

MG Monthly Motoring News

August 2019



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Cover Photo: 2019 MG ZS from Performance Autos Borrowed by Craig Bennett and Greg Ellis MGA (1959-2019) (Photo, Tony Gurnhill)

Inside Front Cover Photos: Cars displayed at The Grange Campbell Town for 60th Anniversary (photo, Tony Gurnhill)

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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Vice President	Bronwyn Zuber	(h) 6273 6797 (w) 6278 5415 (m) 0419 569 156 vice-president@mgtas.org.au
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General Member	Tony Gurnhill (Cheryl)	(m) 0439 143 990 general-north@mgtas.org.au

NORTHERN SUB CENTRE		
Position	Member (Partner)	Contact Details
Chairman		
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
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	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 biggelaar@gmail.com
North West Coordinator	Terry Jeffrey (Colleen)	(m)0417 344 369 northwest-coord@mgtas.org.au
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 rle30386@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 <u>jennyandsteve71@gmail.com</u>
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

EXCITING NEWS Following the success of the Anniversary edition, all MGCCT magazines will be in colour. And this at very little extra cost. So, please send lots of photos.

Most contributors are now including the names of people and cars in photos sent to me. This is much appreciated-it helps us put names to those from other areas of the state. Impress Print, who look after us very well, have requested that all photos be of high resolution-this will naturally improve the quality of the printed photos.

I would like to acknowledge the considerable effort that President Mark Dilger made for the 60th Anniversary. The event would not have been the success it was without his time and effort. Thank You Mark. I have included an email from the MGTC Owners Club in Western Australia re the 60th Anniversary.

And while at the event it was very reaffirming to receive many positive comments at on the quality of our magazine. These referred not just to the Anniversary edition but to others as well. Thank you to those folk.

We have a new ad from Carline; please note their new address.

And to finish I am including an extract from a magazine article, and the email from the MGTC Owners Club.:

Cheryl Gurnhill
MGCCT Editor



Nuffield Oceania Trophy.

Taken from the July 2019 Edition of Safety Fast, written by Peter Cook (overseas Director)

“The Nuffield was last year awarded to the Tasmanian Club and noticing that there was diminishing space for engraving on the trophy base, the Tasmanians have manufactured a new, larger base made out of Tasmanian Huon pine. My thanks to Don Fraser of the Tasmanian Club for suggesting this and seeing it through.”

Hi Cheryl,

The members of the MGTC Owners Club WA join me in extending congratulations to the MGCC Tasmania as it approaches its 60th Anniversary this weekend.

It is a wonderful achievement and deserving of a memorable celebration.

Make it a good one.

Colin Dines,
President,
MGTC Owners Club. WA.

PRESIDENT'S REPORT

The Club is now officially 60 years old and the anniversary celebrations to mark the event were enjoyed by all 165 who attended.

Theme for the day was “don’t let the truth get in the way of a good story “and I think there were many adhering to that principle.

As with all MG events there was no shortage of conversation and stories and to meet two of the foundation members, Brian Roberts and David Hallam was rather special.

They both bought their own stories (and scrapbooks) to the event and Brian has provided his reminiscences regarding the commencement of the Car Club in written format which will be reproduced in the magazine for all to read.

To the organising committee well done and a special thanks to Cheryl and Tony Gurnhill and their Daughter in Law Melissa for the 60th Anniversary magazine and the power point presentation of old photos, all 540 of them. Also Kevin McGuire for the time he gave and his mobile home that was used to transport all the memorabilia to the event and return to Hobart.

Thank also to all those who provided Square Riggers; Greg Ellis and the other MGA owners and Craig Bennett who borrowed an 2019 MG ZS from Performance Autos to demonstrate the 1959 MGA up to the latest offer from MG which covered the 60 years of the clubs existence.

We are fast approaching that time of year again when we need to consider the up and coming AGM and Concours which this year will be held on the North West Coast.

With that comes the need to renew the committee at both Sub Centres, and our State Committee will be up for election also. If you would like to help and contribute to the running of our club then please let a current committee member know.

The running of a club is not a difficult task provided there are many to lend a hand and spread the load so it does not end up being left to one or two members.

So if you can spare some time and offer assistance it would be greatly appreciated.

I think that we are all getting over the anniversary celebrations so thanks to all those who came on the day and those that provided memorabilia for us all to share and add to the day.

Remember to get more out of your club by participating.

Mark Dilger
President



SECRETARY'S REPORT

Competition Report

Mentioned in last month's Magazine was that Motorkhana Trophies would be issued to the outright, first junior, first lady and the first MG; to clarify this the trophy for the first MG to be driven by a club

member will be the recipient of that trophy.

Also mentioned last month also was the suggestion that the club give consideration to purchasing an enclosed trailer for storing competition equipment; this is ongoing with some new and used

trailers having been inspected. This item has been carried over for another month.

Mark Dilger and Craig Twining are continuing discussions with the Hobart Sporting Car Club and the Northern Race Drivers on the continuation of race meetings at Symmons Plains. Two meeting have been held so far.

Robin Wilmot mentioned that the Historic Race Committee are now meeting weekly and that ten car trailers are required in Devonport for the mainland competitors travelling on the Spirit of Tasmania for Baskerville Historics.

Name Badges

A motion was put that the members of the State Committee receive a badge engraved with the position

that member holds on the committee and at the end of the club year they be handed to the secretary prior to the Annual General Meeting and forwarded to the new committee members, this motion was passed.

State Committee Meetings

Raised was the possibility of occasionally changing the meeting days or times. Following discussion on this It was decided to make a decision on this on a month to month basis. Also raised was that of the MGCCT seal (incorporated body) this is to be followed up by the secretary.

Life Membership Guidelines

A paper presented by A Kuzniarski, I believe many years ago, was accepted as the Clubs guidelines to Life Membership Nomination, accepted by the State Committee last year after several months of

Discussion. This item has again been raised and will be discussed at next month's meeting then move on

having it added to the Clubs Constitution.

