats in the US from his home made Indian Motor Cycle.

The North and North West had a combined run to the Goaty Hill winery organised by the Terry Jeffrey of the North West.

Terry turned on great weather and it was a very relaxing event sitting in the shade of the big pine trees quaffing wine, eating lovely food platters and enjoying the social chatter.

I hope that we can have more combined events this year but also including the south.

It's not until you sit on the State Committee do you get an understanding of what is entailed in running a club such as ours.

This year we have needed to call on the assistance of the Club's Public Office and legal adviser long term member Bill Griffiths who give his time to the club to resolve and advise on matters outside the scope of the State Committee.

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Many would not know of the time and expertise he donates to the club attending to matter on behalf of our club but his assistance is greatly appreciated.
THANK YOU Bill.

Mark Dilger
State President



SECRETARY'S REPORT

From the Meeting Held on Monday 4th March

MG Car Club of Tasmania 60th Anniversary Sunday 14th July

The Grange Function Centre in Campbell Town has been chosen as the venue for this event with the committee also looking at the costs of producing an Anniversary Edition of the Monthly Motoring News, a medallion and wine glasses.

CAMS Officials

As mentioned previously B Zuber is working on producing a “record of CAMS accredited officials” within the MG Car Club. As CAMS cannot supply Bronwyn with this information would License Holders in the Club give consideration to making contact as officials are required for the competition events.

2019 National Meeting

Donald Fraser raised the issue of travelling on the Spirit of Tasmania for members of all the MG Clubs and the Fudge Factor. Don would like to see more consistency and suggested a one car, two people and set on the current fare. Donald has been nominated as the Tasmanian Delegate and this item will be sent as an Agenda item. The National Meeting Committee have also suggested / introduced a Demonstration Category for modified MGs outside the existing rules, a move which our State Committee does not support and will follow up on this.

Rick Jones Memorial Trophy

As mentioned in last month's magazine Robin Wilmot is looking into ways of running an MG Car Club Speed Event at Symmons Plains. With Practice for Round 5 of the TCRC being held on the 5th October it is hoped that track time for an MG Car Club Speed Event can be fitted in.

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MG Car Club 50th Anniversary Participants

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

Andrew Kuzniarski	Sue-Anne Midgley	Ken Moy
Debby Kuzniarski	Andrew Midgley	Pam Burr
Wendy Lansdell	Frank Brooks	Perc Burr
Tony Lansdell	Margaret Brooks	Sharia Bean
Dennis Burgess	Terry Atkinson	Steen Andersen
Richard Forrester	Lillian Atkinson	Bill Griffiths
Christine Forrester	Tim Dyer	Peter ?
Don Fraser	D Brunton	Gwen McFarlane
Susan Fraser	A Brunton	Sandra Smedley
Kathy Stuart	Greg Ellis	Steve Smedley
Roy Stuart	Roger Richardson	Kevin McGuire
Graeme Hillard	Kathryn Richardson	Denis Laing
Kim Hillard	Bronwyn Zuber (Zube)	Ben Gurnhill
Charles Button	Gordon Pound	Craig Twining
Peter Maney	Lorraine Pound	Geoff McFarlane
Carol Maney	Margaret Dobson	Derrick Millhouse
Martin Laverack	Carol Ellis	David Brian Roberts. No 5
Lee-Anne Laverack	Dianne Leeson	Heather Dodge
Dianne Haworth	Cynthia Bidencope	Geoff Dodge
Peter Haworth	Kathryn Laing	Tony Gurnhill
Peter Scott	Fiona Rose	Cheryl Gurnhill
Annabell Scott	Jack Wells	Robin Lumley
Robin Phillips	Jim Hooper	Barry Lumley
Sherri	Rosemary Ryan	Mark Dilger
Brain Ralph	Neale Marshall	Angela Dilger
Jackie Ralph	John Hartley	Sydney Barber
Gus Cartledge	Greg Bannon	Sybil Thompson
Denise Cartledge	Margaret Bannon	Malcolm Thompson
Lynne O'Toole	Ken Dobbie	David Scott
Errol O'Toole	Bruce Hills	Victoria Wade
Paul Stephenson	Wayne Jessup	Ches Bogus
Greta Stephenson	Ruth Jessup	Di Bogues
Gary Rayner	Max Freeland	Clare Andersen
Janet Rayner	Winsome Freeland	Ian Wade
Peter Hutteneier	Tony King	Mary King
Andrew Merry	Sue Merry	Mike Paine
Mike Thomas	Ronnie Thomas	Sue Paine
Peter Shaw	Bob Leeson	John Mawdesley
John McCabe	Russell Reynolds	Rob Buchanan
Tim Watts	Bill Eldridge	Dave Scott

SOUTHERN NOTES



The Southern Mid Week group had its first run of the year on Tuesday 6th February. After meeting for coffee at the 3C Centre we headed across the river and onto Grass Tree Hill then on toward Richmond. Via Tea Tree and Brighton across the Bridgewater Bridge and back to the city. Lunch was at Granada Tavern, another first for the

group where we were pre warned “cheap and cheerful” but although cheap was right the meal choices and service were excellent. The event attracted 42 people in 28 cars on a perfect Hobart day.

Word and photos Phil Rollins



Picture attached by David Bantoft Esq.

PAST EVENTS

17th February – Joint Run to South Arm RSL with the Canberra MG Car Club.

It was with great pleasure that we greeted 22 members of the MG Car Club of Canberra nice and early at the Civic Club for a run to the South Arm RSL for lunch. A rather overcast day greeted us but it was nice and warm at 18 deg., definitely hoods down! We were joined by 25 of our own locals and many introductions and

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discussions ensued. The colourful collection of vehicles was a sight to behold! Among the array was 21 MG's, 4 Austin Healey's, a triumph TR3, a Rover, a Mustang, a Mercedes convertible, and even a Mitsubishi Challenger just in case somebody needed a tow.



