

MG Monthly Motoring News

July 2019



Celebrating 60 Years
1959-2019



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Charles Button Peugeot Boyer 1963



MG Q Type Melbourne 1964



Royal Hobart Show grass racing 1962



Styles TF, Buchanan TD, Hey TC, Wilson TF, Longford 1964



Tom Hey Highclere Flying Eighth circa 1964

Photos courtesy Tom Hey

Contents:

State Committee	3
Northern Sub Centre	4
Southern Sub Centre	5
Life Members	
Face Book Page/Website/VC Registration	
Motor Sports Chaplain	6
A Bit of History	7
Editor's Notes	8
President's Report	9
Secretary's Report	11
Membership Report	13
First Junior Member, Grant Twining	13
The Beginning; Geoff Dodge	15
Early Photos	19
Extracts from; "WHEEL LOVE a personal love affair" by Stan Tilley	23
Southern Notes	25
Northern Notes	27
Extracts from an article from " <i>Tasmanian Auto News</i> " November 1969 by David N Grieve	29
My Early Memories; Lorraine Twining	30
North West Notes	31
Results Baskerville Super Sprints	36
Results Latrobe Motorkhana	37
Competition Events	39
For Sale	39
Regalia	40
Coming Social Events	41
Square Rigger Notes	42

Cover Photo: 60Th Anniversary

Inside Front Cover Photos: "Early Days" courtesy Tom Hey

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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
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	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>jennvandsteve71@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	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.

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webmaster@mgtas.org.au

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Geoff Dodge, 57 Evisons Road, Sassafras

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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

MG CAR CLUB OF TASMANIA

(Taken from the MG Car Club Tasmania Web Site/ Members Handbook)



A Bit of History

The MG Car Club of Tasmania was formed on Bastille Day, 14th July 1959, when seven MG owners met in Hobart. Over the ensuing years, the Club membership grew steadily with the emphasis clearly, at that time, directed towards competition, coupled with social activities.

Initially, the Club was based in Hobart. A sub-centre was formed in Launceston and, sometime later, a sub-centre in the North-West was created. In 1975, the Club formally re-structured, with Hobart also becoming a sub-centre, with a controlling State Committee having no fixed domicile. In practice, the State Committee meets at the historic midland village of Ross.

Sub-centres operate semi-autonomously in their own region. Unfortunately, because of the de-centralised nature of the North-West, it has proven difficult to maintain a structured sub-centre in the region. However, the Club interests are well served by a keen band of members in that area, with regular social gatherings.

Realistically, it was decided early in the Club's history, that it would not be viable for each marque to form a club in the state, so the Club made membership available to owners of suitable non-MG sports cars. This arrangement, coupled with social, joint and junior membership, has served the Club very well. The Club maintains a total membership in the order of 300 and is by far the most viable car club in Tasmania.

Over the years, the Club has had close involvement with the Confederation of Australian Motor Sport (CAMS) and many members have taken, and continue to take, a role in the affairs of that body, holding positions attached to national panels.

The club came of age MG-wise, when it hosted the 1976 National Meeting in Hobart. That was the first time a meeting was held away from the Melbourne-Sydney-Adelaide circuit. The club now regularly hosts national meetings, boasting consistently high numbers of attendees

.Over time, as the MG marque has become more collectors' cars, there has been a shift in usage away from competition and more towards social events and displays. Whatever your preference the Club has events to accommodate all tastes.

EDITOR'S NOTES

I wonder if this is the first colour edition of our magazine that has been posted to members? It seems appropriate as we celebrate 60 years, but don't expect it again next month!!

Talking of our celebrations on July 14th, it would be great to have some hard copy photos for an album, plus some digital ones to be placed on a USB, for the archives. I am happy to collate these, and then pass on to be stored with our other albums.

It has been interesting browsing through the old albums, scanning photos both for the magazine, and for the power point presentation at the 60th Anniversary lunch at Campbell Town.

I believe all planning is going well for the event; but the weather needs to show great improvement on what has been experienced over the weekend here in Sheffield.

Thank you to all who have assisted with photos and articles for this magazine; Geoff Dodge (with assistance from Heather), Lorraine Twining, Mark Dilger, Stan Tilley and Grant Twining.

But the 60th Anniversary is not the only event on the calendar. There is also the Mid Year Overnight event, and a host of other social and competition events on the calendar. **It is a number of years since we have had an Economy Run, and it had been added to the Competition Calendar this year but unfortunately it has had to be cancelled.** Note the date for the Concours, AGM and Dinner is the weekend of November 22-24. Pop this in your diary. And Baskerville Historics is another event not to be missed.

Looking forward to seeing you at Campbell Town (hopefully in your MG).

Cheryl Gurnhill
Editor MGCCT



An old photo of young Frank Brooks

PRESIDENT'S REPORT

The time has come to celebrate the 60th anniversary of our club and the strength of the club is testament to those members who have preceded the current membership and to those who have guided the club over the years.

The club was formed on 14th July 1959, the French celebration date of Bastille Day and first meetings and magazine followed shortly thereafter.

Some of the names associated with the formation were:

Norm Baker, Des McCarthy, Brian Roberts, others who gain a mention in the formation were Jim Barrett, Peter Ellis and John Reid.

There were others but unfortunately they have escaped the historians records so if we can fill in that important oversight then please let me know.

The club has not changed over the years in that it's called the MG Car Club Tasmania and there has always been a wide variety of sport cars owned by the membership and whilst sometimes we think that we are being invaded time has proven that the format is resilient and its business as usual.

The average age of the original club member would be classified as "youth" whereas now I would say "retired" is a more accurate statement so the focus of the club has changed.

The early club was competition focused from speed events to motorkhanas to treasure hunts, economy runs to navigational trials and no doubt the odd informal speed event.

We still have a dedicated race committee and the club is still instrumental in some of the State's biggest race events such as the Baskerville Historics and we still run successful club competition events.

However it does not matter which end of the island you travel with the club now, the focus is essentially "social".

With that changed focus now its coffee runs and lunch runs with very much a relaxed atmosphere, as retirement should be.

Not only has the club member's average age gone through the stratosphere, so has the age of our cars.

Looking at some old photos I was handed there was one of a very young Frank Brooks in his TC. Frank still owns this vehicle after 50 years and if my memory is correct Frank has restored the car twice since he acquired it sometime in the late 60s and it looks today as good as it ever did.

There are others with similar stories but we can discuss those at the 60th gathering.

With competition being the early focus the members of the club were prominent in the competition scene in the State such as Charles Button who won the 1959 Examiner Trial in his MGA.

There is mention of members such as Greg Ellis celebrating his 21st birthday which we would love to happen today but the younger set is not that interested in "old" cars so it's up to us old blokes to maintain the marque.

Plans are well underway for the 60th get together with registrations just on the 140 mark. I am looking forward to meeting up with the founding members of our club of

which we have at least two coming along and one with the car he raced back in the 60's so that will be a highlight.

We have a 1959 MGA as the original MG and we have the latest MGZS model coming along as the “new” MG covering the full 60 years life of the club.