Greg Bannon

Secretary

MG Car Club of Tasmania





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From Top Left: John James & Mike Wellman, (one has to wonder exactly what John was explaining!); Sophie Tilley; Roby Keogh & Jackie Ralph; (Photo, Tony Gurnhill)

MEMBERSHIP REPORT

This month we welcome three new members

Rod and Anne Force. (Southern Sub Centre)
The Forces own a MGB Mk2, and are interested in social outings.

And Mark Harrington, also in the Southern Sub Centre
and nominated by David Bantoft.

We hope these members enjoy club arranged activities.

Wayne Jessup, Membership Officer MG CAR CLUB of
TASMANIA



2020 NATIONAL MEETING



The Victorian Club continues to plan for next year's event.
To aid the cause they have produced a short Promotional Video

The link to YouTube is as follows –

<https://youtu.be/xW1yZUbb7z4>

By the by, accommodation is filling fast as there are number of major events happening in Albury Wodonga over Easter next year so suggest you get your members organised as soon as possible.



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Introduced 1931 - 1932 Number built - 390



Launched at the latter end of 1931 in readiness for the 1932 model year were two entirely new MG models. "Motor" magazine dated September 8th 1931, billed the 12-70 h.p. Magna Six as the most interesting one, with the smaller 4 cylinder, 847 cc D type running a close second. Originally designated as the Magna Six, the car soon became known more commonly as the F type Magna and was first available in two versions either

as an open four seater priced at £250 or as our feature car this month shows, a very attractive Foursome Coupe which sold for £289.

The reason for the introduction of the D and F type, stemmed from the need for some medium sized cars to fill the gap in the MG range between the highly successful M type Midget and at the other end of the spectrum, the large and sedate 18/80. Released in 1928, the M type was soon to capture the imagination of the public with its successes in motor sport and the fact that it offered meaningful performance at reasonable cost. This simple little sports car with its 8 horsepower, 847 cc Wolseley based engine had comparable performance to its larger stablemates, the 18/80 and 14/40, but at half the cost. It was so popular that it accounted for over 50% of production in the year following its introduction and was one of the reasons that the MG Car Company were forced to move to larger premises from their small mews garage in the centre of Oxford to former Pavlova Leather works at Abingdon-on-Thames. This move noted the end of the Morris side valve engined cars with all efforts concentrated on increasing the production of the M type to meet public demand.

Kimber turned his attentions towards Wolseley in need of a more modern power unit for the projected F Type. He focused on the Wolseley Hornet that had been introduced in 1930 and although he was not particularly impressed with the car itself he saw the potential in using a modified version of the 12 horsepower engine in an MG. The unit itself was not a new design although more up to date than any that Morris could offer. Abingdon tried to pretend that it was something new by camouflaging the exterior of the block with metal sheeting, disguising its origin but also adding to cooling problems. Often referred to as an M type engine with two cylinders 'tacked on' the 1271 cc unit had a meagre power output of 37.2 bhp at 4,100 rpm that resulted in disappointing performance. The Wolseley cylinder head was ported solely on the nearside with four inlet and five exhaust ports. A large cast iron inlet manifold sported twin carburettors whilst a finned exhaust manifold routed at the front of the engine

followed a similar line to that of the M type Midget. A belt driven fan was fitted to aid engine cooling with the F type being the only overhead camshaft MG to have one fitted as standard. The vertically mounted dynamo formed the drive to the camshaft that was of distinct M type origin. The overall appearance of the engine was very neat, attributable no doubt in part to the aforementioned cladding. The engine was then mated to the hefty racing type four-speed ENV gearbox utilising straight-cut gears as used on the Montlhery C type Midget.

The F types generally lacked performance, particularly with four adult passengers on board, nonetheless they were well received and sold steadily alongside the M type and D type. There is no doubt that it was a genuine sportscar that was appealed in any of its various body options and with its long bonnet and raked radiator grille, certainly looked the part! With an undeniably smooth engine that had plenty of torque throughout the rev range and a gearbox that provided near perfect ratios, the combination afforded the right formula for pleasurable driving.

No doubt due to feedback from owners of the first cars, the Abingdon engineers were soon working on extracting more power from the engine and in readiness for the 1932 Motor Show, a few other modifications were implemented. Higher compression, improved valve timing and larger carburettors contributed to a 27% increase in power whilst larger 12" brake drums and extra water manifolding to improve cooling, completed the package. These modifications were seen as major improvements and gave an added boost to sales. The range at this time was extended to include a two seater version designated the F2 which looked virtually the same as the J2 but also had the benefit of previously mentioned 12" diameter brakes that had been developed principally for the racing C type Midget. The four seater Salonette was considered a well appointed car for its time and although somewhat cramped interior wise was quite refined. The distinctive glass sliding roof, often likened to 'a church window' provided good ventilation and some relief for claustrophobics! The bucket seating was described in brochures as 'close coupled' but as you would expect along with the rear seat and trim panels they were upholstered in quality leather. Accommodation for passenger luggage was somewhat restricted with the boot area totally swallowed up with the 6 gallon fuel tank. The hinged boot flap did have built in stays however that affixed to the lower trim rail in order to turn the flap into a horizontal luggage platform. In addition to the two seater, four seater and salonette versions, there were also variations on offer from specialist British coachbuilders of the day such as Jarvis, Styles, Abbey and Carlton to name but a few.

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

SOUTHERN NOTES

Mid Week Run 5th June 2019

The predicted temperature of 14 Deg. eventuated on a quite pleasant mostly sunny day. After the usual coffee stop at the C3 Café in South Hobart the convoy of 35 people in 22 cars made its way to New Norfolk via the Tasman Bridge, Lindisfarne, Risdon, over Grasstree Hill, Richmond, Tea Tree, Brighton, Bridgewater and Boyer. Our illustrious Leader, John Sherriff and navigator extraordinaire, Ken finished up being the Tail-End Charlie because nobody appeared to recognize the fact that he had stopped in order to form a convoy. Apart from that the run was uneventful and nobody got lost. At the Bush Inn (made famous by Dame Nellie Melba singing there) we were greeted by Jill with a 4 choice Main and 3 dessert menu. The meals were good and served fairly efficiently although there was a slight delay for the fish and chips. From all reports everyone enjoyed the run, a few convivial beers or wines and good conversation among friends.

