

# MG Monthly Motoring News

April 2021



Written and Published by MG Car Club of Tasmania Inc

PRINT POST APPROVED PUBLICATION No .PP 100002891

## MG Car Club of Tasmania – MG Monthly Motoring News, April 2021



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**Cover Photo:** Max and Winsome Freeland in their MGA Twin Cam on an MG social run.

**Inside Cover:** Club cars on display at Maxxie's funeral

**Printed by Impress Print,  
10 Wenvoe St, Devonport,  
Tasmania, 03 6424 5900**

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## **VALE – Max Freeland**

On Thursday the 11<sup>th</sup> of March the MGCCT lost long time member and club character Max Freeland. Max and Winsome have been members of the club since 1976, with Max and Winsome hosting the club motorkhana and social event each January until recently when Max was too unwell to continue the tradition.

Many members of the club attended Max's funeral in Launceston, putting our cars on display with the A's front and centre. After the service many stories were shared of Max and his antics. One that stuck in my memory, was of the social nights after the NSC meetings, when the port would come out. Now as it was told, Max would not leave to go home until String (Arthur Twining) had fallen asleep on the couch. String apparently was aware of this and tried to stay awake for as long as he could, but Maxxie was always still there when String fell asleep, his cue to go home. No-one was able to remember just how late this standoff lasted till each time, maybe Winsome will enlighten us one day on just how late Max finally came home.

Anne also spoke of fond memories of her dad at the funeral, one being travelling to a Perth MG National Meeting sitting on the centre console of the MGA, that would be about 7000 very uncomfortable km's. I can understand why that would be firmly entrenched in her memory.

Max had a large collection of cars, some very well looked after, some not so. But the ones he valued most were the ones with a story. I remember distinctly him saying to me as I drooled over the ex Dick Johnson development Sierra 5000, a car is worth more if it has a story

When we hosted the 2018 MG National Meeting, Max's green ex Harry Cape MGA Twin Cam was one of the display cars, Sue-Anne and I had the privilege of spending a couple of afternoons with Max and Winsome as we took responsibility for the care and security of the MGA during the Nat Meet. An article penned by Peter Kerr, tells the story of Max's MGA and is published in full later in the magazine.

The clubs thoughts and best wishes go out to Winsome, Amanda, Peter, Anne and their extended families . Max will be missed, he has left a lasting impression on many and great memories for some.

Ed.

## **Team Maxie**

MG National Meeting Adelaide 1986 was probably the most uncomfortable (thanks to Max Freeland) that I've ever been in an MG.

To tell the whole story, I was perched on the centre console and handbrake in Max Freeland's twin cam MGA, with a leg either side, as we raced across the inner suburbs of Adelaide to a go kart track for our night's entertainment.

Not that Max, Winnie or girlfriend Jane were much less comfortable, four in a twin cam's got to be some sort of record.

Why - you ask?

My MGB had decided it needed a diff rebuild and wasn't going to be mobile till morning and because of Maxie's great team spirit, we weren't to be left behind.

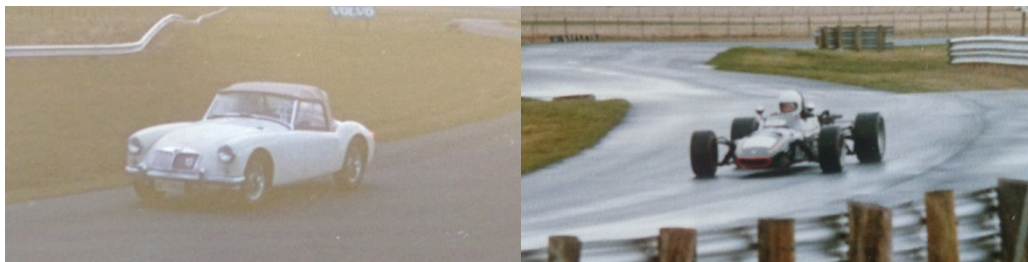
Maxie was an enthusiastic team player, first team - Team Family, then Team Farm, even the livestock had to play to team rules, many will remember the stories Max told of his bull, not playing the game.

Then there was Team Twin Cams, from all over the country, the Sub Centre Team, the Tasmanian Team and of course everyone was one of the team at Maxie's memorable motorkhana's.

Max was never happier than if his cricket team, football team or his family team had a win, his beaming smile said it all.

Thanks Max for allowing us all in your teams, your winning style will be greatly missed.

Phil Tilley



Max competing at Symmons plains in his MGA and Elfin (photos courtesy Martin Kuzniarski)

## **Harry Cape - MGA TWIN CAM**

Nambour Natter by Peter Kerr

This is the story of Harry Cape, the sheep farmer from Merriwa in New South Wales, Australia. Harry ordered a new MGA Twin Cam through the agents, P & R Williams of Sydney in May 1959, travelled to the U.K. and personally collected it from John Thornley at the Abingdon-on-Thames factory. Harry had won the prize in the 9000-mile Round Australia reliability trial in a Holden. He had also been clocked at over 210 km/hr in races in his XK 120 Jaguar. Here then is the story of Harry and his journey with the MGA twinny.

### **The trip to the U.K.**

The flight from Perth included several stopovers and Harry enjoyed a car club run up the mountains around Kuala Lumpur in Malaysia. His letters of introduction from Mobil Australia (Harry was a Mobilgas Round Australia trials winner) enabled him to watch the Mille Miglia while sipping Cinzano at the kerbside. He visited Milan and was invited to do 6- 8 laps at speed on the Monza track in a Lancia.