The new MG is something we have experienced over the life of the club since the formation.

Over the 60 years we have had models such as the last of the MGAs, MGB, MGC, MGBGT, MGBGT V8, MG Metro, MG 1100, MG 1300, MG ZR, MG ZT, MGF, MGTF, MG X power SV , MG X Power WR, MGZS, MGCS, MG 3, MG 6 and a MGGS.

If you think we are experiencing a new MG the above list is by no means complete so it's all happened before and what the next 60 years brings no one knows.

With that I will close and look forward to meeting up with all those coming to the anniversary luncheon.

Remember get more out of your club by participating.

Mark Dilger
President



*Back Row: L to R - P. Brooks, M. Sluse, Ian Howard, Bill Briginshaw, Peter Locatelli, ? Tracy,
John Redman, Judy Rowbottom.*

Front Row: L to R - Tony King, Mark Brazier, Chris Gough, Jim Brown.



Taken old quarry where Penny Royal is in about 1970.

SECRETARY'S REPORT

MG Car Club of Tasmania, 60th Anniversary

Mark Dilger reported that there have been 153 acceptances with 41 non members attending, also one of the Club's original founding members Brian Roberts will be in attendance.

Competition

The Economy Run that was to be held on the 28th July has now been cancelled and there was further discussion on the Rick Jones Memorial Trophy with Robin Wilmot still working on holding a speed event on Saturday 5th October, the day prior to the MGCCT Symmons Plains Round of the Tasmanian Circuit Racing Championship. Also raised was the issuing of Trophies for the Motorkhana Rounds, with this having been raised at a previous meeting the decision was to check the previous minutes and carry it over until the August State Meeting. The discussion centres on the issuing of the trophies, to outright, first MG, first lady, first junior etc. A suggestion was also put that the club give consideration to the purchase of an enclosed car trailer for storing and transporting of the clubs competition equipment.

Race Committee

Following on from the cancellation of the of the MGCCT round of the Tasmanian Circuit Racing Championship Round 3 at Symmons Plains, due to a lack of entries, Mark Dilger has been in discussion with the Hobart Sporting Car Club into the future of these events. This matter is certainly far from resolved but the Race Committee is still, at this stage considering holding the planned meeting at Symmons Plains in October. The support or lack of it for this event may decide the future of events ran by the Club.

Greg Bannon
Secretary
MGCCT



Greg Bannon MGB GT V8



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MEMBERSHIP REPORT

This month we welcome three new members,

Gary and Jenefer Weeks, The Weeks (North West) own a MG TD and are interested in social outings and Ferguson tractors.

Wayne Clark, Wayne (North West) owns a MGB. Wayne is interested in social outings and cars in general,

We hope these people enjoy many of the club arranged activities

Wayne Jessup,

Membership Officer, MG CAR CLUB of TASMANIA

FIRST JUNIOR MEMBER; GRANT TWINING

I was the first junior member 37 years ago.

And can recall 76 Nat Meet dinner where Dad received life membership

Plus 78 Nat Meet, 81 Nat Meet, 83 and 84. I went racing after that



15 years old when I won this, 1983 Geelong Nat Meet. Organisers did not want me to run in such a powerful car due to my age. Dad advised that if I did not run, he would pack up and go home. Adding that 'the lad did 30 laps of Symmons Plains last weekend'. They backed off, and I got to run. When I got second, the gent who opposed me running was the same gent who presented me with the trophy. I can't remember doing this, but my uncle Terry (Sansom) tells me I raised the trophy to the crowd after winning it. Perhaps something that should stay quiet, is who drove Garry Perry's hire Falcon back to the hostel after the dinner...perhaps he was 15, and the best option. The 15 y/o is now a police inspector perhaps.

I have a trophy awarded to my Dad, for being the most consistent clubroom attendee June-Dec 1966. Then another for being joint Club Champion with Norm Knott 1967. The issue here, much to the concern of my beloved Mum....is that I was born late April 1967. Perhaps not conceived on a Wed night due to Dad's clubroom attendance last half of 1966....and potentially he was not about much after I was born as he ran in everything the car club had to offer. It appears I went to my first MG function with Mum carrying me, and later events as a rug rat. Many memories of countless events....and my colouring book....and a baby brother.....gt





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THE BEGINNING

Geoff Dodge

My first memory of motor sport was the car and bike races at Seven Mile Beach circa 1949. In the early 50s my grandparents lived at 36 Brisbane St opposite the then new Repco engine reconditioning facility and I would sometimes see Mick Watt visit there in the Anglia Special (Goat) and later the classic Prefect open wheeler, trade plates attached.

My friend at High School was Arthur Twining “String”, we both bred, showed and sold budgies for pocket money. We rode our bikes around Hobart and suburbs to car yards and servos coveting sporting type cars, as well as the Sackville St police garage where accident damaged cars were stored pending investigation.

At 14 I owned a 1928 stripped down Austin Seven which Arthur and I would drive around the back streets of Lenah Valley and New Town. Circa 1956 fifty pounds were borrowed from Arthur’s father to purchase a 1951 Anglia convertible, extensively damaged, from the police garage. With help from others I repaired the Anglia over several months eventually trading it to Donald Gorrings’s car yard Liverpool St for one hundred pounds and two 1948 Hillman sedans, repaying Arthur’s father. Of course we did drive it around first. Those were the days of Austin A40, Anglias, early MGs and Triumph TR2s. Greg Ellis had a nice Anglia convertible all with the exhaust note enhancing copper tail pipe. A popular meeting place was Elizabeth St by the newly fashionable “Domino” coffee lounge and cruising “the block”, Elizabeth, Collins, Murray, Liverpool streets emitting lovely burbling exhaust notes.

Arthur had a girlfriend, Dianne, (I considered girls were expensive and time consuming) and wanted to attend the December 1957 Carols by Candlelight in St David’s Park. But her parents resisted permission unless her girlfriend Heather went with them. Arthur persuaded me to take them in the Hillman. I obtained my driver’s licence two weeks later. We both started work January 1958, Arthur in a bank and me with the PMG.

Brian Roberts “Humphrey” lived at the South Hobart end of Huon Highway, a popular meeting place for MGs and other sporting cars. A real enthusiast, Humphrey competed in a later supercharged MGTF and later the MG Monza, always immaculate.

Arthur and I were always short of capital, then we discovered Hire Purchase!.I purchased a white MGTF and Arthur the ex Mick Watt Anglia “Goat” that he had coveted for so long. We both thought we were really “In” with the sports car crowd. The “Goat” was really limited as a practical road car, highly tuned, no hood or opening doors.

Arthur was quite popular with several MG owners, often occupying the passenger seats.

Discussion had been rife for time re forming a car club for MG enthusiasts and at a gathering at the old quarry site south of Kempton, those there decided to get things moving. As noted in previous articles the MGCCT was finally formed on Bastille Day 1959. Arthur joined in early 1960 and became heavily involved. He nominated me in April that year. However having taken on the early morning Mercury run to New Norfolk I had exchanged the MGTF for a ute and negotiating to purchase a Triumph

TR3 which I owned by May. Not being an MG then I became Associate Member 4A and still have a membership card.