Bob Leeson (standing in for Wayne Goninon)

Mid Week Run.

Today (3rd July) 50 of us headed off after coffee at South Hobart once again on a mystery run to Lower Longley via Sandy Bay, The Bonnet, Kingston, Margate and Sandfly. The lunch venue was the Longley International Hotel. The hotel is now famous as being the closest you will find to a traditional English family pub in Tasmania. As well as the interior being covered with dozens of historic photos and advertising memorabilia the outside courtyard is full of rustic furniture, farm implements, old tools and wood braziers. Although with 50 of us service took time the great food more than made up for the wait.





Mid Week Runs

Remaining drives for 2019 (always the first Wednesday of the month) are,

September – Wednesday 4th

October – Wednesday 2nd (to be arranged by Bob Leeson)

November – Wednesday 6th (to be arranged by Phil Rollins)

December – Wednesday 4th

Cheers for now,

Lyn Cengia 040044787

PAST EVENTS

14th July – the 60th Anniversary of the formation of the MGCCT .

There will be further reports elsewhere in the magazine. Congratulations to the organisers for pulling off a very enjoyable event with some 160 old and current members. It was certainly good to catch up with some of the members that we don't see often and some of the "old" members still with us. About 20 Southerners opted for the bus which, considering the iffy weather was a good move. It was a very relaxing way to travel.

We had to get the driver to turn the heater down! Probably not so relaxing when we sang La Marseillaise.

COMING EVENTS

1st September – 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*

4th September – Wayne Goninon's Mid-week Run:

During 2019 these mid-week 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: 4th September, 2nd October, 6th November, and 4th December. *For further information please contact Wayne Goninon: 0408 388 881*

18th August – Mountain Breakfast Run to the Longley International Hotel. We are departing the Civic Club at 08.00am with an optional run to the Springs or summit of Mt Wellington. Once again we will have fires and be under cover with coffee and tea facilities available. Cost is maintained at \$10.00 per head. *For further information please contact Bob Leeson: 0362 296006 or Brian Sharman: 0362 299036*

19th -22nd September – Baskerville Historics. An annual event not to be missed. See you there!

29th September – Run to Kempton for a \$25.00 meal. Departing the Civic Club at 10.00 MG time. *For further information please contact Chris Wagstaff: 0438 055 199*

20th October – Run to Dover RSL. Departing the Civic Club at 10.00am sharp. *For further information please contact Stephen Huntley: 0428 127 932*

22-24 November – State Concours/AGM/Dinner, Ulverstone. Refer to details elsewhere in the magazine.

10th December – Christmas BBQ at the Civic Club. Activities will commence at 6.00pm. Cooking again by our renowned chefs and hopefully help again from the ladies for dessert (Di Leeson will co-ordinate). Lucky door prizes.

Bob Leeson

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NORTHERN NOTES

19 members attended the July **Wednesday night dinner** at the Cock and Bull pub in Wellington St. It was a wet and windy night so thanks to all for turning out. Reasonable food, good company, shame about the weather.

Brian Ralph.

Wednesday 26th July Coffee Run to The Green Door - Westbury



On a particularly unspectacular day a hardy bunch of NSC members gathered under a gloomy sky at the usual Motor Museum meeting area for what looked like being a rather damp trip to Westbury for our monthly MGCC Coffee Run.

The convoy comprised a couple of stalwart MGs ably supported by other assorted modern machinery - obviously with functioning heater/demisters.

Surprisingly after clearing metro Lonnie & ascending the Southern Outlet, wouldn't you know, the clouds partially parted &, you guessed it, the sun broke though, **hallelujah!!** & things started to improve. We were soon travelling on typical Tassie sports car roads through beautiful country side with rushing creeks & on the left, snow-capped mountains in the far-off distance.

Then it happened.... now with a name like '**BLACK LANE**' who



would have thought that the smooth, hard, if slightly grubby road we had travelled down a few days earlier, while checking the route, would have turned



into 2k of a ribbon of mud. Not rutted, but certainly muddy enough to require a concours Anniversary MGBGT to have a couple of hours spent on it with bucket & hose later ...damn!

Our fellow travellers although somewhat 'subdued' but soon cheered up after downing some of the Green Door's excellent coffee & cakes & at Richard Jones' suggestion that the cars should be lined up outside so that Col could 'clean them up'. . Sorry folks. You probably won't ask him again – perhaps that was the plan ... haha.

All in all a good time had by all 18 attendees.

Words & Photos: Cathie & Col Cleaver.

Photos

1. Sally & Chester's MGA
2. The crowd - Table 1.
3. The crowd - Table 2.

COMING EVENTS

Wednesday 14th August Midweek Dinner Dynasty Chinese Restaurant Cnr Bathurst St and Canning Street 6.30 RSVP Bruce Keogh 0418131594 by Monday 11th

Sunday 25th August Mystery Run meet at Motor Museum 10.00am RSVP Bruce Keogh 0418131594 By Thursday 22nd August

Wednesday 28th August Committe Meeting VCCT Club Rooms Lawrence Vale Rd 7.30p.m. All members welcome

Friday 30th August Coffee Run Hazelbrae, Hagley. Leave Motor Museum at 9.30am. RSVP by 27th August Ian Saunders 0400 185 726

Wednesday 11th September Midweek Dinner, Venue TBA. RSVP by September 8th John Biggelaar 0408 125 199.

Sunday 15th September: Third Shannons Convicts to Classics; Woolmer's Estate Longford: Celebrating the 200 year anniversary of the Woolmer's Estate, Shannons Insurance is holding a car & bike show in the picturesque grounds of the property.

A unique feature of the day will be an extensive display of vintage & veteran motor cycles housed in the 200 year old shearing shed adjacent to the car display.

The show is open to all cars and bikes from veteran to late model classics.

There will be live music, quality food and drinks available and motoring trade stands.