With Google maps handed out to the visitors and the locals interspersing with them so they wouldn't get lost the procession of 30 cars left the Civic Club and headed for Macquarie Street and the Tasman Bridge. Shane Manley was the lead car and Greg Ellis the "Tail End Charlie". On the way to the airport we deviated through Cambridge onto the Tasman Highway overpass and then via

Acton to Lauderdale arriving at 11o'clock on the dot and our Tail End Charlie reporting no losses. Here we partook of a nice coffee at the new TCM Market café where there was plenty of parking and some of our guests visited the supermarket to stock up on provisions for the remainder of their trip around Tasmania.

On leaving Lauderdale we proceeded through Sandford via Rifle Range Road and Gellibrand Drive to the South Arm Road and on to our destination, the South Arm RSL at the appointed time of 12.30pm. Here we were looked after very well by Tony Sproule and his staff. We were allocated our own secluded space and efficiently served our choice of 6 delicious mains followed by our choice of 3 desserts, with the apple crumble being the most popular and yours truly missing out. It did try a swap with Tami but was flatly refused.

From all accounts it was a nice pleasant drive with good weather enjoyed by all participants. We received a vote of thanks from President, Peter Dalton with an endeavour to take up the offer. Thanks to Trevor Clement and Greg Whifield for their assistance in making it happen. The Sydney Austin Healey Club decided on other activities invitation to join them next year so that they can reciprocate. We will certainly for the day.

COMING EVENTS:

17th March – My Slice of Pie, Mountain River. "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

3rd April – Wayne Goninon's mid-week run:

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This year these runs will be conducted on the first Wednesday of the month. They all commence at the Rivulet Café, 64 Anglesea St, South Hobart where we partake of a coffee before heading off to our destination around 11.30am. The remaining schedule for 2019 is: 1st May, 5th June, 3rd July, 7th August, 4th September, 2nd October, 6th November, 4th December.

For further information please contact Wayne Goninon: 0408 388 881

7th April – Classics on the Beach. An informal gathering of collectable cars at Long Beach Sandy Bay *on the first Sunday of each month* from around 09.00am to noon. All are welcome to attend.

For further information please contact Bob Leeson: 0362 296006

14th April – Orford BBQ. David Scott has kindly offered his premises for a run up the East Coast. We will be departing the Civic Club at 10.00am MG time. Meat, salads and dessert for the barbeque will be supplied by the Southern Sub-Centre Club. Bring your own drinks. Please RSVP to Ches Bogus by Friday 5th April for catering advising if you any dietary requirements.

For further information please contact Ches Bogus: 0362 439463

26th May – Brookfield. We are conducting a run to Brookfield Shed Margate. Many will remember that this site was devastated in last year's floods, but is now back up and running so this run will support their recovery. We will be departing the Civic Club at 10.00am MG Time.

For further information please contact Lyn Cengia: 0409 044 787

23rd June – Details to be advised.

For further information please contact Richard Holtsbaum: 0418 541 230

Bob Leeson

CAR ENTHUSIASTS DRIVE & LUNCH

April – Wednesday 3rd *an overnigher to Strathgordon, or Lufra or*

May – Wednesday 1st

June – Wednesday 5th

July – Wednesday 3rd

August – Wednesday 7th

September – Wednesday 4th

October – Wednesday 2nd

November – Wednesday 6th

December – Wednesday 4th

Contact Wayne Goninon. Phone: 0408 388 881

Email: wayne.goninon@utas.edu.au



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DELIVERY AUSTRALIA WIDE

NORTHERN NOTES

PAST EVENTS



Winery Run 2 photos from Susan Fraser



photos of whisky distillery run from Frances Ryan

On Left: Sue Paine, Liz Harper, Phil Paine, Mick Ryan and Mike Paine



Peter Harper, Mathew Cooper (owner /host of Distillery), Jim Dickenson and Mark Dilger

Photo" Moira Wellman

Evening Run February 13th The warm weather had temporarily left us but that didn't deter the large group who gathered for the midweek run on February 13th. We set off in convoy down the West Tamar Highway to Exeter via Bridgenorth and Long Plains Rd , then back to the Rosevears Pub where we had a delicious meal. It was great to see Judy and Wayne Moles again and to learn that they are planning to join the club- a big welcome to you both. A great night of "m-ging" (some in other cars - but just great to have you there!), laughter and camaraderie.



On Sunday 17th February 25 MG car club members gathered awaiting destination instructions from run leader Peter Harper. The weather was fantastic, so no excuse was to be heard regarding whether tops should be up or down. We were joined by the Ralphs as we regrouped at Rocherlea and then it was a short drive to Lilydale where we were welcomed by Michael and Lyn at The Bean Barrow for a coffee stop. They accommodated us very well as we were a fraction worried about how fast our coffees etc would be delivered with such a large number. No need to worry, Michael and Lyn were very organised and even put out extra seating for us. After our much needed caffeine fix it was on through the countryside of Lalla, Karoola, and Pipers River with the aroma of road kill wafting through our olfactory senses. Arriving at Fannys Bay Distillery at Tam O'Shanter we were warmly welcomed by Mathew and Julie Cooper. We were also joined by 6 more club members who had been holidaying at Bridport. Mathew delightfully regaled us about his distillery and its origin and how whisky is made. Those of us who took part in the whisky tasting were not disappointed. As tummy's were rumbling, we said goodbye to the Coopers and motored a short distance to the Golf Club for lunch. Much chatter took place at the tables and it wasn't too long before our meals were delivered. John and Caitlyn (the caterers), and John the barman from the golf Club didn't let us down and the friendliness and encouragement of fellow club members is very evident, which also makes for an enjoyable time. It was soon time to say our good byes as we made our individual way home.