### **Ordering the Twin Cam**

On arrival in London Harry arranged to visit the factory and finalise the specification on the MG build. He wanted a green car but John Thornley said that only red, white or light colours were available as the cars sold to California. "They like bright colours over there", said John and asked: "Why green?" Harry replied: "because it will merge with the scenery when I get home and the cops won't see me". Next thing was the trim. Harry remembered the Jag had grey and that got dirty and tatty; black looked like a hearse; fawn shows dirt, and so he settled for green. The reply came back they didn't do them in green. Harry left still undecided and was walking through the delivery yard and noticed a stack of Healeys with green trim. Harry thought "he's kidding me" and on return to London rang John Thornley pointing out the Healeys in the yard were green. John replied: "leave it to me".

Around delivery date Harry rang a few times but John Thornley was not available. When the contact was made it became apparent the car would be about 8 days late. In due course Harry was advised that he should come up

and get it. He went by train to Oxford and drove to Abingdon in an MG sedan, He went up to the office and had a cup of tea and a yarn to John Thornley – “a most delightful person”, said Harry. The office was just like a club smoking room with photographs and trophies everywhere.

Anyway, Thornley got on the phone and said: “bring that Cape vehicle around will you”. While waiting, John Thornley walked over to the window – a big window and looked out. He pointed down to the driveway and said, “well what do you think of it?” It looked fantastic.

We both went down and had a good look. Russell Lowrey, secretary of the MG Club was present too. The delivery date was July 6, 1959. John Thornley said: “We had to split the hide to get enough”. It had hide on the dash, doors, behind the seats and so on’. Harry had a lovely time running in the engine around the English countryside. “the Poms thought the weather was terribly hot at the time,” he recalled the temperature were around 70°F.

### **To Le Mans and the Continent as a spectator**

Harry had a seat in the pits opposite the MG service area. The sole MG entry was Ted Lund. Harry was also given a ticket to the cocktail party before the race. Very few people attending spoke English, but everyone was very hospitable and Harry ended up with a pit pass. Race day was spent in the MG pit. “It was fabulous” said Harry. Ted Lund hit a dog and didn’t come back in. He had damaged the plumbing’s that they put underneath the car to squirt air on the gearbox. The box ran hot and he had to withdraw. “he was really flying down the straight” Harry recalls.

After the race Harry caught a bus down to Monte Carlo. He hit the casino and 19,000. Wow! Now he could have some fun. When the chips were cashed in the conversion came out to £12.10.0 English money. Talk about heart failure. Harry had piled it all up for £12.10.0!!! He had a good look at the grand prix circuit which winds around the town, “ducking down under a tunnel, then around a corner to another tunnel and along the waterfront”. Harry’s heart was elsewhere though, and he wanted to get back to England and his twin cam.

### **Back to the U.K.**

Harry visited Silverstone in the MG and after a yarn with the manager was able to drive around the circuit. The MGA actually did its first club race at

Goodwood with 1500 miles on the odometer. It was also driven up to Scotland, lapped around Aintree, and a grand total of 8008 miles were enjoyed in the twinny in England. Harry met up with race drivers Tony Maggs and Frank Gardiner. Frank was working for the Jim Russell driving school and was the first to sit and drive the twin cam after Harry. Harry made a quick trip to Denmark to the Rochfield ring. The ¾ mile circuit was actually in a quarry and the feature sports car race had all BMC cars- Sprites and MGs.

### **Development of the Cape twin cam**

Harry had time to assess his requirements and some further work was done before the factory shipped the MGA to Australia. The Development Department work order dated October 26, 1959 for the A.S. Enever on behalf of the M.G. Car Company Ltd., Abingdon-on-Thames. It reads.

#### **MGA TWIN CAM (AUSTRALIA)**

- 4.55 axle
- Nose complete
- Competition shocker valves back and front
- Heavy front springs
- Engine:
- Parts as T.I.M. and polish
- Brass exhaust guides
- 2" carbs (no dashpot springs) rubber mounted
- Ram pipes, latest distributor
- Latest bucket tappets, strong valve springs
- Alter dipstick and vent gearbox
- Scraper rings special and drill holes in pistons
- Fit fresh air body vent
- Remove thermostat, fit vent pipe from head
- N.58.R's on dash
- Shock ignition advance and report figures of test
- Test on bed
- Fit R.5 racing tyres (ex Mr. Chambers).





### **Off to the U.S.A.**

The twin cam MGA was shipped back to Australia but Harry went the long way home and he headed for Sebring in the U.S.A for the Grand Prix. He had joined the BARC. Geof Sykes was the racing manager and had organised things so that Harry ended up in the Jack Brabham crew. He also met Masten Gregory who was recovering after a race accident at Monaco. Jack Brabham was racing the Cooper Climax but ran out of petrol. He had to push the car about ¼ mile without any assistance and just got enough points to win the world championship.

Harry nipped over to Florida for the Pykes Creek hillclimb and met the MG club in Denver. He recalls an enjoyable lunch with the club member who owned a TD MG and Jaguar and there seemed to be Corvettes all over in 1959/60. Next stopover was New Zealand and the N.Z. Gee Club in Auckland took him for a drive over to Rotarua.

### **Back in OZ**

The twin cam kept good company with Harry and mates such as Jim Wright in the Aston Martin DB3S, Sammy Miller and his 100S Healey and Ron Ward with his twin cam roadster. Harry went first to Longford in Tasmania for the 100 mile Tourist Trophy meeting and the twinny clocked 121 mph down the straight every lap. Ron Ward was there and Harry recalls Ronny was really worried that he wouldn't do the 100 miler on a tankful of petrol- he said he was going to do the 100 miler on a tankful of petrol. Harry had done his homework of course and had measured petrol and lap rates in practice and worked out the race requirements. He didn't explain this to Ron Ward, merely said the two cars had the same size petrol tanks and the coupe had

“plenty of juice”. Ron was pleased with this reassurance and Harry said: “my shares with Ron went up 100% as a result.”