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

\$5.00 entry fee per vehicle (gets you in the draw to win some great prizes)

\$5.00 per adult for spectators, children under 16 years free of charge

Contact; Mark Dilger on 0408 271 029 by 10 September so we can let Rob Belbin of Shannons know.

September 20 – 22 Baskerville Historics;

**Wednesday 25th September Committee Meeting VCCT Club Rooms
Lawrence Vale Rd 7.30p.m. All members welcome**

Friday 27th September Coffee Run. Venue TBA RSVP by September 24th Col Cleaver 0419 772 554

Wednesday 9th October Midweek Dinner. RSVP by October 6th Mike Paine 0407 271 926.

Sunday 20th October Run to Great Lake. Further details to follow. RSVP by October 17th Frank Brooks 0418 134 262.

Friday 25th October Coffee Run. Leave Motor Museum at 9.30a.m. RSVP by October 22nd Wes Saunders 0407 511 819

**Wednesday 30th October NSC Annual Meeting, VCCT Club Rooms
Lawrence Vale Rd 7.30p.m. Could ALL members please consider
attending as new Chairman, Secretary and Committee persons will
be required to be elected**

Monday November 4th Ulverstone Car Show, Ulverstone Showground.
Leave Motor Museum at 8.30am. RSVP by November 1st. Mark Dilger 0408 271 029.

**22/23/24 November, Concours, Annual General Meeting, and
Presentation Dinner Ulverstone.**

Sunday Dec 8th Mystery Run RSVP John James 0409 432 665

Sunday 19th January 2020 Chester and Sally McKaige “Carrick House Day of Hospitality”

Cheers

Mark/Wes



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DELIVERY AUSTRALIA WIDE

NORTH WESTERN NOTES

Past Events

July Dinner Meeting - Bass and Flinders Motel, Ulverstone –
Thursday 11th July - well attended - 17 members.

Midgleys' Annual MG Getaway – 13 – 14 July

This was a great weekend – Our thanks to Andrew and Sue-Anne for all the effort they put into its organisation.

60TH MG TASMANIAN CAR CLUB ANNIVERSARY - Sunday

14th July at Campbell. Another great day — we trust all who attended enjoyed catching up on the past 60 years of Tasmanian MG history.

MG Run on Sunday 4th August mentioned in the July Magazine was a misprint. There was no run on the 4th August.

Coming Events

August Dinner Meeting – Bass and Flinders Motel, Ulverstone – Thursday 8th
August from 6 pm.

Sunday 25th August - MG Mystery Run – Being organised by Don and Susan Fraser. Meet at Bunnings car park, Devonport - 10.30 am for a pre run briefing. Make sure you have a full tank of petrol. Lunch will be provided at \$10.00 per person. For catering purposes please **RSVP by 19TH August** to either Don Fraser 041 831 6451 or Terry Jeffrey 0417 344 369. A great chance to catch up with the MG family again.

Morning Coffee Run – Thursday 29th August - Meet at Bunnings car park Devonport for departure at 9.45 am to Ashgrove Tasmanian Farm, 6173 Bass Highway Elizabeth Town for coffee and treats.

September Dinner Meeting – Bass and Flinders Motel, Ulverstone - Thursday 12th September from 6 pm.

Sunday 13th October-Early Morning/Breakfast Run to Sheffield. More details next month

Sunday 20th October - Join Northern group for a run to the Great Lakes and surrounds. More details later.



TJ's Humour for Month of August

Green Dream

John pulled up at the traffic lights when a truck load of turf went by. He said to his mate Don,

"I'm going to do that when I win Tatts Lotto". "What's that?" asks Don. John replied, "Send my lawn away to be cut, so I don't have to do it".

TC – Terry (Jeffrey) - NW Co-ordinator

Mob: 0417 344 369

Email: northwest-coord@mgtas.org.au

2019 CONCOURS/AGM AND PRESENTATION DINNER

As mentioned in the May Magazine the NW group is hosting these events this year on the weekend of **22 – 24 November 2019**.

All events will be held in Ulverstone starting with a get together on Friday evening 7.30 – 9.00 pm at the Bass and Flinders Motor Inn.

The Bass and Flinders Motor Inn is offering special accommodation rates for those attending from the North or South requiring accommodation. Queen, twin and family room accommodation is available.

Book direct for these rates on 03 6425 3011 or

email info@bassandflindersmotorinn.com.au - mention the MG Car Club to get a discount.

Note this weekend in your diary and join us on the Cradle Coast in Ulverstone for a fun weekend with fellow MG members.

Full details re registration and event venues in the September magazine.

Square Riggers Run

Peter Scott, NW Square Riggers Rep, is in the process of organizing a run on the North West highways and byways to coincide with the State meeting. It will commence after the farewell breakfast on Sunday 24 November and probably include part of Monday. A great chance for the South and North Square Rigger members to experience some of the north west coast's scenery and roads. Scottie will have details in the September or October magazine. Keep tuned.....



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(FEATURING INDOOR CLASSIC BIKE DISPLAY)



SUNDAY 15TH SEPTEMBER 2019

TIME: 10.00am to 3.00pm

VENUE: Woolmers Estate- Longford

1817-2019 celebrating 202 years

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GENERAL PUBLIC \$5.00 - UNDER 16 YEARS FREE OF CHARGE





CONTACT: Rod Belbin – 0408314309 or email rodny_belbin@shannons.com.au
www.shannons.com.au


SEPTEMBER
20 - 22
2019


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Tasra's Fun To Be With

25

60TH ANNIVERSARY OFFICIALDOM





**60TH ANNIVERSARY;
Enjoying the stories.**



Clockwise From Top Left: Janet Sutcliffe & Kate Figgel; Kevin & Irene McGuire; Geraldine Biggelaar and Deborah Kuzniarski; Leanne Laverack & Phil Rollins; Craig Twining, Terry Sansom, Shane Manley, & Frank Brooks; Andrew Midgley Photos; Tony Gurnhill

The M G Car Club – Early Days

A personal reminiscence by Brian Roberts (Member No 5.)

Bastille Day 1959 is etched in the memory of all M G Car Club members as legend has it our Club came into being on that day.