Club rooms were in Liverpool St above Chens Jewellery shop just below the Odeon. A long narrow area, old arm chairs and tables with lots of dog-eared MG magazines and like literature. Of course there was a small fridge for the “Reeb” (beer).

Prior to selling the TF, Arthur and I decided to do a “night run” to Kindred, beyond Devonport. The excuse; to get a bag of spuds from my relatives. After taking the girls to Elwick Drive-In. Arthur was a great one for Rum and Coke which he carried in a thermos. A good swig; he zipped up his sleeping bag in the passenger seat and dozed off. A frosty night, as we crossed the Powranna rail crossing I had a bit of a “lose”, swerving left and right. A startled Arthur woke, the sleeping bag catching the door latch opening the suicide type door. As we swerved right Arthur, fully enclosed in the bag, upper body started falling out, fortunately being thrown back in as we swerved left. Eventually under control we stopped, Arthur needing another swig, but never zipped up the sleeping bag again. Yes, we did get the bag of spuds home, tied to the spare wheel.

A few weeks after getting the TR3 it cracked a piston. Much commiseration but club members offered assistance. Acting on Greg Ellis’ advice I purchased a set of Ferguson petrol tractor pistons and liner assemblies which were of bigger capacity and cheaper than originals. A few weeks later, Greg, Humphrey and several members came and rebuilt the engine. That’s the sort of club it was.

A social weekend to Humphrey’s parents shack at Orford was planned. The “Goat” was off the road and the TR3 waiting for pistons, we purchased a Singer Tourer from Mayne’s garage for twelve pounds to attend. Two punctures, otherwise no troubles, we arrived at Orford late afternoon to find most had gone to Triabunna Pub. I did not drink and we were pretty broke anyway so did not follow; instead “borrowed”!! a dinky and outboard tied up at the jetty and went fishing. Out of devilment we managed to put Humphrey’s ute up onto the shack’s verandah. The others arrived back in the early hours of Sunday morning, very merry of course, ribbing Greg who had apparently defecated on the road in the Minor’s headlamps. Police arrived at daylight. It seems merry MGCCT members had removed and/or relocated the front coir doormats from a number of Triabunna houses. The Singer was resold a week later for fifteen pounds.

Arthur sold the “Goat” and purchased a two door Austin A30, more practical but hardly a goer with its 850cc engine. Two nurses had been killed in a Minor 1000 van on the Hagley rail crossing and after purchasing, its 1000cc engine and gearbox were fitted to the A30, improving performance somewhat.

Navigation Trials, night and day were popular, perhaps the start of May Trials. Standing ¼ miles were held at various venues including the Richmond straight, attracting a range of cars, well run under the guidance of Joe Paul, MGA. My Ferguson TR3 recorded 16.1 seconds.

Heather went for her driver’s licence test Christmas Eve 1960 in Hobart. The testing officer mandated we carry a licensed driver as well. I sat in the middle, three up in a TR3! Heather got her licence. Mike Dobson, initials “MGD” joined with an MGTD, starting a valued friendship that continues today.

Drag Sprints were held on the WW2 Quorn Hall airstrip, and great fun. Unfortunately Peter “Speedy” Ryan rolled his MGTF near Oatlands returning from one event. Bob Wilkinson acquired the well used ex Don Elliott 1939 Jaguar SS100 as a road car, later restoring it to Concours condition.

Despite my age I was accepted into Yellow Cabs and got my public vehicle licence soon becoming one of the four “All Nighters”, start 6.00pm and finish 6.00am, six nights a week. More money but severely restricting my social life. I purchased the ex Rudi Metzler TR3A in 1960 competing at Symmons and Baskerville.

Heather and I married in 1961. Wedding cars were Darrell Semple BRG 3.4 Jaguar and Louis Hobden new silver 2.4 Jaguar. The TR3A towed a midsize caravan around North and North East Tasmania on our honeymoon, raising a few eyebrows.

Jack Barker proprietor of Harrington St servo built an Austin A40 powered open wheeler, the “Bashmobile” which featured a paper mache body.

My heroes of motorsport at Baskerville and Symmons were the good friends Jim Barrie and Mick Watt with the Zephyr Special and MG Holden respectively. The annual Domain Hillclimb was a major event in the sporting calendar. A few members were spectators. In November 1961 just above the first corner Jim Barrie in the Zephyr Special drifted wide on the corner, exited over the hay bales placed in deep roadside drains till they finished and towing the Zephyr right side to enter the drain and at no more than maybe 20km per hour overturned. Jim died in hospital a few hours later. I was no more than 50 yards away. A devastated Mick ceased racing. Mick later owned a Healey 4 for road use, which is now owned by member Derek Millhouse. Both Zephyr and MG Holden were sold locally and campaigned for many years and currently owned by Ian Tate in Melbourne. A significant character was Eric Ohearney, badly burnt and scarred in a fire, a bit frightening in appearance, swore something terrible, but a brilliant race car mechanic, assisted and maintained a number of exotic race car as well as “battlers” specials.

After blowing the engine in his ex Don Elliott Repco Holden open wheeler, Gino Le Rovere competed in the unique MM Special Sports Racer at both tracks and Longford. The car was later destroyed in a warehouse fire. I purchased the car from Gino and with help from members Mike Dobson and Brian Weeding fitted a TR2 motor and gearbox. We decided to test it around midnight from Brian’s BP Howrah to Lauderdale and return. Mike drove his Holden close behind to provide the lights. It was after all a single seat race car. We got pulled up by a policeman near Lauderdale in his green A50 ute. After a lot of careful talking and lots of humble pie we returned to BP Howrah. In hindsight, I suspect the policeman was amused by our audacity. The installation was not really successful and after several owners its body is with Peter Monty at Sandford.

Mercury driver was killed near Burnie in fog. I applied for the position with excellent references from Yellow Cabs and became the youngest driver employed by the contractor, Jack Ayres. Departing Hobart 2.30am for Burnie in the 1961 V8 Fairlane,

back in Hobart midday every second night. Very well paid and treated, for me a dream position.

I purchased and repaired Bob Wright's V8 Ventura Sports that had been damaged at Longford and later the 1961 Fairlane I had been driving, Circa 1965 Mike Dobson borrowed the Fairlane to run in a Baskerville standing ¼ and won his class.

The Tasmanian Motorist Magazine, guided by members Brian Higgins and Des Power began in 1964, published monthly.

Heather drove a black MGTF which Arthur purchased when she got the black Swallow Doretti.

By 1965 Arthur was deeply involved in all aspects of the MGCCT, both in administration and competition and remained so until his passing in 1993. His contribution was recognised by the MG Parent Club, UK, with a certified print of an MG at Brooklands, presented to the MGCCT to be raffled. My family won that raffle and the framed print is on display in our lounge room. Along with invitations from other clubs, our various competition events were many. However friendship was the underlying reason for the early MGCCT success.