Event Report NSC Coffee Run Friday February 22nd, 2019.

Twenty enthusiastic NSC members left the National Motor Museum on a magnificent morning fully conducive to Open Top Touring. We drove through Launceston suburbs to commence our tour on some great touring roads, through firstly Relbia via Glenwood Road and onto Relbia Road. This great driving route is often taken by club members but today we encountered the trip in reverse which led us to undertake some of the great hills in an ascending manner rather than descending. But as always “What Goes Up Must Come Down”.

We encountered some enjoyable spirited driving, when conditions allowed, through and onto Blessington Road over the bridge at picturesque Corra Lynn through St Leonards and the outer city to ‘The Centre For Beer Lovers’ in William St. Launceston, where we enjoyed great coffee and morning tea.

The usual chit chat and banter continued until almost lunchtime when duty called many of us to our next commitment.

A Great Morning Was Enjoyed By All.

Wes Saunders.

MG Northern Club outing with Canberra Austin Healey Club 23 Feb 2019

Another wonderful run - morning tea with delicious scones, jam and cream at the Biggelaar’s property then onto Chester and Sally McKaigh’s very relaxing Carrick Property via Tamar River, Rosevears, Bridgenorth Road which was very picturesque drive. A very scrumptious lunch was had by all.

Mick and Frances Ryan



**The Caterers/Organisers
Jenny (sister in law),
Judy (friend), Geraldine
Biggelaar, Sally McKaige,
Chester McKaige, and
Peter Dalton, Club
President in Canberra.**

*Photos from Moira
Wellman, and Mick &
Frances Ryan*

COMING EVENTS

Wednesday 13th March, 2019 - Midweek Run & Dinner.

Meet at the National Motor Museum for a 6.00pm start & short run before dinner at the Titanium Bar & Restaurant, 3 Brisbane St, Launceston.

Free (limited) parking available at the adjacent Car Park or on Brisbane St.

It is important to please **RSVP by 10th March to Col Cleaver 0419 772 554 or cleaver@bigpond.net.au** as table space could be restricted.

Sunday 17th March, Bridport run. Meet Motor Museum at 9.30

RSVP Ian Saunders 0400 185726 by March 14th

Leave Motor Museum at 9.30am, travel to Lilydale via Turners Marsh. Coffee at the Bean Barrow Lilydale. Leave Lilydale approx 10.30/11.00am.

Proceed to Scottsdale through Golconda then to Bridport for a picnic lunch.

Lunch may be either purchased at Bridport or BYO.

Those attending may need to bring own chair, table, picnic eats, and own choice of liquid refreshments.

Sunday 24th March , Devonport Motor Show. Meet Museum Motor Museum at 8.00

Note : Registration is required for free entry .Registrations are available on line at www.devonportmotorshow.com , if you do not register on line an entry fee will be charged on the day . RSVP Mark Dilger 0408 271029 by March 21st

Wednesday 27th March Committee Meeting 7.30 pm at VCCA Clubrooms, Lawrence Vale Road, Launceston. All members welcome.

Friday 29th March, 2019. Coffee Run - meet Motor Museum at 9.30

RSVP Mark Dilger 0408 271029 by March 26th

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.

Leave Motor Museum Friday April 5th at 2.00 - please arrange your own accommodation

RSVP Mike Paine by April 3rd

Wednesday 10th April. Mid Week Dinner. Meet Motor Museum at 6.00

RSVP Mike Paine 0407 271 926 by April 7th

Wednesday 24th April, Committee Meeting VCCT Clubrooms Lawrence Vale Road Launceston. All Members welcome

Friday 26th April, Coffee Run Meet Motor Museum at 9.30

RSVP Phil Paine 0419 261483 by April 23rd

Cheers,

Col Cleaver

Ph: +61 363 402 163

Mob: +61 419 772 554

NORTH WESTERN NOTES

Past Events

Feb 3rd - Combined North and North West Sunday run to Goaty Hill Winery.

This was a great day with sunny weather and a good attendance by both centres. 16 from NW and 17 from North.

NW members travelled along the Exeter Highway and met up with the Northern members for coffee at the Blue Berry Coffee House at Frankford. After good chats and coffee we headed off to the Goaty Hill Winery via Beaconsfield. Under shady trees members enjoyed platters, wines and good conversations. It was pleasing to see a great turn out and our NW members must reciprocate with one of the North's events soon. Thanks to Mark Dilger for his help co-ordinating the North numbers/names for me.

February Dinner meeting on Thursday 14th at Bass and Flinders Motel was well attended with 22 members present.

Morning Coffee Run – Thursday 21st February to Windows on Westella Café, 100 Westella Drive, Ulverstone.



It was great to have 14 Members attend our first midmorning coffee run. Members met at Bunnings car park and enjoyed a run through the by roads to Westella Drive whilst members from west of Westella Drive met us at the Café. Coffee, treats and general conversation was enjoyed by one and all. It was great to have Garry and Joan

Perry from Stowport join us – trust to see you both again very soon.

We have decided to pencil in another coffee morning run for Thursday 4th April to the Blue Wren Tea Gardens, 275 Penguin Road Ulverstone. Details below.



Photos from Susan Fraser and Joan Perry

Coming Events

March Dinner Meeting - Bass and Flinders Motel, Ulverstone –

Thursday 14th March from 6 pm.

Members please note: I have spoken to Motel Staff and they are happy for us to give our dinner order at the bar as soon as we arrive at the Motel. Members can partake in fellowship until the meal arrives. Payment can be made at that time as well. Hopefully this will result in our meals being served a little quicker.

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, aeroguard and perhaps warm top coat/hat depending on the weather at the time.

A barbecue will be on site for those deciding on a bbq lunch. Bring your own food and drink. We have a planned coffee break on route. Games to enter and prizes to be won. Look forward to a fun filled day.

