

MG Monthly Motoring News

August 2015



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Cover Photos:

Roger Lockett and myself (Peter Richards) when I got Freddie home and wondered “what have I done!”

Freddie, Registered and on the road, 3 years later

Inside Front Cover:

Freddie’s amazing transformation in pictures.

From the chassis with the missing motor, to being stripped out, bodywork done, primed and painted, the new motor installed, the supercharger with custom exhaust and the twin float bowl SU carbie.

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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“FREDDIE”, The Miedecke TF Special

Our persuasive Editor has asked me to write a story about the restoration of my car. As many would know, that to resist this request could lead to unfortunate consequences.

My car is a MG TF Special and known to many in Tasmania as the Miedecke Special. John Miedecke bought it to Tasmania from Sydney where I understand it was built. Tina (my wife) christened the car “Freddie” as she had trouble remembering that it was derived from a TF and not a TC or TD or something else.

Much of what I will state, is open to revision and I would be happy to receive any comments or corrections so that I can have an accurate history of the car.

My research to date is that the car was built in Sydney from components salvaged from a MGTF in the early 1960's. John Miedecke purchased it and brought it to Tasmania and raced it at a number of hill climbs and other events. He subsequently sold it to Maris Buls and it was then sold to someone in Launceston. Upon the demise of this person, the estate contacted the MGCCT and asked if they would be able to assist in the disposal of several MG cars that were a part of this estate. Roger Lockett became the owner of Freddie and he drove it for a few years and then decided to have the motor overhauled. The car was then laid up and garaged in the corner of one of his sheds for about 20 years. Roger was intending to restore the car but as those who know Roger, would understand that he has many projects on the go at any one time and this one never got to the top of his list.

Tina and I moved to Tasmania in 1995 from Melbourne. Roger and Valarie are our neighbors and we were invited by them to attend a luncheon at their home in Kindred. I was having a look around and noticed a “clubman” type of car tucked away in the corner of one of the sheds looking fairly forlorn and missing the motor. One thing led to another and I asked him what he was going to do with it. Roger replied that he intended restoring it. I followed this up on several occasions and eventually pestered him to sell it to me but without success. Finally in March 2012 with the assistance of a mutual friend, Roger relented and I became the proud owner of Freddie. Once I had it in the shed at home, the enormity of what I had done, hit me. With no motor and nothing perishable on the car that could be reused, I was a bit concerned as to where all this would lead. The upholstery had been eaten by rats, the wiring loom cut out and the body panels looked a bit sad, but at least, the remaining mechanical bits were in fairly good order.

I started with researching the wonders of an XPAG motor and refreshed my memory of the T series cars having owned a TC in the early 1960's. My major concern was for a replacement motor as the search for the original one finished in dead ends. I purchased a complete motor and spares from Sydney which sadly turned out to be a dud, so I found an XPAW block and crank which became the basis on which I built the new motor. I purchased many bits and have ended up with a couple of crankshafts which turned out to be cracked. I had the unfortunate experience of breaking a crank in my aforementioned TC and didn't want that to happen again. My solution was to fit a new forged chrome moly crank from Moss Motors. To compliment this I also fitted some Argo “H” beam

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rods, and a new billet camshaft from Clive Cams driven through an adjustable sprocket. Additionally there were new oil and water pumps, Scorchers Ignition distributor, generator, starter motor and clutch mated to a lighter steel flywheel. I fitted a ported cylinder head that has oversized valves together with stronger valve springs from Brown and Gammons. The car originally had a Rootes supercharger that could not be traced so I decided to make the bits necessary to adapt an SC12 blower from a Toyota 1.6 motor sucking through an HD8 SU carb. I also fabricated an exhaust which runs down the outside of the car. I fabricated baffles and a windage tray for the sump to overcome any oil surge, an oil cooler and screw on type oil filter. An early indulgence was to fit aluminium rocker and side covers which I hoped, added to the appearance of the motor.

Modifications to the original TF front end made during the build, were to dispose of the lever action shocker and coil spring and replace them with an upper wishbone and coil over shocker. The rear leaf springs and shockers were also replaced with coil over shockers. Radius arms and a panhard rod locate the differential. Most of these suspension items were remade as the originals were corroded and unsafe for reuse.

The brakes are the original drum type and the front backing plates have been modified to get some airflow through them for cooling.

Tyres became an issue for me as I wanted the car to be as close to an original TF as possible and therefore run bias ply tyres. I feel radials are a better tyre, but don't look right on these cars. My search for bias ply tyres ended in the UK with The Blockley Tyre Company who produce a large range of vintage and classic tyres. Consequently I purchased six 5.50 x 15 tyres and tubes and I am delighted with how good they look on the car. I also purchased new wheels from Moss Motors in the UK.

As there was nothing left of the wiring loom, I made a new one to look like it was a part of the original car. I consulted with my mate Mick Storen at Ulverstone Auto Electrics as to what size and what colour wires I should run. He gave me the various sizes and when I produced the MG Workshop Manual to see if we could match the colours, he said "run red!" I replied "what everywhere?" His reply was "yes, that way, when you have a problem, it'll always be a red wire." Thanks Mick.

I had the seats reupholstered and a tonneau made by Ian Hingston of E-Trim Upholstery and understand that many members have also had first class work done by him.