Longford was lovely. Harry called it the Rheims of the South Pacific – “long circuit, fast straight, around the pubs, over a few bridges. It was really good and of course we came home together on the ferry boat,” he said. The R5 Dunlop tyres created a lot of interest and Dunlop executives came out to see the twin cam in action.

After Longford, Harry was stirred up with motor sport and he headed for a sprint meeting at Parkes in central New South Wales. There were plenty of MGs at the meet. The first Bathurst meeting was next stop. Harry was proud of the MG and had white protectors on the front to stop stone chips and bruising. The MGA was quite a heavy car but on Conrod straight she was timed at 122.45 mph for quite a few laps. Competition was keen and each competitor would watch the times posted, tighten up a few bolts or something, and go a little faster next time out.

### **Harry remembers earlier times**

This time chase took Harry back this days in the XK120 Jaguar hardtop. There were seven Jags in that Bathurst race and Harry calculated he was slowest. However, when the times were posted on the board, it showed 3.07 for Harry Cape. Everyone said: “boy, your Jag’s going Harry: “Oh yes” said Harry, “she’s going very well”. The time should have been 3.27!

Anyway, when the cars rolled out to the grid start there was Harry sitting up in the old Jag hardtop with “Gelignite” Jack Murray sitting right beside him in the gold D-Type Jaguar. Ron Phillips was in front in the Cooper Jag. Bib Stillwell and Bill Pitt were in D-types: the Dajero Jag was also one of the thirty starters. Harry was actually the slowest of the seven Jaguars and when he pulled up at the grid Jack Murray leaned over and said: “What are you doing up here?” “Well,” Harry answered, “that’s where they put me. They gave me a 307”. The flag dropped and Jack took off like a rocket. This was fortunate as the Cooper Jag had stalled in front of Harry and he had to go around. Jack was well gone and there was plenty of room to get the XK round the Cooper. Harry said:” Jack was at the first corner before I got around the Cooper.”

The new racer wasn’t as fast as the Jag and it was heavy. Harry changed the 2 six-volt batteries for one 12V to save weight. It was placed left or right depending on the circuit. “this was for balance and it actually made a

difference” said Harry, “if you were going clockwise or anti-clockwise.” He also took to trailering the MG and development of the car was evolutionary. Harry has acquired the Leo Geogahan Lotus 18 open wheeler by the time the Lakeside Queensland meeting came up. However, his arm was in plaster after crashing Jim Wrights DB3S Aston Martin. Jim drove the twin cam and the Lotus 18 at Lakeside for Harry. Jim spread the Lotus all over the track and Harry recalls it could have been the end of the twin cam when Jim got into trouble at the Carousel. The Courier Mail newspaper carried the headline with photo: “Racing drivers smash each other’s cars up” referring to the demise of the Lotus and the Aston.

In summary, Harry raced the twin cam in four meetings in the U.K., 36 in Australia, plus 11 hillclimbs. “proper hillclimbs” Harry added, “not hill runs,” He raced the twinnny at the opening meetings at Warwick (Sydney NSW), Lakeside (Queensland), Surfers Paradise (Queensland), and Katalina Park (NSW). He missed the first meeting at Longford in Tasmania but competed in the second meeting held there. He bought a Lotus Elite and had the two cars at the Tamworth Hillclimb. Rodney Ireland bought the twin cam MGA with 26,000 miles on the speedo. He took it to Oakley in Queensland, Paul England brought it back to Sydney, NSW and Max Freeland now has the car in Tasmania.



## **Summary Conclusion**

Harry recalls he got terrific support while in the U.K. and the spirit at the MG factory was marvellous. He went out to Abingdon one day after a couple of meetings and said to John Thornley: "I think this motor is a bit rough (at 6,500revs.) Do you balance these motors?" "Course we do", he said, "course we do (with a bit of a grin)". Anyway, they went for a drive in it with John Thornley at the controls, Harry observed: "Imagine the manager of General Motors taking you for a bit of drive out in the lanes in your Commodore. He didn't ask me, he just crawled behind the wheel and away we went. We went around all the lanes and he gave the twinnny a few good squirts." John Thornley concluded that it was a bit rough and said: "I'd better have it balanced." Harry asked: "when are you going to do it?" "Oh now, leave it in the workshop and all the 'big names' worked on it. They took the motor out and balanced it.

Harry was getting ready to head back to Australia and when he went back to the factory John Thornley asked if he wanted anything else done to it. Harry had been looking for bigger 'carbies' (2" instead of the 1 ¾"). So, he said "yes" and John Thornley said he'd get the carbies. "Anything else?" asked John. While Harry was thinking John Thornley said "we'd better port the manifolds for the 2" carbies." "but", said Harry, "you've just had the motor to pieces". Thornley replied: "we can do it again". New carbies were fitted plus five R5 racing tyres and an extra wheel and a 4.55 diff ratio. Harry next saw the MG in Melbourne Australia and all the Development Department work was complete. All that was there as Harry said "for the love of it'. So that's what the MG factory was like. It's a pity they are not still there, isn't it?

Extract provided by Max Freeland

## MG Car Club State Committee

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## **President's Report**

Well Easter has been and gone. Daylight saving has also ended. I miss the extra light of a night already.

Speaking of Easter, the Newcastle MG Car Club have issued their Bulletin 1 for the 2022 MG National Meeting to be held around Lake Macquarie. They are asking for EOI now. More information further in the magazine. Let's hope Covid-19 doesn't rise again.

The Sub-Centres are going leaps and bounds with their social outings. What beautiful weather we have been having for Autumn, better than summer.