Having just spent Tuesday and Sunday last celebrating the 50th anniversary with those aged less than 50 years I thought I should put my thoughts down on paper as I noticed I was the only original present.

Banjo Patterson sums matters up in his poem the Man from Snowy River.
With apologies

“There was movement in the City
For the word had got around
That a Car Club
Was to be formed
Upon that day “

Rumours had been circulating in the motoring world of a new car club designed to cater for M G owners. These were not taken seriously by the members of existing car clubs who were made up of “older men”, dismissing the proposed club as a group of juveniles with their toy cars. M Gs had raced at Quorn Hall, Valleyfield and Baskerville but their efforts were not taken seriously, they were mainly seen as “grid fillers” and their appearances were fleeting.

An exception was Warwick Hine who having had a terminal experience with his T C rebuilt the wreck into a full-blown competition sports car. He was a member of the Hobart Sporting Car Club as that was the only avenue for him to gain his competition licence.

Friendships existed between fellow M G owners but these were on an informal basis. In Launceston we had Charles Button TF 1500 and Wayne Tyson TF 1250 both of whom competed in local events, Longford and Baskerville. They were members of the Light Car Club of Tasmania. Ian Keddie raced his TF 1500 at the 1st Baskerville but like Warwick Hine he was a member of the Hobart Sporting Car Club.

So the time was ripe for the entry of a Car Club that through the avenue of a popular make would provide for the young enthusiast.

At the time I was a member of the Hobart Sporting Car Club having helped with the construction of the circuit and driven at the Domain Hill Climb and Baskerville.

Ivan Clark who later succeeded me as Treasurer of the MG Car Club told me of this new Car Club which was going to be formed. He owned an immaculate MG TF 1250 The meeting we attended was held in the basement of the RACT Club rooms in Macquarie Street. The building is now a residential complex

The meeting was meant to be the second of the steering committee of the MGCCT but in fact became the first general meeting of the Club. I recall amongst those present were David Hallam, Ivan Clark, Cliff Cook, Joe Paul, John Everett, and last but by no means least Andy van Nieuwenhuysen.

The mover and shaker behind the formation was Andy van Nieuwhuisen; at the time he was the proprietor of the Caltex Service Station at the corner of Anthill and Macquarie Streets. He drove a black MG Y saloon with complete disregard for life and limb. The slipstream proving fatal to small dogs and birds. To see him negotiate the Gasworks Hairpin was an awe-inspiring spectacle.

I do not recall him competing in any events, as I doubt if his car would have passed the scrutineers.

Who was at the meeting? Ivan Clark TF 1250, Cliff Cook TD, Joe Paul, Peter Ellis TF 1250, David Hallam TF 1500, myself are all that I can visualise. However reading the newspaper of the time the following were present.

Des McCarthy, Des was an Irishman, I believe he was associated with the Vacuum Oil Co though I stand to be corrected. He had a broad accent and after a couple of browns his speech was well nigh unintelligible. He owned a red MG A.

Norm Baker, he was English and was employed at Cadbury's Claremont. He later owned the John Contencin Buchanan T D. As I remember he drove an Austin Lancer with a great deal of verve.

Joe Paul, I remember little of Joe at that time though as the years progressed we became firm friends.

Peter Ellis, Peter was member no 4, he owned an immaculate black MG TF 1250. By occupation he was a joiner but could turn his hand to anything.

Jimmy Barrett, Jimmy was a plasterer and owned a white or cream TF 1250. He and Peter were firm friends and where you saw one the other was invariably found. He went on to own the ex Johnson red MGA.

John Everett, John was an employee of the PMG department, He ran a black or was it red TF 1250. His address was Fisher Avenue Sandy Bay. For some reason both this car and his MGA were faster than any of us in timed events. His golden rule was don't lift the bonnet to public gaze.

Des McCarthy, Norm Baker, John Everett and Andy were 'much' older than the majority of members then came myself aged 24 (I was just old).

Andy was even married.

What was the impact of the formation of the club on the motoring, social and business world of Tasmania?

The existing Car Clubs soon found they had a new and dynamic force making its presence felt. Whilst some time was to elapse before speed events were held groups of members started to undertake roles in events organised by other clubs.

I recall a team of us filling the role of marshals during a Tasmania wide trial and when not driving I often commentated at the Baskerville Races.

One major concern that was voiced when we debated the route for a "Trial or Off Road event" was "How much damage would the gravel road surfaces cause to MG T series"?

Prior to the formation of the Club MGs explored every corner of our island but as soon as the Club came into being cotton wool was applied in liberal quantities.

Why was this so? All at once MGs became sought after property, every time you parked your car you were subject to close scrutiny. Had you cleaned under the mudguards? Had you polished your spokes? There was suddenly a ready market for used MGs because all young men and women wanted to own the sports car and join the Car Club.

We all became evangelists. We went out and spread the word. If you came across an MG that was not in the club you would buttonhole the owner and try to persuade him to join the clan.

A classic case was one Sunday three or four of us were driving up the Huon Road when we spied two TCs with NSW plates. We stopped them and I think we ended up at home for afternoon tea. (No Sunday opening then) One of the drivers was Mike Kable who went on to become one of Australia's leading motoring journalists. He always said hello when covering Longford and visiting Tasmania.

My first recollection of an official event is a Hobart to Launceston car trial. This was organised by an Irishman Des McCarthy and myself. It must be remembered that TC suspension and wooden frame bodies influenced all events. The cars left Salamanca Place headed south and eventually returned to Hobart via Howden.

Then it was straight up the Midland Highway detouring through Apsley and rejoining the highway at Jericho. I think it was Charlie Button who misread his directions and was seen appearing from the field behind Rose Cottage.

My most vivid memory of this event was whilst approaching Powranna. I was driving my father's Hillman Husky. Pottering along at a staid 40mph suddenly I was overtaken by one James Barrett. James had a swift MGA 1500, one of the first sold here; it was easily recognized by its distinctive exhaust note. Couple these factors to being driver/navigator for the event and being somewhat disorganized as usual, plus running late on this stretch. I should add that as this section was considered by the organisers to be straight forward, we had set an average speed of 50mph with control situated on the road to Cressy. His passage past me at excess of 100mph, braking for the sharp left turn to Cressy, disappearing down the escape road to Launceston, and eventual departure in the correct direction, defies description.