1960 Geoff Dodge and Arthur Twining

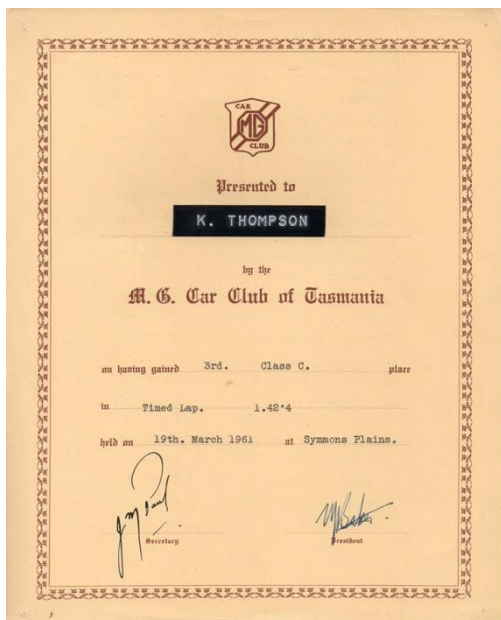
Taken from Facebook



A classic period Longford pit scene photo circa 1966 (?). A motley crew standing around the Brian Roberts MGA Coupe. Amongst those pictured are Jim Barrett, Joe Paul, Cliff Cook, Tim Watts (doing the bird) Arthur Twining with Greg Ellis allegedly under the bonnet

Mick Arnold "I can remember porting & polishing the head on

that car as an apprentice for Greg Ellis. Later on in life I repainted the car for Humphrey."

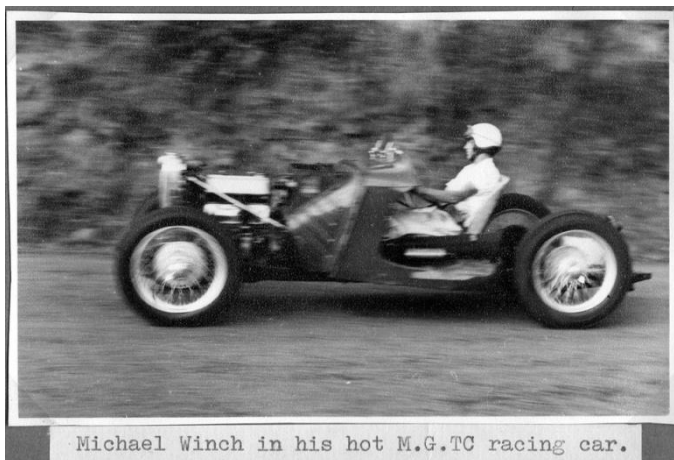


FASTEST TIMES	
W. TYSON (M.G. TC SPECIAL)	1.27.5
R. LOCKETT (PORSCHÉ)	1.30.1
N. ARMSTRONG (MGA 1600)	1.31.4
J. BARRETT (AUSTIN HEALEY)	1.31.6
G. ELLIS (M.G.A. 1600)	1.32.1
C. BUTTON (M.G.A.)	1.32.1
J. RATTEN (M.G.A. COUPE)	1.33.2
I. DOBSON (TRIUMPH TR2)	1.33.6
J. BAILEY (M.G.A.)	1.33.9
B. ROBERTS (M.G. TF 3/4)	1.34.3
A. HOBDEN (TRIUMPH TR3)	1.34.4
M. YATES (TRIUMPH TR3)	1.34.8
G. ELLIS (MORRIS MINOR)	1.35.6
P. ELLIS (M.G.A. 1600)	1.35.7
T. HILL (SMALLON-DORÉTTI)	1.35.7
G. DODGE (FORD 10 SPECIAL)	1.36.5
J. EVERETT (M.G.A.)	1.37.9
D. HOLDEN (M.G. TF)	1.38.7
S. FOSTER (M.G. TC)	1.39.1
K. THOMPSON (M.G. TF)	1.42.4
J. REID (M.G. TF)	1.42.6
D. NEWITT (MORRIS MINOR)	1.43.2
I. M. GUINNESS (AUSTIN)	2.3.6

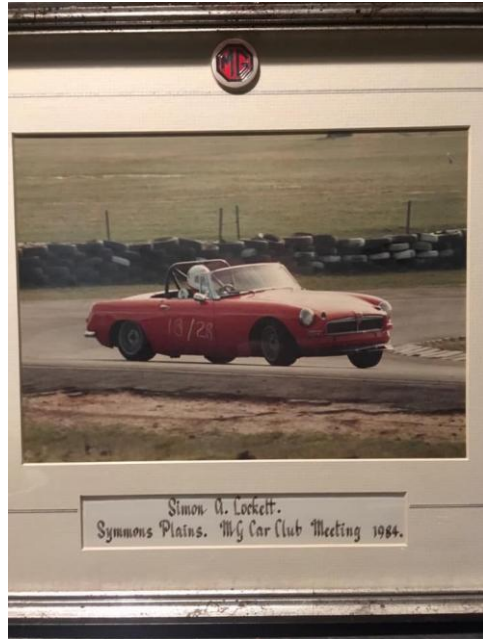
MGCCT certificate, issued to Keverall Thompson, following a clubday at Symmons Plains 19th March 1961, where he ran his MG TF. Keverall dutifully recorded the times of every other competitor on the back of his certificate.



Here is a blast from the past, the hairpin at Symmons Plains in 1985, with Grant Bingley all crossed up in the fearsome Springer Buchanan Holden, followed by Tom Hey in the Farrell Clubman, Dave Dungey in the Jaguar CFB, and Graeme Westwell in the blue Scorpion Clubman. From memory, Matt Springer may have provided this photo



Michael Winch wrestling his stripped down MGTC heading up what is believed to be the Trevallyn Hillclimb. (K Thompson collection)



1959 at Kenley Motors Tamar Street (Geoff Smedley)

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Extracts from; “WHEEL LOVE a personal love affair” by Stan Tilley

“For a short time I owned an Austin 8 tourer, but this was not a success as, after a week or so it broke a connecting rod. Very expensive.

The real problem was that I was intensely jealous of a law student who had a beautiful pale blue TC MG. So Jealous, I was moved to make disparaging remarks about the lack of space in it. “Listen mate-there is enough room for a man and a woman and six dozen ale. What more do you want?”

I went out and bought a **pale blue MG-TC.”**

“Interest Revived

I was annoyed. Bill, a good customer of the shop, had run up a substantial account when the business was strictly cash only. I had spoken to him and had his complete assurance that he would pay the account in full tomorrow because he had sold his Morris Cooper.

He rushed into the shop. Great! He was going to be as good as his word and pay the account. “Hi Stan! Just come and take a look”. Feeling apprehensive I went out. There, parked in front of the shop was a brand new, open top, bright red MGB. “Where is my money?” “Sorry Stan, but I could not resist it.” The keys were still in the new MGB so I jumped in and as I drove off I said “I am repossessing this until the account is paid”. Of course, I was totally out of order and just wanted to give Bill a big fright. I drove around for a while before returning the car to him. He did eventually pay the account.