Northern members are welcome to join us on this run. Meet us at the Bunnings Carpark, off Stony Rise Road, Devonport for departure at 10am. (Northern members phone Terry 0417 344 369 if attending)

March Rotary Devonport Car Show - Sunday 24th March.

Those members entering their MGs - will meet at Bunnings Car Park by 8.30am and proceed to the show together. Please let me know by Thursday 21st March if you are attending as I will be out of the state that weekend and need to make prior arrangements for the drive down.

Morning Coffee Run - Thursday 4th April to the Blue Wren Tea

Gardens, 275 Penguin Road Ulverstone. Members meet at Bunnings Car park for departure at 9.15am – members west of Devonport may prefer to meet us along the way or at the Café. We should arrive at the Café approx. 10 am.

April Dinner Meeting – Bass and Flinders Motel, Ulverstone –

Thursday 11th April from 6 pm.

Please note - order meals at Bar on arrival.

Sunday April 28th Proposed MG run to Mt Gnomon Farm Restaurant, South of Penguin. More details see next month magazine.

Friday 31st May – Devonport Choral Society Production – Down Town, the Musical – suggest we eat prior to the show at the Central Hotel, Corner Stewart St and Formby Rd. Show starts 8pm at the Entertainment Centre. \$35 per ticket if group of 10 +. Will need numbers and monies by **April Dinner meeting** if you wish to attend.

Downtown – the Mod Musical is a bright vinyl time capsule that tracks five groovy girls as they come of age in the 60s. A musical journey, straight from Top of the Pops. Downtown is packed fill of songs, dance, nostalgia and fun. Features the biggest hits from the divas of the decade – stars like Petula Clark, Dusty Springfield and Lulu – With hits such as “To Sir with Love”, “Downtown”, “You don’t have to say you Lov Me”, “Son of a Preacher Man” and “Goldfingers”

Cheers,
TC Terry (Jeffrey) Mob: 0417 344 369
Email: colleenjeffrey3@bigpond.com



TC Terry's Humour for Month of March

What do you call?

.....a man who likes to work out?	Jim
.....a woman with one leg?	Eileen
.....a man with a car on his head?	Jack
.....a man who owes money?	Bill
.....a man with a spade?	Doug
.....a man without a spade?	Douglas
.....a woman in the distance?	Dot
.....a man with rabbits in his trousers?	Warren



Sunday March 24 March 2019 ...on the banks of the Mersey River!



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Judi Adams on 0415294610 or email: eventstas@gmail.com for donations and to volunteer.



BULLETIN #5
THE GOLDEN JUBILEE MG
NATIONAL MEETING
2019 - REDLANDS
QUEENSLAND
February 2019

Welcome to Bulletin #5.

With only 2 weeks till our closing date of March 8th and only 8 weeks till the Easter event, we are working hard to make this 50th Golden Jubilee particularly memorable. With our Time Travel

theme, and the additional interest of 50 years of event photos and posters, this is an MG National Meeting NO-ONE will want to miss.

There are a few matters to clarify:

Demonstration Category (MGs without MG or silhouette engines)

For this National Meet we have added a non-competitive demonstration category. This is for MG vehicles with modifications which place them outside the criteria of the classes A to ZG and normally would exclude them from participating. The vehicle must use either a MG chassis or unitary body where the power unit is not a MG or silhouette engine such as a Honda engine in a MGA or a Ford engine in a MGB. These demonstration vehicles will **NOT** score points for their club towards any perpetual trophies nor will they be eligible for class awards. The standard entry fees still apply, and they will be allowed to enter all events the same as all other entrants. Before entering in this category please confirm eligibility by contacting Matt Johnson at mj78@outlook.com with details of the vehicle.

Regalia

A limited range of regalia is available for ordering. We have chosen loose shirts and hats as being appropriate wear for Sunny Queensland. Pictures of the regalia and the Order Form are on our website www.mgnationalmeeting.org.au Note that Regalia orders close on Friday 8th March.

Single Event Licences

There has been a fair amount of confusion regarding CAMS licences for the meeting. What we were advised, and what we were quoting on the Registration page has proven to be out of date, and in some cases – horribly wrong! Those of you that already hold a Speed or Non – Speed licence are OK, it is only those who applied for a Single Event licence that have caused us a problem.

We erroneously offered a L1 single licence for \$25 which only covers come-and-try days, and this is not appropriate for our event.

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

A Non-speed licence is required for the Observation Run and the Motorkhana, and these are only available on a yearly basis – that is, there are no single event licences.

A Speed licence is required for the Hillclimb, and these are available on a yearly basis, or as a Single Event. So, to simplify matters, we are only offering a Single Event Speed Licence, for \$90, which will cover all events over the weekend. Some of you have already paid for a licence that we may not be able to offer. So, we are working through the list of entrants to see what we can do to correct our mistake. We will advise you if we can identify a problem with your registration.

Licences will be available at the CAMS desk at Registration on Friday 19th April.

Seat Belts

Refer to Schedule I of the CAMS manual, particularly tables I1 and I2. For the Motorkhana, the minimum requirement is a lap belt (type D). For the Hillclimb (Speed Event) the minimum requirement is a lap sash belt (type C).

Partners to be entrants

Whether you are a Competitor or Social registrant, if you are bringing a partner then he/she must be a registered entrant also.

CTP extension

NOTE: All Queensland road registered cars (Trade Plates are not acceptable) must have an original 3rd Party extension certificate on their current Qld Transport Registration provided by the 3rd Party insurer, specifically covering the days of each competition (20th to 22nd April inclusive). Failure to provide this requirement by Qld State Government will result in your entry being refused at administration check.