As mentioned we routed the trial through Longford. The town was originally laid out for a population of many 1000s so there were ample numbers of high quality gravel roads around the town all bordered with dense gorse bushes.

My enduring memory is of clouds of dust going rounds in expanding and contracting circles whilst their drivers and navigators tried to find the control.

Who won I don't recall however this may be the event that John Pretzman won on a protest. I think only a handful of entrants finished the event.

A major advance was the purchase of our timing gear. I was on the committee at the time. There was considerable debate as to whether expenditure of more than 100 pounds was within our budget. I cannot recall when it was 1st put to use.

Another incident that comes to mind is the hill climb held on the South Arm road near the Clifton Beach turnoff.

The day was going well until a sand lorry refused to obey the marshal's request to stop and ploughed straight through and up the hill.

On his return fully laden he repeated the exercise, drove through against the traffic and as he passed the starting point shouted "What about the workers, what about the workers" as he departed the scene. Fortunately we never saw him again.

The establishment of the Club also had an impact on the commercial life of Hobart.

Businesses were faced with a coordinated demand for better service. I've said earlier that until now MG owners had been treated with scant respect.

Heathorns the BMC agents now had a steady stream of young men armed with newfound knowledge asking difficult questions. Suddenly the customer knew more than the man behind the counter.

In some instances members would appear armed with a parts book or manual illustrating the desired spare part.

When my TF (WHG 649) needed a new Crown wheel and pinion I decided to buy the high ratio optional extra model (16.6 / 1). Initial reaction was "unavailable" until I pointed out that it was standard fitting on some Morris Commercial vehicles.

I can't remember it may have come off the shelf.

W A Richards, the Lucas agent benefited as the majority of us fitted Lucas Flame thrower spotlights.

Geoff Leary who ran the auto electric side of City Motors (Ford Agents) received a steady supply of business as we found that by modifying the centrifugal weights in the distributors better performance could be obtained.

Tyre Companies had to step up to the mark as owners were no longer prepared to put up with conventional 5.50 or 5.90 / 15 casings. Tyres with better road holding qualities were in demand as most members had competition in mind or wished to engage in one up man ship.

The Car Club had no structured social life apart from the Annual Dinner and drinks after a meeting. However the members made their own social calendar. I think I have said elsewhere that with the Club came instant friendships as a group of young people with a common interest came together.

A routine soon developed. Saturday mornings would be spent washing and waxing (Isis was then the in product) your car. In the afternoon we would adjourn to the old Beach House in Sandy Bay. Our cars would be parked in a row and after been duly inspected we would repair inside.

After an indecent interval all would return to their family home, have tea then having made our selves handsome go back to Beach House where we would remain until 10pm. Afterwards to a party and perhaps home. Often we would stay overnight at either the Barrett or Ellis residence. Long necks cost one pound or 3shillings and 4d each, standard entry to any function.

Another meeting place was the Brazil restaurant located at the corner of King St and Sandy Bay road. The owners valued our custom so much that they donated a trophy to the Club. I think I won it and perhaps this may have become the D B Roberts Trophy. One enduring legend is the pre Christmas gathering at Joe Paul's home on the East Derwent Highway.

My version is as follows. Joe owned an MGA to which he fitted a Judson Supercharger. The Judson was manufactured in the USA. Most the Superchargers in use at the time were Marshall – Nordec.

The Judson was a centrifugal blower using an offset vane set up. The vanes were fibre tipped with a graphite material and slid in and out of slots in the offset drum.

At idle speed it used to make a noise like a can of bolts.

Joe fitted the blower to his car but found that whilst it would idle when the revs built up and the engine came under load it used to backfire and make the most extraordinary noises.

One Saturday prior to Christmas Steve Foster and I arrived at Joe's house to look at the device. In our humble opinion it had been assembled "back to front". So we reassembled the apparatus in what we thought was the correct sequence.

It went and went OK.

This was occasion that needed celebrating so ale was called for. Needless to say the word soon got around and a crowd gathered. The day soon degenerated into a "Long afternoon".

The following years saw the event being repeated,

Some highlights,

My Mother used to bake loaves of Welsh Bread for the day (Blotting Paper extraordinaire).

Arthur Twining arrived in his TA. Topped up the radiator only to see water flow out on the twin carburettors.

A postman joined us for while. I think he fell off his bike at least twice when he left to resume his round.

The Richmond Standing ¼ mile became a feature of the Tasmanian sporting calendar. I don't recall when the first meeting was held but no doubt the newsletter of the time will show the exact date. I do know the timing gear was used. The original model had a shoe that was inserted beneath the front wheel of the car whilst a photoelectric cell operated at the finish line. I seem to recall that solenoids operated two stopwatches located on the side of the control box.

At one of the meetings I drove my brother's Lotus Élan recording an Australian record time; I think Lyn Archer also set up a record at that meeting.

The 1st Annual Club Dinner was held at Kennedy's Hotel Claremont. I don't recall a great deal about the meal except I think I won a cup (the Mark Cook Trophy), and started a trend that I suppose still goes on to this day. How many bottles of champagne could we dispose of via the cup in the evening? I can dimly recall a now a member punching drink trays, straightening them and handing the mangled remains to an astonished waitress. Our subsequent departure to the Ellis residence, Sandy Bay could only be described as cataclysmic.

(To be continued)

Annual MidGe-a-thon 2019

Saturday 13th July saw garage doors rising all over Tassie revealing twelve lovely old MGAs, MGBs and one apologetic Mercedes containing moon-booted Terry and Colleen Jeffrey. The Wellmans arrived in Perth thinking they were alone, unaware that all the above cars were tucked away behind JJ's Bakery with the Midyear MidGe-a-thon participants in full party mode upstairs.

Caffeined and caked out, the colourful cavalcade purred down Longord Main Street then down the back roads towards Campbell Town passing the iconic historic properties of Woolmers, Brickendon and Panshanger in a nostalgic 50s time warp scene.