He was right. The new MG was wonderful. I went home to Bonnie and said, “We have been missing out”. “We have to get another MG”. We both went and looked at some second hand cars. One was a TF model, almost the vintage of the TC. As we bumped and bounced and rattled along we looked at each other. The combined comment was “We want to go back to an MG, but do we really need to go back this far.?”

Then a used MG was located at a price which could not be refused. Black with red seats it looked and went well so was added to the garage. Small drama when I overrevved the engine on a Club day at Symmons Plains race track and managed to run a bearing but with a rebuilt engine plus the addition of an overdrive gearbox, this MG has been and still is, a delight to drive.

A New MG? Yes after an absence of several years a new MG sports car, the MGF was launched in Australia. Very exciting. The dealers were keen to get me to buy one and I was keen to test the model. I drove the standard model and liked it. I drove the more powerful model with the VVC (variable valve control) motor and loved it. Fast, comfortable and surprisingly without the cold neck draught, which is common to most open top sports cars, it was fun. Having four sports cars in the garage at the time was a problem. “If you can trade three of the cars, you have a deal.”

Bonnie wisely said,

“You do not have enough time to drive the MG you now have so why would you change?”

The dealer said, “Sorry I cannot trade three cars for one sale”. So that was that-no MGF but I am glad that the deal fell over. Every time that I do get to drive the old MGB I still find it totally enjoyable and it does not owe me anything.”



Even future Mother-in Law Elvy loved the MG, pictured here as she prepares to belt me with a snowball!



The kids enjoy the MGB at its new home, while Victor fools around in nephew Philip's Sprite.

SOUTHERN NOTES

(Photos; Bob Leeson)



PAST EVENTS

23rd June – Run to Geeveston for lunch at “The Bears went over the Mountain” via

Home Hill Winery for coffee.

A cool but beautiful sunny winters day for a run via scenery only Southern Tasmania could display. 24 members and a new recruit, Steve Shadbolt in his very tidy MGB Mk1 departed the Civic Club at 10.30 in 15 cars - 9 MGs, 1 Bentley, 2 Jags, 1 VW, a Mercedes SLK and 1 Mazda MX5.

Coffee stop was at Home Hill Winery where members enjoyed a choice of alfresco or warm inside seating. There was also a shopping opportunity for our ladies to check out their very tastefully stocked shop.

On to Geeveston where local car park was adequate for our trusty vehicles. All made it without the need for a towrope.

Our lunch was different to say the least, very tasty, if not a big meal. For those who don't imbibe, a small selection of excellent drinks was available at the bar which was very well accepted by those non-drinkers. The trip to Geeveston was to give a small business a chance to overcome the difficulty of lack of patrons due to the recent naturally caused bush fires.

Another example of a great club enjoying fellowship and their very much enjoyed big boys' toys. Richard Holtsbaum.

COMING EVENTS

14th July – the 60th Anniversary of the formation of the MGCCT will be celebrated at ‘*The Grange*’ Campbell Town. Kevin Mc Guire is the Southern Sub-Centre contact. The Southerners will depart at 09.00am from the Civic Club. We would like to see as many MGs as possible, however there is the option of a 40 seater bus departing at the same time for the cost of \$22.00 for the return trip to be booked and paid on registration for the event. RSVP (30th June) with payment. Details for the event are in both May and June magazines. *For further information please contact Kevin McGuire: 0409 315 014*

4th August – 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

7th August – 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

20th -22nd September – Baskerville Historics. An annual event not to be missed. See you there!

29th September – Run to ‘The Wall in the Wilderness’ at Derwent Bridge has been postponed till February due to uncertainty of café opening. Instead it will be a run to either Kempton or Bothwell. Further details to follow. 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.

NORTHERN NOTES

(Photos; Frances Geeves)

PAST EVENTS



Great run to Mole Creek .A chilly -2c start did not deter the numbers attending, 27 cars and 52 members from both the North and the North West. We encountered black ice, fog and a vehicle roll over (fortunately not one of us) on the way. Many still had their hoods down. Great meal and good get together for all those who attended.

As the numbers of members attending social events is ever increasing, the NSC Committee is requesting that members please notify event organisers, at least by the RSVP date of their intention to attend. This will not only provide venues with numbers but also ensure that the venue has the required capacity to service the number advised.

COMING EVENTS

Wednesday July 10th Midweek Dinner Cock'n'Bull Hotel, Launceston at 6.30pm.

RSVP by July 7th Brian Ralph 0447 632 813.

July 13-14 Midgley's Annual MG Weekend Getaway Swansea, Andrew Midgley

Sunday July 14 60th Anniversary at Campbell Town Mark Dilger 0408 271 029
NSC members not attending Swansea leave Motor Museum at 9.30am.

Wednesday July 24th Committee Meeting 7.30pm VCCT Rooms.

Friday July 26th Coffee Run, Green Door Cafe, Westbury. Leave Motor Museum at 9.30 am. RSVP by July 23rd Col Cleaver 0419 772 554.

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

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

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

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

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

Friday October 25th Coffee Run. RSVP by October 22nd
Wes Saunders 0407 511 819.

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 MG Annual State Meeting, Ulverstone.

Wes Saunders
NSC Secretary 0407 511 819.

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Extracts from an article from “*Tasmanian Auto News*” November 1969 by David N Grieve

Photos by Woolnough

M.G. CAR CLUB OF TASMANIA

“The competition year opened with a gymkhana at Bushy Park on the 19th January. Three events were held on the Town Oval and resulted in some very spirited driving by Jim Hooper in the “battle-ship grey” Sprite and Bill Whenn who found that new Knobbly Pirelli tyres gave that much needed traction to the MGB.

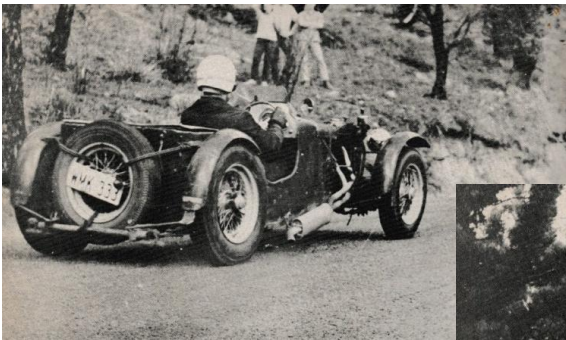
Handbrake turns were the order of the day, a dicey business considering the uneven surface left by the flock (mob?) of sheep which previously inhabited the area.

Richard Holmes (MGB) won the first event, Bill Whenn the second and the final event was fought out between Bill and Jim Hooper, Bill scoring his second win of the day.

The next Club event saw hardy members at a wet Baskerville on the 23rd February and as there was a good deal of water on the track, times for the standing quarter were slower than normal.

Alan Tweedie in his supercharged MGTC received FTD with a run of 17.42 seconds, Leo Ryan in the Datsun 2000 Sports being the only other competitor to break 18secs with 17.80.