Every nut and bolt was removed from the body prior to preparation for painting. Bodywork is out of my comfort zone but as I wanted to do as much of the restoration as possible, I scraped, cleaned, water blasted and rubbed the body parts and thought I had done a pretty good job until I took it to Penstone Smash Repairs where Byron said it needed a bit more. The bit more turned into several days' work before he painted it. He has done a fantastic job and I am delighted with the end result. The colour is what I call buttercup. We could find no reference to this colour and one day in November 2012, I looked out into our orchard and under the pear tree was a patch of buttercups shining brightly in the morning sun. I picked a bunch of them and raced into town with them and

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holding this bunch of flowers said “this is the colour”. (I think Byron thought I was trying to date him by the look on his face.) We looked through all his colour charts and found what was the nearest to nature's original. Two years later, when he ordered the paint he was told it could not be made as it contained some nasty ingredients that were no longer available. They matched the colour as near as possible and I am very happy with the result. If you ever see a buttercup flower, pick it and closely examine it. You will see that nature is a wonderful thing and don't ever imagine you can duplicate it.

My colour choice stems back to the early 1960's when I first owned a red TC. I was pretty involved in motor racing and there was a stripped down TC racing known as “Buttercup” (obviously painted that colour) and I was in love with it. So Freddie is painted buttercup as homage to the original Buttercup TC. I am told it is still around, possibly like that old favorite axe out in the shed which has had six new handles and three new heads.

Once I had reassembled the car, it took me quite a while of checking and rechecking before I was game to turn the key and pull the starter knob. I had set up a container suspended from the roof and a hose connected to where the oil pressure gauge line would be and filled it with oil. After checking for leaks, I went inside for a cuppa to settle the nerves. When I went back to the workshop, much of the oil had drained into the motor and filled all the galleries. I had assembled the oil pump with some assembly grease to give it the best chance of priming before I hit the starter. So with the plugs out, I pulled the starter and it very quickly showed some pressure. I called Tina to come out as she wanted to be present for the moment it was first started. So with fingers crossed, and the plugs in, ignition on, I pulled the starter and after a relatively short time, it started. We both looked at each other with misty eyes and laughed with relief. After restarting a number of times, I decided to take it for a run down to the letterbox, some two kilometers and return. I invited Tina to join me on this first trip. She had previously said she thought she would have trouble getting into the car. I didn't tell her the real problem was in fact getting out. About 100 metres from home on the return journey, there was a load whoosh and water went everywhere as the bonnet was not on the car. At first I thought that it was a hose off the radiator but it was a welsh plug. These were replaced and properly fitted along with a different radiator cap and thermostat.

I then found out was that it was one thing to get it to run, but another to run properly. Clouds of black smoke, flat spots and backfires persisted for days and turned into weeks. I needed to go to Melbourne to sort out my sons Radical sportscar for sale and decided to take Freddie with me on the back of my Ute. I made an extension to the tray and a frame with a winch to pull him up onto the tray and booked the ferry. I know Michael Ponchard (Historic and Vintage Restorations) from my membership of the Alfa Romeo Owners Club when I was in Melbourne and he had given me some advice other than putting a match to it which at one time was my preferred solution. So I disembarked from the ferry and proceeded to Blackburn where we sat Freddie on the dyno. He spent quite a while going nowhere but in the end, he is returned to the special place in my heart. He is (yes he) great fun to drive and I am sure will be at many club events. I have entered for the Baskerville Historics so I can see how good he is.

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My intention is to get a CAMS Certificate of Description and race it (gently) in historic races. I am now too old to try and win, but I still enjoy the experience. The car is SI registered for the road but it is definitely a fair weather car.

Many people have helped and without them, I doubt things would have turned out as good as they have. Thanks to Peter Scott, Dave Dungey, Greg Bannon, Don Fraser and many others both within the club and elsewhere for the enormous help and assistance given to me. It is very much appreciated and if I have missed someone, please add your name to the list, after all, I am getting to be a bit senile and forgetful or so I am told. Thanks also to my lovely Tina who has helped and supported me all the way.

I guess that bits of the restoration story I have missed will be told by the photos, but I would be happy to answer any queries readers may have.

If anyone has information which would help me correct or complete the history of the car, I would be delighted to hear from them.

I can be contacted on 0418 550 728 or email ar.doors@bigpond.com

Peter Richards, thanks for your interest.



Freddie in his hiding place of the last 20 years before being restored.

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State Committee

Position	Member	Partner	Contact Details
President	Bronwyn Zuber		(h) 6273 6797 (w) 6278 5415 (m) 0419 569 156 president@mgtas.org.au
Vice President	TBA		vice-president@mgtas.org.au
Secretary	Brett Johnstone	Regina	(h) 6281 8246 (m) 0438 032 823 secretary@mgtas.org.au
Treasurer	Robin Wilmot		(h) 6229 6321 (w) 0400 193 579 (m) 0419 128 148 treasurer@mgtas.org.au
Immediate Past President	Phil Tilley	Sophie	(h) 6399 3318 (m) 0418 523 898 past-president@mgtas.org.au
Club Captain	TBA		club-captain@mgtas.org.au
Membership Officer	Sue-Anne Midgley	Andrew	(h) 6427 2392 (m) 0409 793 373 membership@mgtas.org.au
Editor	Andrew Midgley	Sue-Anne	(h) 6427 2392 (m) 0458 949 881 editor@mgtas.org.au
General Member	Chris Wagstaff	Vicki	(h) 6239 1341 (m) 0438 055 199 general-south@mgtas.org.au
General Member	Garry Rusden		(h) 6273 6520 (m) 0428 523 592 general-north@mgtas.org.au
Committee Meeting Details		First Monday of the Month Ross Meeting Room, Ross, 7:30 pm	

Presidents Report

This will be a short report. Besides leaving it to the last minute to write there was an added difficulty with snow falls here in Hobart and suburbs meant that some staff were unable to attend work, so the work load for the ones who could make it was doubled or tripled, therefore extra hours have to be put in to do the work - long days, last thing I thought of was doing this report.