On a sad note, was the passing of stalwart member of Max Freeland last month. Max and Winsome let the club use a paddock on their property at Winkleigh, for a Motorkhana for nearly 40 years. Until recent years it was held on the Australia Day long-weekend in January. Vale and story of Max further in magazine.

As from May the State Committee will commence having their monthly meetings via Zoom, in place of having them at Ross.

As from May 1st if you attend any club competition event you will be required to use the Check-in Tas App. Each event will have a QR code to scan and register your visit. There will no longer be any paper attendance record. The government will "hold" the attendance list for a couple of months, then it will be deleted.

As the club still has NO Secretary and Northern General Member, watch your backs as you never know when there will be a tap on it.

Just a reminder for Sub-Centre Secretaries to apply to Motorsport Australia for permit/s for all their Social Runs, go to [www.motorsportaustralia.org](http://www.motorsportaustralia.org), type in search social permit. It does not cost anything.

Let's keep enjoying our MG's by going to as many runs that you can in them.

***Zube***

Bronwyn Zuber

President

## Life Members

01	Joe Paul (dec)	1969	10	Bill Griffiths	2007
02	Bob Moore (dec)	1974	11	Tony Gurnhill	2009
03	Arthur Twining (dec)	1976	12	Cheryl Gurnhill	2013
04	Ian Wade	1984	13	Greg Bannon	2013
05	Terry Atkinson	1984	14	Bronwyn Zuber	2013
06	Dennis Burgess	1984	15	Craig Twining	2014
07	Chris Ellis (dec)	1985	16	Phillip Tilley	2017
08	John Sluce (dec)	1994	17	Jim Brown	2020
09	Robin Wilmot	1998	18	Peter Shaw	2020

## Membership Report

This month we welcome two new members,

Paul and Kerry Haddad (Southern)

The Haddads own a Triumph TR5 and are interested in social outings, classic cars ,music,

We hope these people enjoy many club arranged activities.

Wayne Jessup  
Membership Officer  
MG CAR CLUB of TASMANIA

## **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](http://www.mgtas.org.au)

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

Webmaster: Craig Large (m) 0408 559 252  
[webmaster@mgtas.org.au](mailto:webmaster@mgtas.org.au)

## **VC Registrations, Inspections and Renewals**

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

Geoff Dodge, 57 Evisons Road, Sassafras  
(h) 6426 7338  
(m) 0428 509 627

## **Motor Sports Chaplain**

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

Adrian Cooper (m) 0408 395 917  
[adrian.j.cooper@education.tas.gov.au](mailto:adrian.j.cooper@education.tas.gov.au)

## **Ed Says**

My how time flies when you're having fun, or is it just when you get old? Either way, yesterday it was Xmas and now Easter and the end of daylight savings has come and gone.

In this magazine you will see the notification for next year's National Meeting at Newcastle. The last 2 years have been cancelled due to Covid lockdowns and Covid nervousness. Newcastle is a lovely part of our country and you will not be disappointed if you plan a MG trip to Newcastle next year.

As you will see in the club calendar there is a lot going on around the sub-centres. When you are at these events please take a photo and send it in for the magazine, with appropriate comments of car, who and where.

I wrote this before the Zube submitted her report, great minds think alike or fools never differ – whatever!!

Ed.

## **Secretary's Report**

We have a number of items discussed:

The permit conditions relating to the Motor Sport Australia run Permits. More Later.

We commence our Zoom meetings as from May and there is now the options to participate at the State Committee Meetings by Sub Centre representatives without the need to traveling.

We are looking at the revamp of some of our annual perpetual trophies to make them more relevant the club in 2021.

Help is needed with the secretaries activities as we still are looking to fill the position so if can you help it would be greatly appreciated by the acting secretary.

Mark Dilger (Acting Secretary)

## Southern Sub Centre Committee

Position	Person (Partner)	Contact Details
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<b>Southern Sub Centre Meeting</b>	Meet every Tuesday night at 8pm Civic Club, 134 Davey Street, Hobart	
<b>Postal Address</b>	GPO Box 5, Hobart, Tas, 7001	



## **Southern Notes**

### **PAST EVENTS**

#### **14<sup>th</sup> March – My Slice of Pie.**

It was a rather cool start from the Civic Club at 8.15am. New members Peter and Sue Johnson, Phil and Vivian Dance and John and Anne Malorney joined us for their first MG run. A very warm welcome to them!

With 35 members in tow, we ventured on the old favourite route via Fern Tree and Longley. It was a nice picturesque run with the sun warming things up a bit on the way. We met up with Phil Rollins, Robin Wilmot and Greg Ellis at the venue bringing our complement 38 people which is pretty much a full house at My Slice of Pie.

We arrived practically on the dot at 9.00am where Tracey and her ever reliable Anita had everything in readiness for us. In a leisurely way, we all treated ourselves to the lovely prepared dishes consisting of berries and yummy homemade honey yoghurt for starters, toast and homemade jam, eggs, sausages, bacon, tomatoes, mushroom, lambs fry and bacon etc.

We finished off with tea and coffee. Once again we were spoiled for choice at this beautiful venue under the watchful eyes of the Sleeping Beauty. We also had wine for those that like some with their breakfast. Some of us were lucky



enough to receive a lucky door prize as well.

Keeping up the British tradition my MG TF sump decided it was blessed with oil and after many months of searching for its escape route a little more than a fifty cent piece managed to find a way out onto the tarmac in the car park much to the amusement of some unmentionable people.

Well done to Tracey and Anita – another job well done! They have already taken our booking for 13<sup>th</sup> March next year.