The second event was a hillclimb from the starting grid to half way up the hill and Leo Ryan received FTD with a time of 38.94 seconds. The only other driver to break 39 seconds for the course was the author in the Morgan 4/4 1600 who was gypped for FTD by only 5/1000ths of a second



Photos: Above: Alan Tweedie's supercharged MGTC at Ridgeway Hillclimb. Right: Bob Williamson's MGB at Ridgeway Hillclimb

Only four members completed the final sections, among them being brothers Bill and Ian Whenn between whom a battle had already started for Club Championship points.

Geoff Wigg's Peugeot 403 lost the exhaust system which had detached itself on the aforementioned creek bed, but won the trial with Bill second and Ian third.

The 22nd March saw the first Club Trial for the year and although previous information mentioned gravel roads nothing was said about creek beds being included in the course!



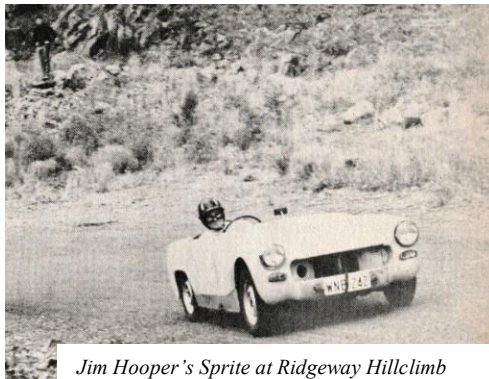
The 1969 Ridgeway Hillclimb saw a large field of competitors. After the first practice run, it was obvious that there was going to be some keen competition in classes B and C (the Sprite/Midget and MGB classes). In the first run Peter Shaw set a good time in the MG Midget and the MGBs fought it out in Class C after the Morgan had a mishap in practice.

Graham Blee in the Scorpion locked up a front wheel and “parked” in a ditch at the end of the course, the only consolation being that he set the fastest time of the day on this run.

Alan Tweedie received the trophy for the FTD by a club member with a time of 40.49.

Peter Shaw’s time of 41.38 was perhaps the most surprising as this time was only beaten by Alan.”

“Once again this year the MG Car Club of Tasmania had had more events and more variety in events than any other car club in the State and next year promises to be even more competitive.



Jim Hooper's Sprite at Ridgeway Hillclimb

MY VERY EARLY MEMORIES

I first recall the mention of the MG Car Club was by my boyfriend at the time, the late Arthur Twining

In the early 1960s. I didn't know anything about the MG. I remember Arthur going off to a boys weekend on the East Coast and I must admit I was not impressed, weekends were our time or so I thought.

The next thing that comes to mind was he was off to Club nights, they were held in a room on Liverpool Street, Hobart.

The Club did have a good social agenda from early morning runs, finishing at a breakfast venue, social nights and I must mention the building fund ball that was well attended. It was an excellent night. As you most likely have noticed my interest in the Club had grown. Some Club events included hillclimbs at Waterworks Reserve, motorkhanas were held on private property on grass, just to mention a few. I enjoyed the days meeting up with the other girlfriends and wives and we would watch the men compete, and have a picnic lunch.

They were happy times.

I wish the members a very successful 60th Anniversary.

Lorraine Twining

NORTH WESTERN NOTES



Don Fraser, Peter Scott, Greg Bannon, Phil Tilley and Frank Brooks.



Wayne Jessup, Andrew Midgley, Rod Hales, Anne-Marie Hales, Ruth Jessup, Sue-Anne Midgley, Dawn and John Irvine. (photos; Susan Fraser)



PAST EVENTS

Morning Coffee Run - Thurs 6Th June 8 members enjoyed a drive through the Wesley Vale farm lands eventually arriving at Latrobe for Coffee and treats at Monclair Café.

June Dinner Meeting - Bass and Flinders Motel, Ulverstone –
Thursday 13th June - 15 members attended.

Sunday 23rd June – Lunch run to Mole Creek Hotel – combined with Northern Group. This was a very successful and enjoyable run with 16 members from the NW braving the frosty morning conditions. Hot drinks were enjoyed at Deloraine followed by a delicious meal served by Doug Westbrook and his staff at the Mole Creek Hotel.

COMING EVENTS

July Dinner Meeting – Bass and Flinders Motel, Ulverstone –
Thursday 11th July from 6 pm.

Midgley's Annual MG Getaway – 13 – 14 July As mentioned previously it coincides with our 60th MG Car Club Anniversary on the Sunday at Campbell Town. This will be a great MG weekend – one to be remembered. Try not to miss. See June magazine for itinerary.

60TH MG TASMANIAN CAR CLUB ANNIVERSARY -

Sunday 14th July at Campbell. This will be a great day – one to be part of – we trust we see you all at The Grange from 11 am onwards.

Sunday 4th August - MG Run – Organised by Don and Susan Fraser. Meet at Bunnings Devonport car park for departure at 9.30 am.

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

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

Sunday 25th August - MG Mystery Run – Organised by Don and Susan Fraser. Meet at Bunnings Devonport 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.

TC – Terry (Jeffrey) - NW Co-ordinator Mob: 0417 344 369
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11th August 2019