Photographic competition

Refer to section 17.2 of the Supplementary Regulations for eligibility requirements and submit your photos at Registration on Friday 19th April.

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

Picnic at Ross

The Picnic at Ross will now be held on Sunday 28th April in the main street (Church Street and surrounds) of Ross.

The Post Vintage Car Club has handed the responsibility for running the event to a group of Ross locals.

If the weather is kind to us, we plan to use the old school oval beside the Town Hall in Bridge Street as a parking area - on a "first in best dressed" basis. Parking is also available beside the famous Ross bridge. There will be a few locals to point cars in the right direction.

All of the local shops and cafes will be open for business, but attendees are also welcome to bring a picnic lunch.



Tasmanian Hillclimb Cup - Round 2

28th April 2019

Baskerville Raceway

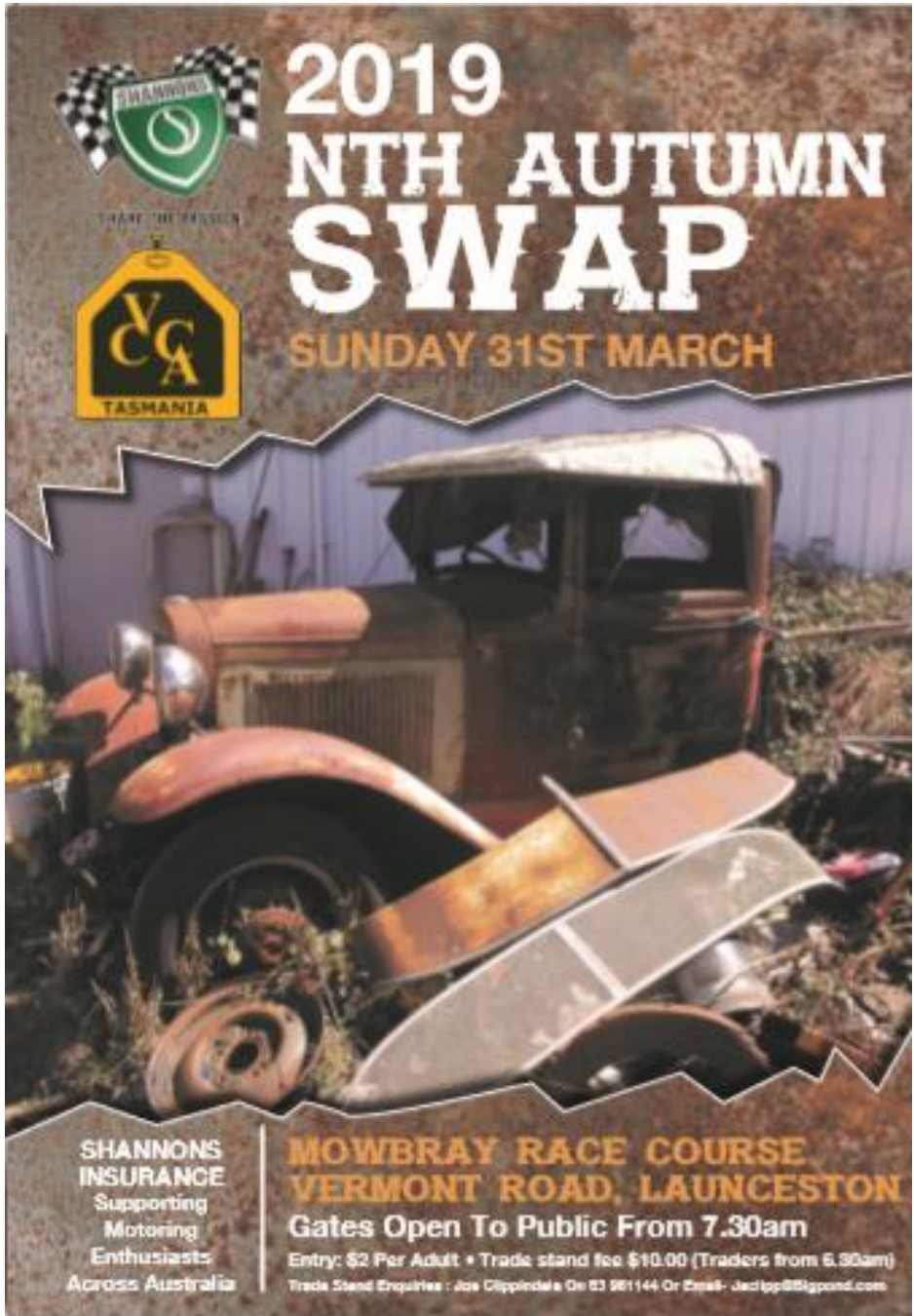
All Clubs Welcome

- Scrutineering begins at 9.00am
- Drivers briefing at 9.45am
- Level 2S CAMS licence, available on the day.
- Entry fee \$110 or \$150 for family, \$30 per extra family member.

Please ensure your car is “track worthy”, with fire extinguisher, steel valve caps, extra bonnet tie-down, wrist to ankle clothing, plastic covering headlight etc.