Social activities are still very active in the Sub-Centres.

On the competition side – the car club is hosting and conduction the HQ Holden Nationals at Symmons Plains Raceway on August 28th - 30th. Currently there are approximately 37 HQ's attending as well as other classes of cars, formula Vee's, Sports GT A B C, Historic touring Cars, Improved Production , Hyundai and Historic Regularity, so should be a good meeting with lots of work going into it.

That is all for now as I am very close to the deadline.

Happy MGing

Regards

Zube

(Bronwyn Zuber)

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Ed Says

Well winter has certainly arrived and this tests the fortitude of members to attend events or volunteering to officiate at competition events. Sunday's TSS Round at Baskerville was described by many as just north of freezing. Upcoming events this month of SSC Mountain Madness, Latrobe Motorkhana and TSS Round 5 at Symmons Plains will certainly require members to show their resilience to ensure that these events are a success.

Peter Richards cover story on his TF Special restoration has been mentioned in stories in the magazine over the last couple of years, I have asked Peter several times to do me a story on it's progress. Finally he has finished the car and done the story. It must have been the threats that finally paid off. When Peter dropped into my work to drop off the story, it was a chilly day and Peter was in Freddie, one of our customers commented, you have to be either hardy or stupid to drive an open top car on a day like this, I will let you be the judge, which Peter is!! Personally, I love driving with the top off or riding my bike any time other than when it is raining.

Members are being spoilt with the number and variety of events being organised around the state. Don't just read about it in the magazine, be part of it and enjoy the company of other likeminded members, there really is something for everyone. And after you get home, send me a short story on your experience, even send me a photo to share with other members.

We are also getting close to the time of the year that we have to think about elections of sub-centre and state committee members, this year we have had to get through the year without a vice president and a Club Captain, whilst we have made it work with the valuable assistance of a few previous position holders assisting to make events run. It is a situation that really cannot be repeated. Whilst in the past few years there has been quite a bit going on in the administration of the club, after a lot of work by the previous committees, the club is very good shape and if all roles are filled then everyone gets to enjoy their role and not leave everything to one or two to make sure everything that needs to be done is done. Think about what you can do, your input is invaluable and makes everything easier for everyone involved.

Last month it was mentioned that the club is investigating hosting the 2018 National Meeting, a number of members will be attending next year's meeting in Perth, and then we will need a major representation in Adelaide in 2017 to promote the meeting in Tassie the following year. The Nat Meet is going to be held on the North West and an initial meeting was held to appoint a Chairman and key positions. Well this sort of happened, our nominated chairman and secretary for the 2018 National Meeting will be Don Fraser and myself respectively, a member has been approached to be treasurer and we are eagerly waiting his confirmation. In next month's magazine we will be calling for expressions of interest for other key roles, but if you have any suggestions or you are willing to be part of the committee, please contact Don or myself.

Ed.



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

MGCCT Facebook Page

The MG Car Club of Tasmania Inc

For those members that are facebook users, we now have a MGCCT facebook page. Feel free to add events photos and videos, just 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

A copy of this magazine can be downloaded from the MGCCT website.

Membership application and change of address forms are also available for download.

Latest Events information and links to other MG Clubs and car clubs.

Webmaster: Craig Large (h) 6344 5866
(m) 0409 767 851
webmaster@mgtas.org.au

VC Registration

For all matters pertaining to VC registration, including inspections and renewals, contact:

Geoff Dodge

59 Evisons Road

Sassafras

Phone/Fax 6426 7338

(m) 0428 509627

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

Southern Sub Centre

Position	Member	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) 0408 127 271 rle30386@bigpond.net.au
Treasurer	Shane Manley		(h) 6243 5921 (m) 0405 077 570
Committee	David Bantoft	Margaret	(h) 6249 2195 (m) 0409 191 314 dmbantoft@netspace.net.au
	David Scott		(h) 6257 1508 (m) 0400 623 726 dscottjag@bigpond.com
	Garry Rusden		(h) 6273 6520 (m) 0428 523 592
	Ches Bogus	Dianne	(h) 6243 9463 (m) 0438 439 463 cbogus@netspace.net.au
	Steve Huntley	Jenny	(h) 6267 2811 (m) 0428 127 932 jennyandsteve71@dodo.com.au
	Brett Johnstone	Regina	(h) 6281 8246 (m) 0438 032 823 B1@janddservices.net
Club Meeting Details		Every Tuesday Night at 8pm Civic Club, 134 Davey Street, Hobart	
Postal Address		GPO Box 5, Hobart, Tas 7001	

PAST EVENTS

14th July – Old Boys night. About 8-9 Old Boys turned up and enjoyed some nibbles and a yarn about old times. It was good to see some old faces. And yes Lynn, ladies are also welcome at the “old boys” night. Attendance was probably affected by late notice and inclement weather.

COMING EVENTS:

13th August - Wayne Goninon’s mid-week run. These runs are conducted on alternate Wednesdays and Thursdays in the middle 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 a destination unknown until departure time around 11.30am.