Latrobe Speedway

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or

club-captain@mgtas.org.au



MG Car Club and Mini Car Club Supersprints Baskerville - June 16th 2019



Num	Name	Club	Class	MG Class	Run 1	Run 2	Run 3	Run 4	Run 5	Ladies Junior	MG Only	Best Performance By an MG	
1	Daniel Gillie	HSCC	2		01:18.07	01:14.72	01:22.59						
2	Dennis Cooper	MSCT	4		01:16.26	01:17.12	01:19.00						
3	Grant Woolhough	HSCC	2		01:14.64	01:13.85	01:14.11						
4	David Lockhart	MCCT	1		01:16.68	01:17.37	01:18.06						
5	Daniel Wikinewski	MCCT	1		01:23.04	01:24.66	01:23.38						
7	Michael Sullivan	MGCCT	1										
8	Mark Weckert	MBSC	4		01:10.39	01:09.94	01:08.64						
10	Andrea Lockhart	MCCT	1		01:08.41	01:25.65	01:19.13						
11	Michael Watt	HSCC	4		01:03.33	01:03.05	01:09.84	01:02.93					
12	Duncan Bearup	MGCCT	4	K	01:09.68	01:08.07	01:07.12	01:07.59	01:08.00		4	3	
13	Rodney Creed	MCCT	4		01:02.58	01:01.43	00:59.44						
14	Colin Wishart	CFORD	4		01:07.23	01:08.14	01:07.98						
15	Mike Blake	HSCC	2		01:17.36	01:16.73	01:13.44						
16	Greg Dale	MCCT	1		01:11.49	01:14.13	01:14.01						
17	Greg Hall	HSCC	4		01:15.01	01:05.60	01:03.04						
18	David Pratt	LCCT	4		01:13.87	01:11.65	01:10.75	01:10.67					
20	Dorothy Rose	MCCT	1		01:17.78	01:25.53	01:22.60						
21	Kyle Baldwin	MCCT	1		01:18.84	01:15.13	01:10.28	01:21.36					
23	Graeme Ripper												
25	Thomas Rolls	HSCC	4		01:03.14	01:09.22	01:03.60						
33	Jeremy Bennett	MGCCT	2	P	01:08.39	01:08.09	01:08.35				3		
34	Lew Bush	HSCC	4		01:09.25	01:07.41	01:07.79						
35	Wayne Lamont	HSCC	4		01:08.73	01:04.96							
36	Troy Wood												
49	Leon Duggan	HSCC	4		01:05.58	01:04.40	01:04.67	01:04.40					
54	Ben Gurnhill	HASRC	2		01:03.57	01:04.53	01:09.03						
60	Omar Hasan	CMI	4		01:01.55	01:01.02	01:00.78						
63	Leno Taglieri	HSCC	4		01:08.64	01:07.98	01:00.44	01:07.67					
65	Ian Bridge	LCCT	4		01:17.35	01:17.66	01:16.86	01:17.74	01:23.67				
68	James Willson	MCCT	2		01:05.69	01:05.72	01:07.78	01:09.29					
71	Stephen Turner	MSCT	2		01:03.33	01:02.58	01:02.46						
72	Ian Martin	HSCC	4		01:04.52								
75	Lincoln Spurr	MGCCT	4	K	01:01.78	01:00.71	01:00.47				3	4	
77	Jason House	NWCC	4		00:59.81	00:59.17	00:59.49	00:58.60					
79	Damian Midgley	MGCCT	3	N	01:12.86	01:07.27	01:10.71	01:09.93			3		
88	Jason Winter	CMI	4		01:07.86	01:07.37	01:07.02						
91	Tony Sutcliffe	MGCCT	4	O	01:08.41	01:01.81	01:07.00	01:07.06			3		
93	T Barnett	HSCC	4		01:02.00	01:02.49	01:02.04	01:01.95					
95	Steve Olive	LCCT	4		01:05.77	01:05.05	01:04.11	01:03.89					
102	Scott Arthur	CMI	4		01:02.25	01:02.42	01:01.78						
112	Paul Capel	NWCC	4		01:07.12								
117	Ryan Jenkins	LCCT	4		00:58.24	00:58.63							
118	Scott Wyman	NWCC	4		01:01.15	01:00.45	00:59.99	01:06.57	01:02.76				
127	Daniel Willson	HSCC	2		01:09.46	01:08.95	01:06.54	01:09.33					
131	Adrian Jones	HSCC	2		01:13.55	01:13.90	01:13.97	01:14.26	01:13.68				
133	Mathew Bush	HSCC	2		01:12.01	01:11.58	01:11.71						
135	Mike Ellis	HSCC	4		01:06.62	01:06.47	01:09.22	01:08.12					
154	Casey Price	MCCT	2		01:12.68	01:10.31	01:10.84	01:11.62					
164	Wade Clark	HSCC	4		01:07.27	01:04.09	01:05.50	01:01.32					
172	Garry Harrison	LCCT	4		01:01.27	01:00.28	00:58.54						
179	Scott Cleaver	HSCC	2		01:10.14	01:09.96	01:09.52						
191	Janet Sutcliffe	MGCCT	3	N	01:29.41						3	2	
235	Andrew Hayhurst	HSCC	4			01:06.93	01:06.75	01:07.51	01:07.52				
431	John Douglas	HSCC	4		01:08.14	01:04.86	01:09.09						
451	Karl Price	MCCT	2		01:00.72	01:04.86							
512	James Baldwin	HSCC	2		01:16.14	01:16.51							
513	Jack Baldwin	HSCC	2		01:14.53	01:14.86							

These results are also available on the MCGG website and FaceBook page



Tasmanian Motorkhana Cup - Round 3 Sunday, 30 June 2019

#	Plc	Driver	Car	Club	T1:Top Hat		T2: Pentagon		T3: Star		T4: Nucleus		T5: Atom	
					Run 1	Run 2	Run 1	Run 2	Run 1	Run 2	Run 1	Run 2		
5	1	Nick Yaxley	Fiat Special	CMJ	23.003	23.31	25.088	23.838	25.551	27.5	36.838	35.739	34.248	33.384
13	2	Damian Midgley	Mazda 121	MGCCT	27.13	24.755	26.754	25.007	26.162	27.626	36.716	35.653	35.222	35.435
25	3	Stefan Lendvay	Honda CRX	MSCT	25.071	23.792	24.74	24.589	25.22	30.266	37.212	42.517 [1f]	36.572	39.277 [1pgg]
12	4	Paul Lendvay	Honda CRX	MSCT	26.436	25.15	28.165	27.387	27.408	29.963	36.637	36.472	35.375	34.314
4	5	Michael Higgins	Daihatsu Cuore	500	25.247	25.814	26.687	25.839	26.884	31.12	40.657	39.314	36.689	37.169
19	6	Chris Russell	Subaru WRX	MSCT	25.288	29.59 [1f]	29.134	39.376 [WD]	26.727	44.621	49.141	37.416	52.29 [1f]	35.555
23	7	Corey Baxter	Toyota Corolla	MSCT	30.777	35.916 [1f]	28.456	28.691	26.241	49.621 [WD]	39.673	35.397	35.46	35.617
20	8	John James	Mazda MX5	MGCCT	27.269	25.997	28.873	28.223	27.493	32.922	39.351	38.972	37.092	38.35
3	9	Justin Nicklason	Mitsubishi Lancer	MSCT	24.332	25.061	25.931	25.024	33.151 [1f]	29.17	44.191	41.113 [1f]	54.509 [WD]	40.141
10	10	James Large	Mitsubishi Mirage	MGCCT	42.422 [WD]	25.985	32.788 [1f]	26.13	31.066	29.611	54.319 [1f]	39.691	38.685	41.037
8	11	Tony Sutcliffe	Toyota Corolla	MGCCT	27.46	26.56	28.437	28.172	28.935	32.189	39.135	37.865	54.509 [WD]	39.033
14	12	Kevin McGuire	Toyota Corolla	MGCCT	27.57	26.462	28.886	27.808	33.952 [1f]	31.097	38.628	39.109	37.97	37.936
2	13	Craig Large	Mitsubishi Mirage	MGCCT	33.788 [1f]	27.603	27.944	27.341	31.745	32.71	41.393	39.193	40.422	38.974
26	14	Timothy Cragg	Leyland Mini	MCCT	27.633	37.422	27.645	27.696	49.621 [WD]	32.806	39.999	39.068	38.776	37.771
6	15	Nathan Russell	Subaru WRX	MSCT	32.665	25.801	31.106	31.339	30.915	35.01	40.659	45.03	39.971	36.996
16	16	Adrie Whitcombe	Mitsubishi Lancer	MSCT	33.627 [1f]	25.915	29.96	28.947	39.444 [2f]	33.132	41.704	45.363 [1pgg]	37.756	54.509 [DWS]
17	17	Colin Fuller	Renault R12	MSCT	26.333	27.913	30.31	30.481	32.556	36.146	42.356	39.526	40.049	41.72
1	18	Duncan Bearup	MGB GT	MGCCT	26.638	28.315	34.016	31.51	28.26	34.22	46.917	42.097	54.509 [WD]	39.07
15	19	Kate Figgel	Toyota Corolla	MGCCT	27.798	27.517	31.928	30.2	32.378	35.718	42.493	40.989	40.394	39.764
9	20	Craig Hardstaff	Holden Commodore	MSCT	27.678	28.063	31.689	30.999	30.219	32.625	43.574	46.189	42.838	39.741
21	21	Imogen Nicklason	Mitsubishi Lancer	MSCT	26.039	30.256 [1f]	29.548	28.387	35.343 [1f]	38.014	46.387 [1f]	42.887 [1f]	54.509 [WD]	42.57 [1f]
7	22	Cameron Howie	Toyota Corolla	MGCCT	29.344	32.72 [1f]	31.785	33.017	39.165 [1f]	35.265	41.641	39.563	41.961	40.571
24	23	Isaac Macintosh	Mitsubishi Mirage	MSCT	42.422 [WD]	36.915 [1f]	29.852	29.542	32.913	42.572 [1f]	47.749	41.15	54.509 [WD]	40.854
16	24	Janet Sutcliffe	Toyota Corolla	MGCCT	28.727	28.856	34.376	32.712	49.621 [WD]	37.507	43.479	43.262	45.663	49.509
22	25	Tony Howe	Holden Commodore	MSCT	31.391	28.015	33.083	31.586	36.429	44.651 [1pgg]	48.269	54.141 [WD]	54.509 [WD]	51.97 [1f]
11	26	Don Fraser	Toyota Corolla	MGCCT	27.981	27.85	34.367	39.376 [WD]	49.621 [WD]	49.621 [WD]	40.571	54.141 [WD]	54.509 [WD]	54.509 [WD]