For more information contact;

**Robin 0400 193 579
treasurer@mgtas.org.au**



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NTH AUTUMN
SWAP**
SUNDAY 31ST MARCH

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SELBY MOTORKHANA

Plc	Driver	Car	Club	T1 Bent Slalom		T2 Jellyfish	
				Run 1	Run2	Run 1	Run 2
1	D Midgley	Mirage	MGCCT	29.855	29.395	32.957	32.592
2	T Sutcliffe	Mini	MGCCT	32.005	30.766	57.038 WD	37.114
3	C Russell	WRX	MSCT	49.282WD	30.595	38.207 1pog	33.315
4	N Russell	WRX	MSCT	49.282WD	31.534	35.06	57.038 WD
5	K Large	Mirage	MGCCT	49.282WD	31.688	35.067	35.082
6	C Fuller	Renault R12	MSCT	33.482	32.179	36.319	57.038 WD
7	B Gurnhill	Corolla	HRCCT	34.585	37.653	57.038 WD	36.744
8	T Howe	Imprezza	MSCT	35.582	31.601	42.695	57.038 WD
9	J Large	Mirage	MGCCT	34.983	49.282WD	39.697	38.047
10	D Bearup	MGB GT	MGCCT	33.573	37.029	37.567	37.888
11	D Fraser	Corolla	MGCCT	49.282WD	33.395	40.698	57.038 WD
12	C Howie	Corolla	MGCCT	39.533 nfg	36.887	39.914	36.76
13	C Large	Mirage	MGCCT	49.282WD	49.282WD	42.256	37.69
14	T Craggs	Mini	MCCT	49.282WD	30.831	57.038 WD	57.038
15	J Sutcliffe	Mini	MGCCT	49.282WD	38.933	52.038	51.517

Plc	Driver	T3 Craziest Square		T4 Historic Straight Slalom		T5 Straight Slalom		Total
		Run 1	Run2	Run 1	Run 2	Run 1	Run 2	
		Run 1	Run2	Run 1	Run 2	Run 1	Run 2	142.05
1	D Midgley	29.19	28.463	26.597	27.168	25.532	25.002	150.28
2	T Sutcliffe	29.749	30.216	26.801	26.847	26.951	25.853	150.66
3	C Russell	31.849	32.732	28.821	29.566	27.23	26.08	156.98
4	N Russell	32.579	34.003	30.465	31.326	27.497	27.342	156.98
5	K Large	33.421	33.784	31.668	30.877	27.742	27.228	158.28
6	C Fuller	31.502	31.353	30.518	30.986	32.584 1F	28.49	159.86
7	B Gurnhill	31.366	30.938	30.256	29.239	28.307	27.978	159.28
8	T Howe	35.818	31.007	29.737	28.707	26.231	25.681	159.69
9	J Large	32.217	54.789 WD	39.668 WD	28.756	29.989	30.557	163.99
10	D Bearup	35.581	38.483	31.466	29.976	28.537	27.381	164.08
11	D Fraser	33.111	35.506	29.25	29.157	34.272 1F	29.659	166.02
12	C Howie	33.59	34.294	34.668	36.468 1F	31.303	31.689	173.21
13	C Large	31.043	33.212	28.074	28.794	27.894	28.293	173.98
14	T Craggs	28.655	29.741	39.668 DNS	39.668 DNS	39.104 DNS	39.104 DNS	195.30
15	J Sutcliffe	39.458	49.789	33.718	32.721	33.342	34.104	195.97

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Plc	Driver	Class	Category	Junior	Female	MGCCT	MG
1	D Midgley	CF.1				5	
2	T Sutcliffe	AF.1				3	
3	C Russell	E.1					
4	N Russell	E.2	J.1				
5	K Large	CF.2	F.1		3	3	
6	C Fuller	CF.3					
7	B Gurnhill	BR.1					
8	T Howe	E.3					
9	J Large	CF.4	J.2	3		2	
10	D Bearup	BR.2				3	3
11	D Fraser	CF.5				1	
12	C Howie	CF.6	J.3	2		1	
13	C Large	CF.7				1	
14	T Craggs	AF.2					
15	J Sutcliffe	AF.3	F.2		3	2	



Photos by James Large



Photo by Susan Fraser

Top left Duncan Bearup; Top right, Ben Gurnhill; Bottom left Kelli Large, Bottom right, John Hartley, Margaret Hartley, Angela Howie, Don Fraser, and Cameron Howie

MG C TYPE MIDGET



Introduced 1931 - 1932 Number built - 44

Shortly after its debut at the 1928 Motor Show at Olympia, a sporting version of the little 847 cc 'M' type Midget was produced specifically to compete in the Brooklands

Double Twelve endurance race. It was because racing was indulged in by private individuals quite successfully, using fairly standard production cars, that Cecil Kimber decided to channel efforts into a small competitions department at Abingdon. He was very mindful of the tremendous sales potential of offering tuning services to prospective customers and existing ones not to mention the enormous benefits derived from factory backed and privately entered cars winning competitions bearing the MG badge. Earlier attempts by MG to compete with the rather sedate 18/100 in the Double Twelve had proved rather disastrous, but by complete contrast the 'M' type Midget's venture was very successful with the 5 cars storming away with the team prize after an arduous race at high speeds. As a result of this, a Double Twelve replica was made available to the public and with a limited run of 30 cars they were very soon in the hands of enthusiastic amateur racing drivers.

After appearing at the 1931 Motor Show for the fourth time, the 'M' type was eventually phased out in 1932 with over 3,235 models being produced. Several special Midgets were produced specifically for record breaking purposes and during 1930 the Abingdon factory prepared a prototype designated EX 120 and it was this project that was destined for the Company's first attempt at International speed records in the hands of Captain George Eyston and Ernest Eldridge. They were keen to secure the class H speed record for cars up to 750 cc and the capacity of the 'M' type was reduced from 847 cc to 743 cc for this attempt. With a modified chassis and special boat tailed body the car was ready for a record attempt over in France at the Montlhery track in November 1930. The first attempt failed, but rapid modifications which included the fitting of a supercharger ensured success with Eyston taking the car to over 100 mph on several occasions in February 1931. There was great delight back in Abingdon with the achievement and following this success Kimber immediately released details of another project for a special racing Midget. Originally designated the 'C' type Midget, it soon became better known as the Montlhery Midget.