Two cars chose to ignore the threatening black clouds overhead and travelled topless, so the first casualty was Chester who pulled onto the verge in his immaculate red MGA when his beanie blew clean off. In Campbell Town heads turned to admire the convoy as they drove through and proceeded to Oatlands for lunch. Like a flock of beautiful showy Roosters in pursuit of 'The Feisty Hen' we spent fifteen hilarious minutes milling around the little streets there to find that The Hen had relocated into Oatlands Hall for the day. Hobartian Zube joined us here in her 1100, Alan Briggs in his chirpy red TC and Rob Wilmot in a 'modern'. Here we tackled an unusual selection of savoury pastries and a potent bean broth, hand-made by the Yeovil hen herself who used to own an MGB. I believe the curry pastries were particularly unique!

Under way again across the back roads a ten minute pow-wow was held at a country junction to discuss the merits or otherwise of a shortcut involving seven kilometres of dirt road, finally opting to take the tarmac road through Levendale to Runnymede, then on to Buckland, Triabunna, and ultimately to Amos Waterfront Guest House in Swansea. We were rejoined here by organisers Andrew and Sue-Anne in their white MGA. Everyone grabbed the opportunity to stretch their legs exploring the boat ramps, jetties, and the amazing Morris's shop before walking to the nearby RSL for victuals and an entertaining quiz.

One of the posh two-storey units was volunteered for afterglow drinks and cake as a lovely log fire added to the ambiance, but most were soon tucked up in the enormous comfy beds in anticipation of a breakfast feed at Lake Leake Hotel, despite the two kilometre dirt road. Midgelys then handed the reins of responsibility over to the 60th Anniversary committee and could relax at last. What a top start to the 60th celebrations.

Club Event Registration

Forms

- **MR205 Application for Registration (PDF 61KB)**
- **MR205 Application for Registration (WORD 110KB)**
- **MR162 Statutory Declaration (PDF 54KB)**
- **MR162 Statutory Declaration (WORD 37KB)**

Vintage or street rod registration is known as club event registration.

Club event registration allows members of a recognised car club (approved by the Registrar of Motor Vehicles) to use their vehicle in either a club sanctioned event or for general use 30 days outside of club events. These vehicles attract a reduced rate of registration and third party insurance.

For a vehicle to be classified as:

- Vintage - manufactured more than 30 years prior to the date of application
- A street rod is a light vehicle that has been modified for safe use and has the body and frame that was manufactured prior to 1949 or a replica of a vehicle of which the body and frame was manufactured prior to 1949.

Once registered certain conditions apply to the vehicles use:

- Only to be used 30 days per year outside of club events, all other times use must be sanctioned by club
- For use outside of a club event a logbook is to be carried at all times and the particulars of each daily journey undertaken recorded in the logbook
- The vehicle cannot carry a load and must not be used for hire or reward at any time.

Other conditions may be applied at the time of registration.



1932 MG J2 unearthed by archaeologists in England.

Club registration

To become a recognised car club the club must provide:

- their club constitution
- submission of dates of at least 2/3 of the dates and the venues of scheduled rallies (the remainder can be at the club's discretion)
- nomination of suitable scrutineers (names and addresses)
- nomination of an acceptable committee person to act as controller of the use of membership vehicles
- nomination of a procedure for approving rallies
- specification of acceptable internal discipline procedures
- a sample of the club's roadworthiness certificate
- other information that may be required by the Registrar.

Plates

Vintage cars are recognised by a number plate prefix of VC in blue writing on a white background. Some vintage car plates have special club logos and slogans. Contact 1300 135 513 for further details. Street Rod plates have the prefix "ROD" and 3 numbers (plates have black writing on a white background).

Renewing

When renewing club event registration (vintage/street rod registration) the registered operator is required to provide a declaration signed by an official of their club confirming that they are still a financial member of the club.

Transferring

When applying to transfer the registration of a vintage/street rod type of vehicle, the new operator must provide a declaration signed by an official of their club in order to be eligible for vintage registration and pay reduced fees. Transfer fees apply, however vehicles in this category are Duty exempt.



*Gary Weeks (new member) and Geoff Dodge (Older member) At Campbell Town
Photo; Tony Gurnhill*

Converting to/from normal registration

If an applicant has a club event registered vehicle and wish to fully register the vehicle they must undertake the procedure for [re-issue of registration](#). The club event registration would be cancelled and, if applicable, a refund issued. If an applicant has a normally registered vehicle and wishes to register the vehicle as a club event registration, the existing registration plates must be surrendered and the registration will be cancelled and if applicable, a refund issued. The vehicle can then be registered as a club event registration subject to an inspection carried out by the club and on production of the required documentation.

You will need to provide

You will need to undertake the following in person at [Service Tasmania shops](#):

- complete an Application for Registration form ([MR205](#))
- provide a declaration, signed by a club official who has inspected the vehicle, which:
 - states the applicant is a member of a vintage car or street rod club approved by the Registrar
 - identifies the car (eg engine and chassis number), and
 - states that the vehicle is roadworthy
- provide their current Tasmanian photo licence or [Full Proof of Identity](#), provide [Proof of Entitlement](#) to register the vehicle.

You will receive

- Certificate of Registration
- Certificate of Approved Operations (carried in the vehicle at all times)
- VC or ROD plates.

Payment

You will need to pay the registration [fee](#).

From Jim Brown:

Apparently someone made mention of an MGA I drove to Campbell Town for the 60th; a new car to the state from WA.

I would mention the fact that it's not quite an MGA Mk 11 But an MG Aota, being an A fitted with a Twin Cam Toyota engine.



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For advice and applications talk to **Chris Blake** to discuss your requirements large and small, I have tested everything from wheel studs to Hydro turbines. Full reporting provided to Australian Standards, I am certified to AS3998/ISO9712 with the Australian Institute of Non-Destructive Testing (CB# 4679) and carry full public liability insurances.