### **30<sup>th</sup> March – Frank Manley's 91<sup>st</sup>.**

On our regular Tuesday night we celebrated Frank's 91<sup>st</sup> birthday with cake and nibbles provided by the Sub-Centre. This was the second attempt to celebrate his birthday as we were locked out last year on his 90<sup>th</sup> by COVID but we still managed to furnish him with a good bottle of whiskey, his

favourite drink. Frank has been a member of the club for a long time and enjoys the friendship and regularly contributes to the coffers with his raffles for a 6-pack or a bottle of wine each week. Well done Frank!







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## **COMING EVENTS**

**Please note that the Mid-Winter Run has been moved to the weekend of 14-15 August.**

### **18<sup>th</sup> April, 2021 – Dave Scott BBQ, Orford**

Once again Dave Scott has agreed to hold a BBQ at his house at Spring Beach, Orford. Meat will be provided by the Sub-Centre. Also we have been invited to a distillery tour and whisky and gin tastings at the **SPRING BAY DISTILLERY**. Departing the Civic Club at 10.00am. Stopping at the Buckland Roadhouse for coffee on the way. Arriving at the Distillery (6 Hoods Rd) at 12.15. From there to lunch at David's (39 Mercury Place). Note that no dogs are allowed on the premises. *For further information contact Phil Rollins: 0455 805 796*

**2<sup>nd</sup> May 2021 – 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 296 006*

### **5<sup>th</sup> May 2021 – Wayne Goninon's mid-week run.**

These runs all commence at the Rivulet Café, 64 Anglesea St, South Hobart where we partake of a coffee before heading off to our destination around 11.00am. The remaining schedule is shown elsewhere in the magazine. *For further information please contact Wayne Goninon: 0408 388 881*

**23<sup>rd</sup> May – South Arm RSL.** Departing the Civic Club at 10am MG time with a stop at Richmond for coffee, parking near the Richmond Gaol. Further Details on price to follow. *For further information please contact Shane Manley: 0405 077 570.*

**13<sup>th</sup> June – Run to Stephen Huntley's at Brighton.** This will be a BYO BBQ incorporating a poker run with 5 cards dealt on the way, winner take all! Further Details on run to follow. *For further information please contact Stephen Huntley: 0428 127 932.*

**23<sup>rd</sup> July – Friday. Pizza and movie night at the Civic Club.** Commencing at 7.00pm, food provided by the Sub-Centre. Will be a good fun night. *For further information please contact Mark Harrington: 0427 538 412.*

**14-15 August – Mid-Winter Run.** Likely to be centred around the Port Arthur Motor Inn. Further details to follow. *For further information please contact Bob Leeson: 0362 296 006*



Bob Leeson

Waggies “What The”

For all those oil drop readers what make and model is this car and for a bonus point what colour is it ?????



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## Northern Sub Centre Committee

<b>Position</b>	<b>Member (Partner)</b>	<b>Contact Details</b>
<b>Chairman</b>	Richard Ashley-Jones (Phyllis)	0419 350 811 <a href="mailto:salesrj@tpg.com.au">salesrj@tpg.com.au</a>
<b>Secretary</b>	Geraldine Biggelaar (John)	0400 356 314 <a href="mailto:gbiggelaar@gmail.com">gbiggelaar@gmail.com</a>
<b>Treasurer</b>	Peter Harper (Liz)	(m) 0417 597 897 <a href="mailto:peter.lizharper@gmail.com">peter.lizharper@gmail.com</a>
<b>Committee Members</b>	Peter Moles (Colleen)	(m) 0417 165 073 <a href="mailto:pejom1@hotmail.com">pejom1@hotmail.com</a>
	Carlo Busato	(m) 0434 927 166 <a href="mailto:carlobusato@yahoo.com">carlobusato@yahoo.com</a>
	Bill Daly (Gill)	0417 512 484 <a href="mailto:williamdaly1@bigpond.com">williamdaly1@bigpond.com</a>
<b>North West Coordinator</b>	Terry Jeffrey (Colleen)	(m)0417 344 369 <a href="mailto:northwest-coord@mgtas.org.au">northwest-coord@mgtas.org.au</a>
<b>Northern Sub Centre Meeting</b>	Committee meeting and social night: Last Wednesday night of the month at 7.30pm VCCA Rooms 67 Lawrence Vale Rd, Launceston	
<b>Postal Address</b>	PO Box 682, Launceston, Tas, 7250	
<b>North West</b>	Meets Second Thursday night of the month: 6.00pm for meal and social evening. Bass & Flinders Motel, Ulverstone	

## **Northern Notes**

### **Past Events**

#### **Empire Hotel & Platypus Tour**

A lovely hot , generous & reasonably meal was had by 15 members who attended .. all staff were pleasant & welcoming .. highlight of the evening was platypus tour led by Mark, the owner of the Empire Hotel for about 1 1/2 hours along the banks of the Meander river.. Unfortunately we didn't spot a platypus , but we were given an informative insight into the life of the platypus .. congratulations & thanks Mark !!!!



### **Up Coming Events**

**April Wed 14<sup>th</sup>** : Midweek dinner M. Dilger RSVP 0408271029 by 10<sup>th</sup> April  
venue Rosevears Hotel meet at venue 6.30pm.

**April Wed 28<sup>th</sup>** : General Meeting, all members welcome. At 7.30pm.

**April Fri 30<sup>th</sup>** : Coffee run to Burt Munro's Motor Cycle Cafe depart 9.30 RSVP  
by 26<sup>th</sup> April Peter Moles 0417265073.

**May Sun 2<sup>nd</sup>** : Mario's Car Show at 20 Macquarie St George Town, meet at  
9.00am RSVP R. Ashley Jones 0419350811 by 29<sup>th</sup> April.

**May Wed 12<sup>th</sup>**: Midweek dinner J. Dickenson RSVP 8<sup>th</sup> May on 0407309672  
Venue Jailhouse Grill Meet at venue.