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With EX 120 being used as the test bed for future models, the chassis and engine details had been sufficiently proven on the open road and extensively at Brooklands race track for the tooling to be put in hand for the 'C' type and its sports car equivalent the 'D' type. The overriding difference between EX 120 and the new 'C' type was in the bore and stroke of the engine which was to be 57mm x 73mm giving a cubic capacity of 746 cc whilst the new 'D' type retained the same 57mm x 83mm of the 'M' type. A single downdraught carburettor was inherited from the 'M' type and a new innovation on the 'C' type was the installation of a scuttle mounted bulk oil reservoir which was float chamber controlled. Strictly with advantages for competition use it obviated the need for checking the oil at hectic pit stops which generally entailed removing bonnets, checking dipstick levels etc. A set amount of oil could replenish the reservoir very quickly via the scuttle top mounted quick filler and most importantly the correct level of oil was always maintained in the engine sump. This system was of great benefit to the later supercharged cars which were particularly heavy on oil consumption.

The transmission and clutch were chosen mindful of the increased power outputs generated by the more powerful engine and with margins to cope with supercharging on the later cars. A specially developed twin plate clutch transferred power from engine to gearbox which was the hefty ENV 4 speed crash change variety and final drive to the rear wheels was through straight cut spiral bevel gears. The chassis frame was made from straight and parallel steel channel which underslung the rear axle and swept over the front axle. Cross brace tubes passed through the side members and were affixed with brazed flanges, the end result being a very strong yet flexible structure. Semi-elliptic springs were fitted all round that floated at one end in bronze trunnions. The braking arrangements were cable operated which allowed a system that was unaffected by axle movement and also was not prone to most forms of accidental damage. A racing-type fly-off handbrake was coupled into the same operating system as the footbrake and thus enjoyed the same efficiency. There was independent adjustment of all four brake cam levers via wing nuts and a main handwheel control adjacent to the gear box remote control that allowed adjustment of the brakes whilst the car was in motion. There was also an adjuster by the steering column for the rear Andre Hartford shock absorbers so they could be trimmed from within the cockpit to compensate for weight reduction as fuel was being used.

The standard body was a two seater aluminium panelled item which had a pointed boat tail similar to the 'M' type. The hinged top panel concealed the spare wheel and the 15 gallon fuel tank which had a large diameter quick-fill fuel flap mounted at the very tail end of the car. At the front of the early cars was a cowled-in radiator that was distinctive of the hastily prepared item that adorned the EX 120 record car at Montlhery. The top scuttle for the first time sported two humps directly in front of driver and passenger to deflect wind supposedly over the heads of the occupants. These humps were to become the hallmark of many an MG that was to follow over the

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ensuing 25 years. The instrumentation was to a high level and of very good quality and commensurate with the International Road Racing standards of the day. The final trappings of this racer were a gauze mesh windscreen, leather bonnet straps, and an external Brooklands type exhaust that terminated in a large fishtail. The complete package which very much looked the part, appealed instantly to the racing fraternity and was very conservatively priced at £295 being nearly £100 more than its standard sports car counterpart, the 'D type Midget. Nonetheless the car was considered to be very good value for such a highly specified vehicle and it sold very well, albeit in very small numbers, with only 44 being produced in total. Racing and competition successes that ensued were many and various, probably the most notable was the first showing of thirteen 'C types at the Brooklands Double Twelve Race in May 1931, where the cars secured the coveted team trophy and also one of the them winning the race in the hands of Lord March; 2nd to 5th place also going to 'C types

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<https://www.mgownersclub.co.uk>



60th Anniversary Lunch

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The finer details are yet to be confirmed.

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50 YEARS AGO

Anyone who has had the thankless role of magazine editor tends to be sympathetic when the current editor requests an article. So when Cheryl requested further submissions following Kuz's article on life in the club, it was hard to refuse. So perhaps a brief recap of the club life 50 years ago might be appropriate.

Firstly, it seems no one had a first name. Prominent members were String, Geoffy, Skeet, Fange, Cousins, Ranga, Speed, Big Ugly, Little Ugly, Rommel, Bristle Hound, Strop, Dirty Word, Slucey, Whiskers, Iggy, Moysey. And of course there were Kit and Herby - first names but not the ones given by their parents. And who can forget Scruffy Bill? These are just the ones I can remember after 50 years.

The undisputed club leader was Arthur "String" Twining who was very much the elder statesman, aged in his late 20s. Although not particularly known for moderation, he kept a tight reign on us younger folk to ensure nothing got out of hand.

Despite a full calendar of both social and competition events the main focus of the club was on competition, with the range of events being motorkhanas, hillclimbs, club days, standing quarter mile sprints, flying eighth mile sprints, economy runs, "May trial" (held in any month but May), and consistency events (think regularity on a set circuit around country roads). Competition was fierce and it was not uncommon to arrive at a speed event and proceed to strip windshield, bumpers, muffler and passenger seat from the car before competing. The Concours was the last points-earning event of the year and was often used as a final desperate attempt to gain a point or two if the Club Championship was close. Consequently some entries were nowhere near the standard we expect now.

Generally we had only one car, so your MG or other sportscar had to serve double duty as competition car and daily transportation. Maintaining it and having it prepared for such a variety of events meant that most weekends were spent changing or fixing something. Despite the fiercely competitive environment, members often worked together preparing, repairing, or retrieving each other's cars and this strengthened the social aspect. Most of us were just out of our teens, car enthusiasts, and had few other distractions, so the MG Car Club was more than a club; it became a way of life, and a club you wanted to be part of. So much so that when I went overseas in 1975 (for 3 years which became 20) I maintained my membership so I could keep up with what was happening within the club.