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for more information go to www.cmbengineeringervices.com.au

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EXHAUST NOTES

BIRTH NOTICE: Mr and Mrs Ross and Family are proud to announce the birth of their newest son-Albert (*Tony King MG6*)

Who was the Southern Sub Centre person in charge of the bus for the 60th Anniversary? It appears he missed the bus, not knowing the departure time!

And another Southern Sub Centre member, the leader of the group heading to Swansea for the overnighter, became lost on the way there. GPS in the red MG 6 not working?

And a Life Member from the Northern Sub Centre required assistance to get his blue MGB started.

Mentioned at the 60th Anniversary by an early club member was that their runs to an event were classed as “practice will be on the run out and qualifying on the return “.



Taken from Social media:

Craig Twining: “What are you doing with the Magonette, Ben (Gurnhill)?

Ben: “not enough at the moment, currently the progress on Dad’s TC is better than progress on my Magonette, so that tells you how poorly my car is coming along”.



REGALIA

Black Windproof Jackets	\$100.00
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Grill Badges	\$30.00
Red & Black/Cream & Green	
Lapel Pins	\$6.00
Mugs	\$10.00

Contact Andrew Midgley 0458 949 881

COMING COMPETITION EVENTS

Date	Event	Location
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

FOR SALE

Make and Model: MGF 75th Abingdon Anniversary Model
Year: 8/1998
Registration No: H68WZ
Colour: Brooklands Green (very close to British Racing Green), camel canvas roof
ODO: 101,000 km
Registered: October 2019 (Tasmania)
Owners: 2 lady owners (1 + current)
Details: 5 speed manual, full service history, new battery, suspension and cooling systems, uses premium unleaded fuel, front airbags, camel interior, garaged, very good condition
Price: \$10,500
Contact: Andrea Wild ph. 0437 807 824,
email: wildowls0708@gmail.com



COMING SOCIAL EVENTS

Events in red do not attract Club Points

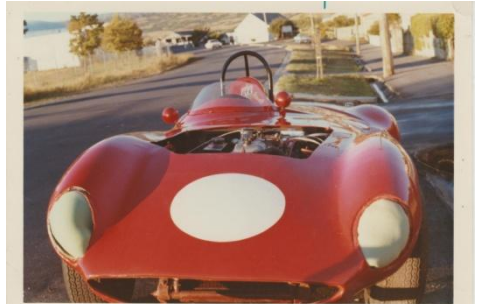
(More details can be found in the Sub Centre Notes)

Date	Event	Meet At....	Coordinator
Wed 14th Aug	N Mid Week Dinner	Dynasty Restaurant	Bruce Keogh
Sun 18 th Aug	SSC Breakfast Run Longley	Civic Club	Bob Leeson/Brian Sharman
Sun 25 th Aug	NW Mystery Run	Bunnings Car Park, D'Port	Don & Susan Fraser
Sun 25th Aug	N Mystery Run	Motor Museum	Bruce Keogh
Wed 28th Aug	N Committee Meeting	VCCT Clubrooms	All Welcome
Thurs 29 th Aug	NW Morning Coffee Run to Ashgrove	Bunnings Car Park, D'Port	Terry Jeffrey
Fri 30 th Aug	N Coffee Run	Motor Museum	Ian Saunders
Sun 1 st Sept	SSC Classics on The Beach	Long Beach Sandy Bay	Bob Leeson
Wed 4 th Sept	SSC Wayne Goninon's Mid Week Run	Rivulet Cafe	Wayne Goninon
Wed 11 th Sept	N Mid Week Dinner	TBA	John Biggelaar
Thurs 12 th Sept	NW Dinner Meeting	Bass & Flinders Motel, Ulverstone	Terry Jeffrey
Sun 15 th Sept	N Shannons Convicts to Classics	TBA	Mark Dilger
Sept 19-22	Baskerville Historics		
Wed 25th Sept	N Committee Meeting	VCCT Clubrooms	All Welcome
Fri 27 th Sept	N Coffee Run	TBA	Col Cleaver
Sun 29 th Sept	SSC Kempton Run	Civic Club	Chris Wagstaff
Wed 9 th Oct	N Mid Week Dinner	TBA	Mike Paine
Sun Oct 13th	NW Breakfast Run-Sheffield	TBA	Cheryl Gurnhill
Sun 20 th Oct	SSC Dover RSL	Civic Club	Stephen Huntley
Sun 20 th Oct	N & NW Great Lake Run	TBA	Frank Brooks
Fri 25 th Oct	N Coffee Run	Motor Museum	Wes Saunders
Wed 30 th Oct	N Annual Meeting	VCCT Club Rooms	All Welcome
Mon 4 th Nov	N & NW Ulverstone Car Show	Motor Museum	Mark Dilger
Nov 22-24	State Concours/AGM/Dinner	Ulverstone	Terry Jeffrey
Sun 8th Dec	N Mystery Run	TBA	John James
Tues 10 th Dec	SSC Christmas BBQ	Civic Club	TBA
Sun 19 th Jan	N Carrick House	TBA	TBA

SQUARE RIGGER NOTES

All Pre War, T and Y Type MG's.

More history celebrating the big 60th year with well known TC0563 early 70s then in the hands of H Nolan and the MG Monza of Trevor Medwin then with Pug power ex the TA Special 'Twee Pie'. That omnipresent TC No.77 back in the day when campaigned by Robin Bessant, then naturally aspirated and looking very tidy. And a great shot on the Baskerville grid late 50s where early MG presence is strong – the Mick Watt MG Holden occupying the front line with the Barrie Zephyr Special and the Archer Cooper Climax. Believe it or not, looking closely second row W Tyson's red TF No.30 flanking G Smedley in the very same TC Special then carrying No.13. The 'Hill' is well patronised!



Back to grass roots with Club Concours, early 70s on the Hobart Domain the M Type of G Wigg largely obscured, J Redgrove TD, Scott TC, red TF, Thompson (ex Twining) TF, Jones TD and the often used Concours venue Royal Park Launceston early 80s with a good roll up.

Square Rigger activities in the diary for the rest of the year: Baskerville Historics 22 September, 20 October (N) and the extended run commencing 24 November following the State Concours and AGM.

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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