For further information please contact Wayne Goninon : 0408 388 881

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16th August – BYO Mountain Breakfast, starting with a run to the Springs and summit of Mt Wellington, weather permitting, and returning for breakfast at the Waterworks Reserve. Hut 9 (the largest site) has been booked from 07:30am to 4pm. Soup will be provided for starters at the Springs. Coffee and tea will be provided at the Waterworks reserve. **BYO food and drinks.** Departure time is 08.00am (MG time) from the Civic Club arriving at the reserve at around 9.30am. For further information please contact Bob Leeson: 6229 6006

6th 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: 6229 6006

16th September – Wayne Goninon's mid-week run.

27th September – Run to Hartzview winery. Depart Civic Club at 10.00am. For further information please contact: Ches Bogus: 6243 9463

2nd-4th October – Baskerville Historics. If you wish to volunteer for this spectacular event please contact Bob Leeson: 6229 6006. Volunteers put your hand up; there are heaps of roles up for grabs!

13th October – Annual Area Meting at Civic Club in place of normal meeting commencing at 8.30 pm. Notice next month. For further information please contact Ches Bogus: 6243 9453

18th October – a run to Richmond Arms Hotel is planned. Cost will be around \$19.00. Depart Civic Club at 10.00 am. For further information please contact David Scott: 6257 1508

14th – 15th November – Overnight stay at Mt Lloyd. Bring your sleeping bag and BBQ for the evening meal. Breakfast will be provided by your host. Depart Civic Club at 11.00am. Coffee in New Norfolk. For further information please contact Bob Leeson: 6229 6006

21st November – MGTC 70th birthday. For further information please contact David Taylor, 6229 5817 or david.tricia@bigpond.com

28th November – Annual Concourse, AGM and Presentation Dinner. The vehicle display will be held on the Parliament House lawns on Salamanca market day! The AGM will be held at the Civic Club and the Dinner at SOHO, all venues within walking distance. We are planning a departing breakfast for our Northern guests. For further information please contact Bob Leeson: 6229 6006 or Chris Wagstaff: 6239 1341

Bob Leeson
Secretary SSC

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A pleasant drive via Mt Wellington towards Leslie Vale, then to Kingston and back to Hobart via the Channel Highway.

Our first ever mid-week lunch in the city was at the Civic Club and was prepared by Robin and Julie Wilmot. Thanks guys. For the bargain price of \$15 we had a buffet lunch offering salmon quiche, beef stroganoff, lemon chicken drumsticks, potatoes and vegies, followed by apple pie or lemon meringue with cream and ice cream, and then generous cheese platters, coffee, tea, chocolates.



A couple of pics are attached – this month's event attracted 38 persons in 21 cars of which only a handful were MG's!

The dates for the remainder of 2015 are,

August – Thursday 13th

September – Wednesday 16th

October – Thursday 15th

November – Wednesday 11th

December – Thursday 10th

With best wishes and safe motoring.

Wayne (white MGA)

Phone: 0408 388 881

Email: Wayne.Goninon@utas.edu.au

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Northern Sub Centre

Position	Member	Partner	Contact Details
Chairman	Eamonn Matthews	Rhonda	(h) 6343 4089 (m) 0413 009 284 northern-chairman@mgtas.org.au
Secretary	Mark Dilger	Angela	(h) 6327 1028 (m) 0408 271 029 dilger@bigpond.net.au
Treasurer	Andrew Merry		(m) 0408 331 612
Committee	Phil Paine	Di	(h) 6331 8298 (m) 0419 261 483 phil.paine@aon.com.au
	John Biggelaar	Geraldine	(h) 6327 3462 (m) 0408 125 199 biggelaarj@gmail.com
	Jim Dickenson		(m) 0407 309 672 jimdickenson@bigpond.com
	Rhonda Matthews	Eamonn	(h) 6343 4089 (m) 0422 600 405 eamonn.mg@gmail.com
NW Co-Ordinator	Roy Stuart	Kathy	(h) 6424 5706 (m) 0419 589 316 northwest-coord@mgtas.org.au
Club Meeting Details		Last Wednesday night of the Month: 7.30 pm for meeting. VCCA Rooms, 67 Lawrence Vale Rd, Launceston	
Postal Address		P.O Box 682, Launceston, Tas 7250	

We are now in the depths of winter which has reduced the numbers at our meeting this month but we can say that it was a quality gathering.

Since our last Northern Notes we have we have had a morning tea run to Chester and Sally McKaige's to view their garage and contents.

We spent a couple of hours looking at their fleet of vehicles such as a 1925 Bentley Tourer, a 1936 Alvis Speed 25 Saloon, a 1905 Darracq 8 hp with a number of others.

Thank you to Chester and Sally for opening their garage and allowing the club members free reign to wander at will.

We enjoyed morning tea courtesy of the McKaiges and the Biggelaars and thank you for making us so welcome.

We had our second "old fogies" morning tea on Friday and 15 members enjoyed the very pleasant surroundings at Stonethrows in Newstead. Most of the problems with everything were discussed and of cause a resolution was arrived at and we spent a good 2 hours in what has become a very enjoyable social activity of the Northern Sub Centre.

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I look forward to our next morning tea on 28th August and will meet at the Motor Museum at 9.30 am and generally have a short trip to the venue and the rest is as you make it.

We have our mid-week run on Wed 12th August so if you would like to come you need to let Rhonda Matthews know and we look forward to seeing you there.