**NOTE: Maximum seating 28 people.**

**May Sun 16<sup>th</sup>** : Motorkhana Bothwell.

**May Sun 23<sup>rd</sup>:** Chas Kelly Car Collection, Port Sorell.

Group convoy to leave the Launceston Vintage Car Club car park at 9.00 am. Gentle drive down the West Tamar through Exeter and Frankford to Port Sorell to arrive at Chas and Robyn's property between 10.15 and 10.30am. North West Coast members are very welcome to join us by meeting us at Chas and Robyn's place around 10.30.am.

Lunch is organised for 1.00 pm at the Port Sorell Bowls Club, \$22 alternate drop set menu, a roast or chicken parmigiana with salads. Need a minimum number of 30 people for lunch otherwise it will revert to \$15 per head BBQ. Including salads and spuds.

Need confirmed numbers for the car collection and or lunch by close of business Thursday 13<sup>th</sup> of May.

No charge to view the car collection but Chas does have a charity box where we can make a donation.

Phone or text Robin Phillips on 0409274482 or email to [robhp@bigpond.com](mailto:robhp@bigpond.com)

**May Wed 26<sup>th</sup>:** General Meeting, all members welcome. At 7.30pm.

**May Fri 28<sup>th</sup>:** Coffee run depart 9.30am RSVP P. Paine 0419261483 by 24<sup>th</sup> May.

**June Wed 9<sup>th</sup> :** Midweek dinner M. Paine RSVP 0407271926 by 5<sup>th</sup> May.

**June Sun 20<sup>th</sup> :** Hillclimb and super sprint Baskerville.

**June Fri 25<sup>th</sup> :** Coffee run RSVP by June 21<sup>st</sup> J. James 0409432665 venue TBA.

**June Wed 30<sup>th</sup> :** General Meeting, all members welcome. At 7.30pm.

**July Wed 14<sup>th</sup> :** Midweek dinner, Dynasty Chinese, cnr Canning and Bathurst St. RSVP I. Saunders on 0400185726 by 10<sup>th</sup> July 6.30 at venue.

**July Sun 18<sup>th</sup> :** State Motorkhana championship Latrobe.

**July Fri 30<sup>th</sup> :** Coffee run M. Dilger RSVP 0408271029 by 26<sup>th</sup> July venue TBA.

**July Sat 31<sup>st</sup>:** Show and shine Bridport Scallop festival RSVP 14<sup>th</sup> July. NB early RSVP needed to make this a viable run.

**August Sat 14<sup>th</sup> & Sun 15<sup>th</sup>:** Midyear overnight stay TBA C. Wagstaff.

## **North West Notes**

### **Past Events**

**March Dinner Meeting – Thursday 11<sup>th</sup>** - 21 Members gathered at Bass and Flinders Motor Inn – for the monthly get together.

**Sunday 14<sup>th</sup> March – A Country Run-** 11 members came together for this run. First stop was coffee and snack at Café Squire at East Devonport. We then took our MG's for an hour drive through the surrounding country side of Port Sorell, Squeaking Point, Wesley Vale, Sassafras, Native Rock Road Railton, and back through Spreyton/Quoiba ending for lunch at the Devonport Country Club, Spreyton.

### **Saturday March 20<sup>th</sup> – Devonport Motor Show – Paranaple Convention Centre**

A number of Members from NW and North made their MG's available for an outdoor display at the Car Show on the Saturday. This was a late request made to the Club via Peter Scott. Thanks to those members who participated at such short notice.

### **Sunday March 21<sup>st</sup> - Inspection of variety of vehicles at Geoff & Heather Dodges, Sassafras** - organised by Greg and Margaret Bannon.

24 Members from NW, North and South attended. Thank you to those members from North and South making the trek to Sassafras.

The NW members met at Bunnings car park at 11 am then took a short drive through the country side arriving at Everson's Road, Sassafras approx. 12 noon joining members from the North and South. Greg, Margaret, Geoff and their helpers served us a bbq lunch on the Dodges balcony overlooking the hills and surrounds of Sassafras. After much chitchatting and our tummies filled Geoff commenced his tour, entertaining us for a couple of hours with his varied and interesting collection of classic cars and military vehicles as well as showing various pieces of memorabilia he and Heather have collected over the years.

This was a very relaxing get together and thoroughly enjoyed by all who attended.

Our thanks firstly to Geoff and Heather for making their time and property available to allow us to view their collections and to Greg and Margaret for making it happen.



**Up Coming Events**

**April Dinner Meeting – Thursday 8th April** – 6 pm at the Bass and Flinders Motor Inn – Ulverstone.

**Thursday April 22<sup>nd</sup>. Coffee Run** to Penguin Creek Gallery Art Café, 36/42 Main Road Penguin – departing Bunnings car park, Devonport at 9.45 am. Please RSVP to me by Tuesday night - 20<sup>th</sup> April for table numbers. Members West of Devonport, we can arrange to meet on route.

**May Dinner Meeting – Thursday 13<sup>th</sup> May** – 6 pm at the Bass and Flinders Motor Inn – Ulverstone.

**Sunday May 30th - Day Run to Brandum Bay, Great Lakes.** Neville and Lorraine Smith have invited members to join them at their Great Lakes Home for Lunch and fellowship.

Please RSVP to me by 16<sup>th</sup> May for catering purposes.

- Group will leave Bunnings Car Park, Devonport at 10.00 am;
- Coffee break at Deloraine – Deli 81 Emu Bay Road;
- Leave for Great Lake Venue around 11.45 am; PS *(We will hand out written details to the Smith's home on the day)*
- Please bring only the alcohol you would like to enjoy – glasses will be provided;
- Lunch will be provided by The Smiths – please do not bring any food we look forward to entertaining you all;
- Coffee and Tea will be provided;
- Please if any one has any allergies to food, we probably suggest you do bring something you know will not upset your diet.