Apart from additional safety requirements, the format for most competition events is unchanged. This cannot be said for motokhanas though. Although they have always been a low speed event, the tests were not as highly regulated as they are now - nor as safe. They were often run as match race events, with two lanes set up side by side, (with adequate? separation) with the winner proceeding to the next round and loser

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being eliminated. Among the favourites were the flag pickup events, where the driver had to progressively pick the flags from the poles and deposit them in a bucket. This became more exciting when we ran in the reverse direction and had a passenger to pick up the flags. With the need for speed the driver generally showed little “duty of care” for the passenger, usually resulting in much more than the arm being extended outside the car to reach the flag. Although there was no specific penalty for “passenger overboard”, time was lost if there was a need to stop for retrieval. A further challenge was the blindfolded tests where the driver was blindfolded and guided by a passenger.

Despite comprising a large number of wayward 20 somethings, the club had a certain amount of formality. The annual dinner was always a formal affair, as was the annual Ball held every July/August. Although the rented dinner suit may have looked good on some, it did nothing to improve the appearance of others. A bit like putting a new coat of paint over a rust-ridden body! One fond memory I have is of 4-5 club members waving flags at Baskerville dressed in dinner suits. The race meeting was the morning after the Ball and they had not had the chance to go home.

Other notable memories are:

The annual West Coast long weekend in June, and the attempt to get our cars from Strahan to Zeehan on what was then merely a wet, muddy unused railway line with the tracks recently removed. Also the old Hamers Hotel with variable door heights and not a single right angle in the whole building.

The blind trial which was a social run with passengers from the Blind Institute who had instructions in Brail and directed us to the picnic venue. Quite a challenge when the navigator can't see where you are.

Wine bottling parties. A good thing these were discontinued, because of the quality of both the wine and the participants.

Our dedicated Building Fund Officer, Bob Moore, continually scrounging empty bottles (they were refundable then) and always scheming for new ways to raise money for our building fund.

The duty motorbike cop doing a “track Inspection” of the Waterworks hillclimb as passenger in Tom Hey's Paramount Jaguar. On return, the grin told us the track had passed inspection!

As they say, you can't go back, and you can't live in the past, but there are many fond memories of a time when clubs played a greater role in drawing together young people with a common interest. Membership in the MG car club strengthened and prolonged my interest in sportscars and motorsport, and I have developed some long term friendships. It is probably detrimental that today's priorities seem to have moved away from face to face association among people with common interests. I feel I benefited from “the old system”.

Kevin (Gurks) McGuire

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WANTED TO BUY

Not ready for a "B" engine yet, but I do need a couple of non urgent bits which you might be able to make "magneteers" aware of.

MG ZB ammeter

MG ZB right rear bumper dumb iron

As I said, not urgent, next time there's another request for parts would suffice.

Thanks and regards, David Miles davidmeryl@bigpond.com

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COMING COMPETITION EVENTS

Date	Event	Location
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

North West Car Club - Blythe Road Rally

Our next event is Saturday 16 March - a rally on Sustainable Timbers Tasmania roads around the Blythe and Riana surrounds.

The rally includes an introductory section for those wanting to have a try at rallying

This event can be entered via the CAMS event entry online system :-)

We look forward to seeing you there!

Yvonne Payne

Secretary

North West Car Club

0418 593 302

Taken from Northern Sub Centre Report 7/10/74

“N W Sub Centre: After successful meeting of 14/9/74 , the sub centre was formed, subject to state committee notification. Approx 13 members.”

The first edition of MG Monthly Motoring News was September ‘64. In the 10th anniversary issue “Tony King has complained for three years about the out-of-round front wheels on his “B”; cure... a new set of front shockers.



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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
Wed 13 th March	NSC Mid Week Run & Meal	Motor Museum	Col Cleaver
Sun 17 th March	NW Observation Run	Bunnings	Terry Jeffrey
Sun 17 th March	NSC Bridport Run	Motor Museum	Ian Saunders
Sun 17 th March	SSC My Slice of Pie	Civic Club	Bob Leeson
Sun 24 th March	NW Devonport Car Show	Bunnings	Terry Jeffrey
Sun 24 th March	NSC Devonport Car Show	Motor Museum	Mark Dilger
Fri 29 th March	NSC Coffee Run	Motor Museum	Mark Dilger
Wed 3 rd April	SSC Mid Week Run South	Civic Club	Wayne Goninon
Thurs 4 th April	NW Coffee Run-Blue Wren Tea Gardens	Bunnings	Terry Jeffrey
Sat 6 th April	NSC Car Show Hobart	Motor Museum	Mike Paine
<i>Sun 7th April</i>	<i>SSC Classics on the Beach</i>	<i>Long Beach</i>	<i>Bob Leeson</i>
Sun 14 th April	SSC Orford BBQ	Civic Club	Ches Bogus
Fri 26 th April	NSC Coffee Run	Motor Museum	Phil Paine
Sun 28 th April	NW Mt Gnomon Penguin	TBA	Terry Jeffrey
Sun 26 th May	SSC Brookfields	Civic Club	Lyn Cengia
Fri 31 st May	NW D'port Choral Society "Down Town, the Musical"	Central Hotel	Terry Jeffrey
Sun 23 rd June	SSC TBA	TBA	Richard Holtsbaum

SQUARE RIGGER NOTES

For All Pre War, T and Y Type MGs.

Continuing the Y Type theme, Tas has been very well represented in MG YTs over the years, and no doubt never seen on the same track together. This group led by the magnificent restoration of Brian Ralph now in the UK (Brits want them back - YEXIT) and the YT of J Dorsett known well around Launceston decades back.



The black YT5150 shown here restored c1980 emigrated to NSW and the before and after below of YT variously barned for years before restoration in Victoria. Now also UK. Pics courtesy of owners of the day display much MG history. Square Rigger Register runs ahead at this stage for your diary: North 7 April, 20 October; Combined 28 April, Baskerville 22 September, November tbc; South tbc.

Square Rigger contacts:

Launceston
Hobart
NW

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Peter Scott Ph 6426 7321, 0418 599 676, petermccott5@bigpond.com

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