Coming events:

Wed 12th Aug 2015 Prickly Cactus RSVP Rhonda Matthews 10th Aug 0413009284 Meet at venue.

Fri 28th August 2015 Morning Coffee “old fogies” Run Meet at the Motor Museum at 9.30 and all will be revealed.

Sat & Sun August 29th and 30th National Automobile Museum of Tasmania Community Awareness Weekend Car display only Sunday 30th no need to book

September Trivia Night TBA moved to October (so it's not the Sept Trivia Night anymore)

Wed 9th Sept 2015 Midweek Run. RSVP Mark Dilger 0408271029 7th Sept please. We are going to 3 Step on George.

Fri 25th Sept 2015 Old Fogies morning tea run Meet at the Motor Museum at 9.30am

Sun 27th September VCCA Swap Meet Museum Car Park

Fri 2nd to Sun 4th October Baskerville Histories.

Wed 14th October 2015 Meet at Motor Museum Jim Dickenson/John James RSVP to Jim Dickenson by 12th October 0407309672

Fri 30th October 2015 Old Fogies morning tea run., Meet at the Motor Museum at 9.30am

Fri 16th and 17th Oct 2015 Shannon's Tops Off Weekend in Hobart Can leave Fri Night make own travel arrangements and accommodation need to be at the Hobart venue by 10 am if travelling on Sat need to leave Launceston by 7am. Meet at Motor Museum

Wed 11th Nov 2015 Midweek Run TBA

Sun 22nd Nov 2015 Spring Run to Bridport TBA

Sat 12th Dec NW Christmas Dinner Refer to Roy Stuart and will be held at Max and Margaret Woods home.

Sun 13th Dec 2015 Combined North and North West Christmas Function at the Biggelaars 44 New Ecclestone Rd Riverside Tas More Details Later

If you would like to suggest a social event come along to the meeting and have your event included in the calendar.

We have the annual meeting for the election of committee members coming up so have a think about the direction you would like the NSC to take in the new year and if you would like to take on a position on the committee then let Eamonn or myself know your thoughts.

Next meeting Wednesday 26th August 2015

VCCA Club Rooms 67 Lawrence Vale Road Launceston Tas 7250

Mark Dilger
NSC Secretary

North West

Position	Member	Partner	Contact Details
Co-Ordinator	Roy Stuart	Kathy	(h) 6424 5706 (m) 0419 589 316 northwest-coord@mgtas.org.au
Club Meeting Details		Second Thursday night of the Month: 6.00 pm for meal and social evening. Bridge Hotel, Forth	

Even with winter upon us there has been quite a bit happening on the N/W Coast

From all accounts the Midgley's Mid Winter Getaway to fabulous West Coast was as predicted , a great success. I am still hearing some amazing stories from the weekend.

Several members are using these cold winter months to rebuild or restore their MG's.

Peter Richards MG TF is finally registered an on the road and looks stunning.

Terry (Eddy) Jeffrey's 1949 TC is to be re-registered in the coming months. The TC has been off the road for almost a year and has undergone a major re-development to bring the vehicle back to original specifications. The fully reconditioned engine is firing and runs like a dream. A complete respray, new upholstery and new wiring have also been undertaken. Terry is jumping out of his black and white socks and can't wait to get the TC back on the road.

The simply amazing restoration of Wayne Jessup's MGA is coming along very nicely according to Wayne. The A will be on the road before Xmas with only a few cosmetic trims left to put on the car and then it can be fired up in anger.

John Irving has his MG B dismantled and is reconditioning everything that has been suspect in readiness for the trip across the Nullarbor to the National Meeting in Perth next year.

Max Wood had a health scare last month, a heart attack resulting in him undergoing surgery to have a stent put in. Max is well on the road to recovery and it was pleasing to see him back at our Thursday night at Forth.

We have a couple of our members on tour on the big island. Those on facebook have been following the adventures of Rosemary and Jim in far north Queensland and Margaret and Greg in Western Australia. They have been keeping up with club events by phone calls, facebook, text messages and reading the magazine on line. A common theme seems to be how good the weather is where they are, Blah, Blah, Blah

MGB73

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For more information contact;

Craig Large
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2016 Perth National Meeting

To all members considering a trip to next years Perth National meeting.

Time is running out for expressions of interest. Accommodation has been booked both for the journey across and in Perth. The members who have indicated they are going have decided to book houses in Perth rather than motel rooms. This offers greater flexibility as well as being cheaper. People have nominated whom they wish to stay with and bedrooms are filling fast. At last count there was only 1 bedroom left in the 3 properties booked. If more people decide to attend then let me know sooner rather than later (for the obvious reasons).

Tony Lansdell

0418 378 214

mgtony@bigpond.net.au

Midgley's Mid Winter Getaway

As an East Coaster, attending the 5th MMGMWG [you can work that one out] meant travelling probably just about as far as one can travel by road in Tasmania. Down town 4 Mile Creek to Strahan and we had no hesitation in doing it as this weekend just keeps on titillating the senses and sensitizing the t...s. We left 4 Mile about 6.40am as we had to board out the cats and meet up with the Dilgers at 9am so as to arrive at Anvers for coffee with the majority of the weekend revellers. Mark had most kindly offered to take his 4WD as he and Angela predicted we would most likely encounter snow/ice/mush somewhere on our travels. After catching up with the troops and enjoying a coffee we loaded up and headed for Cradle Mt for lunch. There were 21 hardy souls in 10 vehicles with 4 of them being MGB's. Don't know if this is a reflection on the toughness of B's or the wimpyness of other model owners. I'll stick with the 1st option. We were scheduled to meet up with the Walsh's [BGT] and Shane Manley [MGF] at Cradle. The weather was reasonable to start off with but the closer we got to Cradle the less pleasant it became. What should you expect in the middle of winter!!!!