Tony Sutcliffe



Don Fraser(Photos; Craig Large)



MG Points

#	Ptc.	Driver	Class	Category	Total	Junior	Female	MGCT	MG
5	1	Nick Yaxley	F.1		141.52				
13	2	Damian Midgley	CF.1		147.00			5	
25	3	Stefan Lendvay	CF.2		147.39				
12	4	Paul Lendvay	CF.3		150.74				
4	5	Michael Higgins	BF.1		153.97				
19	6	Chris Russell	E.1		154.12				
23	7	Corey Baxter	CF.4		154.57				
20	8	John James	BR.1		157.78			3	
3	9	Justin Nicklason	CF.5		159.78				
10	10	James Large	CF.6	J.1	160.30	3		4	
8	11	Tony Sutcliffe	DF.1		160.57			4	
14	12	Kevin McGuire	DF.2		161.93			3	
2	13	Craig Large	CF.7		164.86			3	
26	14	Timothy Cragg	AF.1		165.22				
6	15	Nathan Russell	E.2	J.2	165.47				
16	16	Adine Whitcombe	CF.8	F.1	167.45				
17	17	Colin Fuller	CF.9		168.78				
1	18	Duncan Bearup	BR.2		169.25			2	3
15	19	Kate Figgel	DF.3	J.3, F.2	170.85	3	3	2	
9	20	Craig Hardstaff	DR.1		172.41				
21	21	Imogen Nicklason	CF.10	J.4, F.3	173.23				
7	22	Cameron Howie	CF.11	J.5	176.57	2		2	
24	23	Noah Macintosh	CF.12	J.6	181.37				
18	24	Janet Sutcliffe	DF.4	F.4	188.02		2	1	
22	25	Tony Howe	DR.2		196.27				
11	26	Don Fraser	CF.13		206.92			1	



Kevin McGuire



Kate Figg

COMING COMPETITION EVENTS

Date	Event	Location
Sun July 28th Cancelled	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

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Caps	\$16.00
Pale blue, Beige, Black	
Safety Fast Cloth Badges	\$4.00
Black/Cream Crackers/Red/Yellow	
Cloth Badges, Tasmanian Logo	\$9.00
Grill Badges	\$30.00
Red & Black/Cream & Green	
Lapel Pins	\$6.00
Mugs	\$10.00

Contact Andrew Midgley 0458 949 881

COMING SOCIAL EVENTS*Events in italics do not attract Club Points**(More details can be found in the Sub Centre Notes)*

Date	Event	Meet At....	Coordinator
Wed 10 th July	NSC Midweek Dinner	TBA	Brian Ralph
Thur July 11th	NW Dinner Meeting	Bass & Flinders Ulverstone	Terry Jeffrey
Sat/Sun July 13/14	State; Annual MG Getaway	See notice in June magazine	Andrew Midgley
Sun July 14th	State 60th Anniversary	The Grange Campbell Town	Mark Dilger
Wed July 24th	NSC Committee Meeting	VCCT Rooms	
Fri 26th July	NSC Coffee Run	Motor Museum	Col Cleaver
Sun 4 th Aug	TBA	Bunnings Car Park	Don & Susan Fraser
Thur Aug 8th	NW Dinner Meeting	Bass & Flinders Ulverstone	Terry Jeffrey
Wed 14 th August	NSC Midweek Dinner	TBA	TBA
Sun 18 th Aug	SSC Breakfast Run	Civic Club	Bob Leeson Brian Sharman
Thur Aug 29th	NW Morning Coffee Run	Bunnings Car Park	Terry Jeffrey
Fri 30 th Aug	NSC Coffee Run; Hazelbrae	Auto Museum	Ian Saunders
Wed Sept 11th	NSC Mid Week Dinner		John Biggelaar
Sept 20-22	State Baskerville Historics		Robin Wilmot
Fri Sept 27th	NSC Coffee Run	Auto Museum	Col Cleaver
Sun 29 th Sept	SSC Derwent Bridge	Civic Club	Chris Wagstaff
Wed Oct 9 th	NSC Mid Week Dinner		Mike Paine
Sun 20 th Oct	SSC Dover RSL	Civic Club	Stephen Huntley
Sun 20 th Oct	NSC Great Lake		Frank Brooks
Fri Oct 25 th	NSC Coffee Run	Auto Museum	Wes Saunders
Sun Nov 4 th	NSC Ulverstone Car Show	Auto Museum	Mark Dilger
Nov 22-24	State Concours, AGM/Dinner	Ulverstone	Terry Jeffrey

SQUARE RIGGER NOTES

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

MGCC Tasmania certainly has a long history, two shots c 1960 from the Kev Thompson Collection depict then president Norm Baker and the Buchanan TD at Symmons and a fine line up in Launceston, the photographer's TF leading TFs of Brian Roberts and Wayne Tyson, the latter with the ex Hine TC in tow as was properly done.



The community of the MG Car Club, who wouldn't appreciate this fine line-up of four red MG wedding cars with etiquette standing proud of authority. The Austin 'bridal taxi' followed by the TC of Wilf Allison, the immaculate restoration recognised 3rd outright at NatMeet 1974 leading the well owned and used TD of Cliff Cook. History itself, the Penguin Hill Climb shows the strong spectator support and enthusiastic competition captured in the tiny open wheeler you can barely see due the driving position! Photos courtesy the Sluce Collection. Two more recent photos, John McCabe on Cove Hill Road hill climb and Terry Sansom having fun ploughing the Kellyfield strip.

Square Rigger contacts:

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Hobart

NW

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