*Cheers, Neville and Lorraine.*



**TJ'S humour for the month of April**



Cob and Co Coaches often transported visitors from overseas as they carted people, mail and parcels around the outback. On one trip, an American joined the driver on the front seat while the four-horse team pulling the coach made its bumpy slow journey along the tracks. Surprised at how long the trip was taking, the American began extolling the virtues of the American Pony

Express. “There are lots of stations where the rider exchanges their horses for a fresh one to ride to the next station, so the mail always gets through quickly and efficiently”, he said. After a while the Aussie driver became a little tired of hearing about how great the American mail service was, so he decided to have some fun. “Out here along the track, some of the remote stations have a female kangaroo who waits by the road side to pick up the mail,” he said. “I tuck the mail into its pouch and away she hops back to the Station, delivering the mail right to the door of the Homestead. How efficient is that!”

Things were silent for a while and then rounding a bend, the driver spotted a large kangaroo standing by the track. The American sat up, keen to see the delivery unfold.

Thinking quickly, the Aussie driver swung his whip and brought it down with a loud crack, yelling, “No mail today – go home!”.

And with that the frightened kangaroo bounded off into the scrub.

*TC– Terry Jeffrey NW Co-ordinator*

*Mob: 0417 344 369*

*Email: northwest-coord@mgtas.org.au*



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## **Southern Car Enthusiasts Run**

The enjoyable drive (led by Malcolm and Sally Oates in their C5 Corvette) up windy Strickland Avenue to the Huon Highway was followed by the very slow drive back to the city as we were following a truck carrying a forklift driven by an L Plater. After passing this in Davey Street it was over the Tasman Bridge via Lindisfarne, Geilston Bay, Risdon Cove, Otago, Old Beach, over the Bridgewater Bridge to Granton where 78 people travelling in 43 cars enjoyed lunch at the York Hotel, hosted by the hospitable Mark. An enjoyable drive and lunch was had by all – particularly the women as the food was ladies choice. On that issue, there were 3 gentlemen who asked me when it would be men's choice, so we'll have to wait and see! Not soon is the short response. Thanks to David Bantoft for most of the pics – every car must be there somewhere..

**Remaining drives for 2021** (always the first Wednesday of the month) are,

April – Wednesday 7<sup>th</sup>

May – Wednesday 5<sup>th</sup>. *This will be the 100<sup>th</sup> drive for the car enthusiast group and will be an overnighter for those who are interested. More details in March.*

June – Wednesday 2<sup>nd</sup>

July – Wednesday 7<sup>th</sup>

August – Wednesday 4<sup>th</sup>

September – Wednesday 1<sup>st</sup>

October – Wednesday 6<sup>th</sup>

November – Wednesday 3<sup>rd</sup>

December – Wednesday 1<sup>st</sup>

Cheers for now,

Wayne (cream XK 140 DHC)

Phone: 0408 388 881

Email: [wayne.goninon@utas.edu.au](mailto:wayne.goninon@utas.edu.au)





## **MG Buy and Sell**

### **Wanted to Sell:**

2004 MG TF 135 complete engine plus radiator, exhaust and a few other things. Engine has done around 50,000Klm and is good.

\$1500 for engine.

Contact Bryan on 0408 588 250.

### **1967 MG B Red ,**

O'drive ,drives well \$12,500.

Contact Jim Brown on 0417 700 385

### **1951 MG TD**

Runs well, has all side curtains, a tonneau cover and is in very good condition with genuine tool roll, good tyres and new battery. Unregistered, but will assist with the RWC . I have owned it for about 30 years and it has always been garaged. Asking \$25,250 ONO Mike Turner 0418 591479



### **1976 MG B**

I have owned this since 1997 after James Brown completed the bare shell up restoration. It has always been garaged, in very good condition, new battery, vinyl covered spare tyre and boot floor. Unregistered, but will assist with the RWC . Asking \$15,450 ONO Mike Turner 0418 591 479



### **2002 MG F Trophy 160**

104,000 km's, Black, Coil over shock suspension, Head gasket and timing belt replaced at 65,000. New soft top, tyres and cabin carpets.

Very good condition, reluctant sale. \$13,500

Contact Andrew 0458 949 881





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## **Geoff Dodge – Open Shed**

As a long time member of the MG Car Club of Tasmania Geoff Dodge and his wife Heather certainly have plenty to share. The quiet rural area of Sassafras has a quiet little lane called Evisons and looking up towards the end of the lane all you can see is a brick home, but a casual glance to the right of the home there's a wind sock and white markers on the steep hill, this is the Dodges airstrip.

This event certainly created interest with members and friends from all centres of the State attending. Mark Harrington being the 1st to arrive sailing into Devonport to join the N.W.

Group on their run to Sassafras. While this was happening the BBQ was underway, one early arrival rolled up her sleeves; jumped into the arena and worked with Margaret Bannon until all were fed. Thanks to Debbie Bailey.



With the tour starting in the home Geoff was certainly able to tell interesting stories of his 50 year membership of the MGCCT and of the Defence Transport Heritage Club. The 1st shed visited held 6 cars; the impressive Jaguar GP2A Sports Racing Car; 2 Corvettes, a Perentic and 2 Fairlanes, I a 1960 model and as a Mercury driver back in those days I only assume his fascination with the Fairlanes started early.