Arriving at Cradle Mountain Lodge we found plenty of snow for a brief snowball tossing competition before adjourning inside for an enjoyable lunch and much speculation on where Shane, "I know roads", Manley had gotten to. Andrew had rung him and he said he was 15 minutes away and not to panic. Who was!!!! Seems he had taken a wrong turn somewhere and what had alerted him to the fact was seeing rowers training on Lake Barrington. He did eventually find us in Strahan. Before we left Cradle the M's gave us our instruction for the now famous quiz we have to endure. This years was to nominate the largest number [in digits] we saw between Cradle and Strahan. I suppose, like us, everyone was discussing phone numbers on signs, trucks etc as the most likely digital largess you were likely to find and this proved to be correct when the Jessup's fronted with an international phone number they had spotted on the side of a truck that was turning into Peppers car park as we were leaving!!! Very well spotted and probably made their 2 odd hour drive to Strahan much more relaxing as they must have felt pretty confident that, unless someone else saw it or the very unlikely happened and another international company just happened to be swanning around the west coast, they would take some beating. This won them a bottle of this years drop of port.

Most of us travelled to Strahan via Anthony Bypass Road except for the Fraser's who went via the way we were to travel on Sunday and I'm sure there were some questions asked of the M's re this. I did hear that the Ford got up to some speeds that would rival the racing A. We arrived in the thriving metropolis of Strahan where you would have had to have a lot of luck hitting anyone if you fired a shotgun down the main street. Hardly surprising given the inclement weather. I certainly would have been propped in front of a large fire if I lived there. We booked in at the Strahan Village and when we got into our room I instantly thanked the management as the heat pump had been turned on and the room was at a very pleasant 22 degrees. When everyone was settled, we headed to Hamer's Hotel for some drinks before wandering off to see the play "The Ship That Never Was". Some had seen it before but as the actors change as do the audiences, you always get a slightly differing play. After blankets and some hot water bottles were handed out

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the show got underway. If you haven't been before, the show is performed outdoors under what in summer is a shade cloth. In winter, this and the boarding around the stage area is suppose to keep the wind chill factor to an acceptable level. Some of our members got picked to play roles and there are photo's available. Wayne was looking good constantly playing with his gun which even prompted the tour guide the next day to mention him in dispatches. An interesting play with the main actor being exceptional. One thing you do get to notice is the multi skilled people of Strahan. The two main actor's doubled up the next day a tour guides on Sarah Island and the staff at Hamers showed a distinct similarity to ones we came across at breakfast each day.

After the show we adjourned back to Hamers for tea/dinner [depends on which side of the railway tracks you were born on] and to nominate who from each team was to enter into which events in the Macquarie Regatta the next day. There were some last minute shuffling of teams so as to even up the talent. Teams were as follows and you don't have to be a brain surgeon to work out who were the raging favourites:

Team MGA: Frasers/Kuzniarskis/Terry Sansom

Team MGB" Richards/Jeffreys/Sue Speed

Team MGC: Wellmans/Dilgers/Shane Manley

Team MGY: Irvings/Jessups/Barb Tamplin

A reasonably early night followed [what happens on the trip, stays on the trip] with instructions to gather after breakfast at the wharf by 8.45am. The breakfast was a hot buffet and with the range and volume available you would be mistaken to think we were condemned convicts and this was our last meal. Originally we were to go on the cruise on the MV Ocean Spirit which holds around 60 but there were such a lot of bookings that day we were transferred to the Eagle which had just that day returned from some maintenance. Good thing too as this holds around 200. Some problems were occurring with the coffee machine as we departed and hot chocolate, tea, beer or top shelf were only available. No drama there !!!

We headed out into the harbour with the captain giving a running commentary of the history and geography of the surrounding area. 1st place we went to was Macquarie Heads and as you pass through here and then do a u turn to come back in you get an appreciation of how hard it would have been when ships didn't have motors. We were advised to hang onto something as we did the turn and, despite the size of the boat, we got up quite a roll. From here we went over to watch a guy feeding the trout and salmon in their cages. We then went to Sarah Island where we had an hours history tour. The main actor from the night before was our guide and he was brilliant. It was his last tour before heading to Sydney to appear in Sound of Music. When you see how small the island is, it makes you appreciate a bit more what it would have been like living there [if you can call it that].

From here we headed up river. To minimise the impact the boat has on the river we slowed right down from a pace you could water ski at to one you could troll for fish. We stopped at the turn around place for a wander through the scrub so you could get a better appreciation of the area and the types of flora and fauna. Looking at the denseness of the scrub made you wonder at the sanity of convicts who chose to battle their way through to try and reach civilization or something resembling it.

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When we were on our way back to Strahan we got the message to assemble downstairs for the start of the Macquarie Regatta. Andrew gave us a briefing on what each event was about and the regatta was off and sailing. The Coxless Pairs had nothing to do with rowing and did not have to be contested by females only. It was a timed 3 legged race with time penalties if either contestant spoke during their run. Susan and Debby led off for the A team and posted a very competitive 4.4 seconds only to be pipped by Terry and Peter [4.3] even though this pair had 2 runs because they totally ignored the judges instructions to stop 1st time round. Mark and Mike along with Ruth and Barb couldn't match or better the times of the 1st two teams. Next up was the Sydney to Hobart where you were given a list of town names stretching from Sydney to Hobart and teams were required to list them in the order the boats sailed past them. This was fine for most teams once you got south of Victoria but most people went a bit astray on the big island. Team MGY were victorious here. Single scull was next and funnily enough had nothing to do with drinking. Each team selected a slip that had 6 questions relating to Australian general knowledge, sport, music, Tasmanian general knowledge, movies and MG's. The nominated team member could elect to answer 3 out of the 6 questions and the other 3 had to be answered by 3 other individual team members. Given that this was an intelligence test it was hardly surprising that Terry Sansom and the A team won with 5 out of 6.



The 4th event was Picigin. [I'll let you consult your Funk and Wagnell so you can see what we did wasn't even close to the real thing] Teams were given a sheet of paper with pictures of different bottles of Gin and we had to select what was what from a list supplied. Not surprisingly the winning team were MGC which confirmed who were the closet drinkers amongst us. Andrew pointed out to us that the order of the list was almost the same order the bottles were shown in. The last event was the Volvo Ocean Classic where teams were again given a list [in order of travel] of city names and we had to put what country they were in and what ocean or sea you approached them by. I can only say that given some of the comments afterwards that quite a number of us would have ended up spread from one side of the world to the other and some would have been trying to tie up in land locked countries !!!!! Wise heads and good guesswork saw Team MGA winners here. A very enjoyable event with a lot of laughs and good natured stirring saw us back to Strahan and the end of a great days cruising. We managed to get a couple of the staff to take a group photo of us all on the pointy end of the Eagle.

After a freshen up it was downstairs at the Village for bickies and cheese where we proceeded to take over the lounge with a constant spreading out of tables and chairs as more of the group appeared. Management were very accommodating allowing us to bring in our own nibbles and drinks as they hadn't intended to open the bar. From there it was on down to Hamers for tea/dinner where we were joined by Robin Wilmot who made an

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instant impact by telling Shane that if something ain't broke you didn't need to fix it. The colourful adjectives used made it an enlightening commentary. At the end of the BBQ buffet Andrew announced the winners of each event and also the highly anticipated overall winners.

Not surprisingly [at least to us] it was Team MGA. We were very sporting in our win, immediately breaking into an inspiring rendition of "We are the Champions" and doing a lap of honour down the main street of Strahan holding aloft our individual event gold medals and overall winners gold cups. Each event



winning team received a gold medal and I'm sure the locals were wondering what the hell was going on in our separate room. The final day of our weekend dawned pretty much like the previous two but we had had such a good time that the weather only played a insignificant part. After checking out there was the obligatory team photo on the veranda out the front of reception and then it was off to Tullah via the Reece Dam. Susan and Don went a different way as they felt one transverse of the Zeehan road was enough for one weekend. We had a couple of stops on the way for more photo opportunities [don't drink the water in Zeehan for a few months] with the most specy of these being all cars stopped on Reece Dam. Our final get together was at the Lakeside Chalet at Tullah for lunch where we met up with the Frasers again as well as the Lansdells.

This officially brought the weekend to a close with Andrew indicating that even though he had contemplated having a rest year in 2016, this was not going to happen and encouraged us to sign up for next year. I have said in the past that this weekend is a highlight of the MG calendar and this year was no exception. The thought and cunning that Sue-Anne and Andrew put into entertaining us is very much appreciated. The two of them can certainly give themselves a pat on the back and stand and take a bow. On behalf of the 2015 contingent THANKS HEAPS!!!!!!.

PS. Debby and I recommend highly the Strahan Village, Hamers and the Eagle if you are considering a trip to the west. Even in the middle of winter, the west coast warmth is evident.

Kuz.

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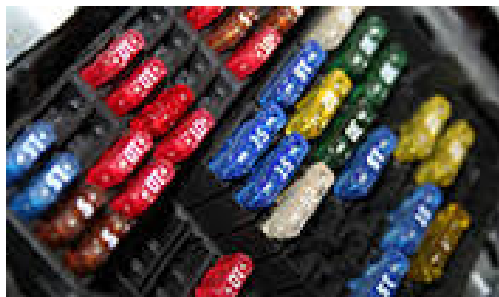
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The Funny Bone

Eleven people were hanging on a rope, under a helicopter. 10 men and 1 woman.

The rope was not strong enough to carry them all, so they decided that one had to let go. Because otherwise they were all going to fall.

They weren't able to choose that person, until the woman gave a very touching speech. She said that she would voluntarily let go of the rope, because, as a woman, she was used to giving up everything for her husband and kids or for men in general, and was used to always making sacrifices with little in return.

As soon as she finished her speech, all the men started clapping !!

Green Tree Snakes (*Dendrolaphis punctulata*) can be dangerous.

Yes, tree snakes or grass snakes, not brown snakes or taipans. Here's why:

A couple in Townsville had many potted plants.

During a recent cold winter, for Townsville that is, the wife was bringing some of the valued tender ones indoors to protect them from the cold night.

It turned out that a little green tree snake was hidden in one of the plants. When it had warmed up, it slithered out and the wife saw it go under the lounge. She let out a gut wrenching scream.

The husband, who was taking a shower, ran out into the living room naked to see what the problem was. She told him there was a snake under the lounge. He got down on the floor on his hands and knees to look for it. About that time the family dog came and cold-nosed him on the behind. He thought the snake had bitten him, so he screamed and fell over on the floor.

His wife thought he had had a heart attack, so she covered him up, told him to lie still and called an ambulance. The paramedics rushed in, would not listen to his protests, loaded him on their stretcher, and started carrying him out.

About that time, the snake came out from under the lounge and the paramedic saw it and dropped his end of the stretcher. That's when the man broke his leg and why he is still in hospital. The wife still had the problem of the snake in the house, so she called on a neighbour who volunteered to capture the snake. He armed himself with a rolled-up newspaper and began poking under the lounge. Soon he decided it was gone and told the woman, who sat down on the lounge in relief.

But while relaxing, her hand dangled in between the cushions, where she felt the snake wriggling around. She screamed and fainted, the snake rushed back under the lounge.

The neighbour, seeing her lying there passed out, tried to use CPR to revive her. The

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neighbour's wife, who had just returned from shopping at Woollies', saw her husband's mouth on the woman's mouth and slammed her husband on the back of the head with a bag of canned goods, knocking him out and cutting his scalp to a point where it needed stitches.

The noise woke the woman from her dead faint and she saw her neighbour lying on the floor with his wife bending over him, so she assumed that the snake had bitten him. She went to the kitchen and got a small bottle of whiskey, and began pouring it down the man's throat.

By now, the police had arrived. They saw the unconscious man, smelled the whiskey, and assumed that a drunken fight had occurred. They were about to arrest them all, when the women tried to explain how it all happened over a little garden snake.

The police called an ambulance, which took away the neighbour and his sobbing wife.

Now, the little snake again crawled out from under the lounge and one of the policemen drew his gun and fired at it. He missed the snake and hit the leg of the end table.

The table fell over, the lamp on it shattered and, as the bulb broke, it started a fire in the curtains.

The other policeman tried to beat out the flames, and fell through the window into the yard on top of the family dog that, startled, jumped out and raced into the street, where an oncoming car swerved to avoid it and smashed into the parked police car.

Meanwhile, neighbours saw the burning curtains and called in the fire brigade.

The firemen had started raising the fire ladder when they were halfway down the street.

The rising ladder tore out the overhead wires, put out the power, and disconnected the power in a ten-square city block area, but they did get the house fire out.

Time passed, The snake was caught and both men were discharged from the hospital, the house was repaired, the dog came home, the police acquired a new car and all was right with their world.

A while later they were watching TV and the weatherman announced a cold snap for that night. The wife asked her husband if he thought they should bring in their plants for the night.

And that's when he shot her.



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MG Car Club of Tasmania – MG Monthly Motoring News, August 2015**Calender of Events***Events in italics are not Club Events*

Event	Location	Co-Ordinator	Date
NSC - Mid Week Dinner	Prickly Cactus	Rhonda Matthews	Wed, 12 Aug 15
SSC - Mid Week Run	Hobart	Wayne Goninon	Thu, 13 Aug 15
SSC - Mountain Breakfast	Waterworks Reserve	Bob Leeson	Sun, 16 Aug 15
Motor Expo & racing Car Show	Princes Wharf 1	Tony Gurnhill	Sat 22 – Sun 23 Aug 15
Motorkhana SMS-3	Latrobe	Club Captain	Sun, 23 Aug 15
NSC - Morning Tea	Launceston	Mark Dilger	Fri, 28 Aug 15
TSS Round 5, HQ Nationals	Symmons Plains	Race Committee	Fri, 28 Aug 15 Sun, 30 Aug 15
<i>Tas Auto Museum Open Days</i>	<i>Launceston</i>		<i>Sat, 29 Aug 15 Sun, 30 Aug 15</i>
<i>Classics on the Beach</i>	<i>Sandy Bay</i>	<i>Bob Leeson</i>	<i>Sun, 06 Sep 15</i>
NSC - Mid Week Dinner	3 Steps On George	Mark Dilger	Wed, 09 Sep 15
Square Riggers Run	North	Frank Brooks	Sun, 13 Sep 15
SSC - Mid Week Run	Hobart	Wayne Goninon	Wed, 16 Sep 15
<i>CMI Hillclimb</i>	<i>Domain</i>		<i>Sun, 20 Sep 15</i>
<i>Test and Tune Day</i>	<i>Baskerville</i>	<i>Historic Committee</i>	<i>Sun, 20 Sep 15</i>
NSC - Morning Tea	Launceston	Mark Dilger	Fri, 25 Sep 15
<i>VCCA - Swap Meet</i>	<i>Tas Auto Museum</i>		<i>Sun, 27 Sep 15</i>
SSC Social Run	Hartzview Winery	Ches Bogus	Sun, 27 Sep 15
Motorkhana SMS-2	Latrobe	Club Captain	Wed, 30 Sep 15
Motorkhana SMS-3	Latrobe	Club Captain	Wed, 30 Sep 15
Baskerville Historics	Baskerville	Historics Committee	Fri, 02 - Sun, 04 Oct 15
Square Riggers Run	Baskerville	David Taylor	Sun, 04 Oct 15
SSC AAM	Civic Club	Ches Bogus	Tue, 13 Oct 15
NSC - Mid Week Run	TBA	Jim Dickenson	Wed, 14 Oct 15

SQUARE RIGGER NOTES

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Time for a spot of nostalgia, pics of T and Y Types on a run to Campbell Town December 2010.



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Square Rigger contacts:

Launceston

Frank Brooks Ph 0418 134 262,

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