The next shed held an RAAF F100 Ambulance which was based at the Pearce Air Base in WA and yes another Fairlane. The last shed houses an Army Mini Moke which came from Dowsing Point here in Tas, a 1970 MUTT and a Gama Goat also from the American Army. This vehicle is semi amphibious. Then there's the modified Cessna 150, originally fitted with a 200 cubic inch engine, it now boasts a 320 and now sports a tail wheel.

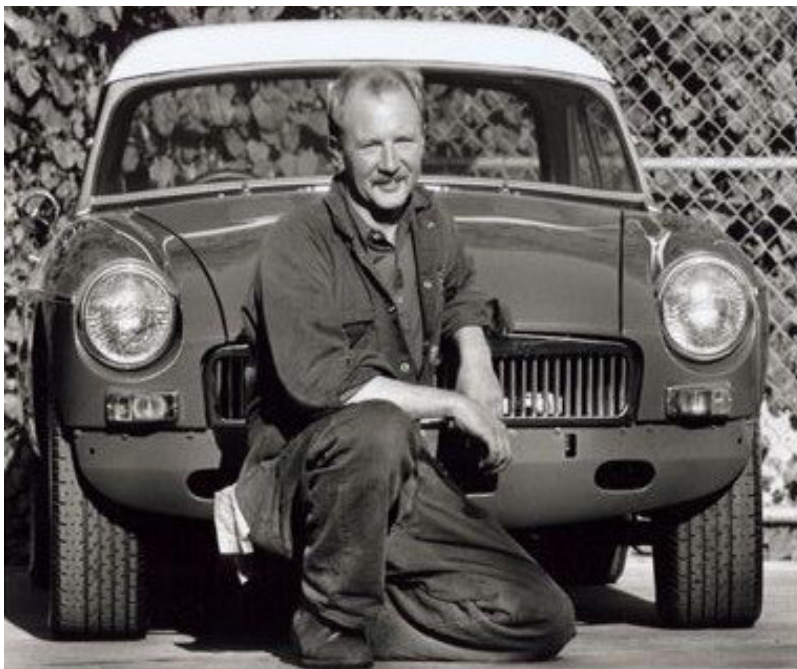
Lucky door prize winner Chris Grant turned white when offered a flight over the Deloraine TC Lake with some manoeuvres that had degrees of difficulty ; upon turning white then green it was decided to cancel this show!! True story !! Well maybe not.



To finish a coffee with home made sweets supplied by Geraldine Biggelaar. Thank you all for supporting this event and thankyou Heather and Geoff.

Greg Bannon

## **Love your sports car ??**



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# **2022 MG National Meeting Bulletin 1**



## **Greetings to MG enthusiasts around Australia and further afield!**

With the 2020 and 2021 National Meetings having been cancelled due to Covid-19, we are thinking positively that 2022 will be a better year for us all and we are well advanced with planning for the 2022 National Meeting.

## **You are invited to join MG Car Club Newcastle for “MGs by the Lake” 15<sup>th</sup> to 19<sup>th</sup> April 2022!**

The event will be based around Lake Macquarie over the 2022 Easter Weekend. We look forward to welcoming you and your MG to this beautiful part of Australia. Lake Macquarie is the largest coastal salt water lake in Australia and is renowned for its beautiful scenery and variety of water sports. It is a city in its own right, just 25 minutes' drive from the centre of Newcastle.

Lake Macquarie City Council has come on board as a major sponsor and we are grateful to them for their support.

## **All the traditional activities and events!**

All social events will be held at Club Macquarie in Argenton. A variety of accommodation is available close to the main venues, including 36 rooms on-site at the club's own motel.

## **Friday - Registration & Noggin n Natter**

Club Macquarie is just 5 minutes' drive from the Lake, and is the venue for Registration and all the evening social events. There is ample space for Registration, Scrutineering and the Noggin n Natter including the Rocker Cover Racing.

## **Saturday -The Concours**

The Concours will be held in beautiful Speers Point Park, right on the shore of Lake Macquarie, with a large paved area available on the off-chance of inclement weather. Speers Point Park features many shade trees, picnic facilities and one of the best children's playgrounds you'll ever see. Food and drinks will be available during the event, or there are many cafes and restaurants in Warners Bay - a 5 minute drive around the Lake.

We are planning an optional scenic cruise on the Lake for those who aren't directly involved in the Concours and want to see more of this lovely area.



## **Sunday - Speed Event**

Those with the need for speed will be able to test themselves and their cars on our recently extended and improved hillclimb at the Club's Ringwood Park complex, an easy 40 minute drive north of the Lake.

## **Monday - Motorkhana**

The motorkhana will take place right alongside Lake Macquarie at Rathmines, a 20 minute drive from Club Macquarie. This is where the famous Catalina Flying Boats were stationed during the 2nd World War, and the area is steeped in history. Competitors can be assured of interesting motorkhana tests to challenge their driving and navigational skills.

## **Sunday and Monday - Touring Events**

Lake Macquarie will be the backdrop for the Observation Event and Kimber Run. Participants will enjoy the scenic landscape and interesting roads, and maybe a few testing questions to sort the field.

## **Saturday and Monday - Social Events**

The Theme Night and Presentation Dinner will be held at Club Macquarie. As 2022 marks the 60th anniversary of the launch of the MGB, we will be going "Back to the Sixties" for our Theme Night. Ladies, start searching for your old mini-skirts and knee-high boots, and men, dig out those flared trousers and paisley shirts (if you're game!) for a fun time celebrating the "good old days".

## **Tuesday – Farewell Breakfast**

The farewell breakfast will be held right on Lake Macquarie at the Belmont 16 Foot Sailing Club. The venue overlooks the sailing boats moored on Belmont Bay, a scenic 20 minute drive along the Lake's edge from Club Macquarie. The Delegates' Meeting will follow at the same venue.

## **A Special Note about Accommodation**

MGs by the Lake will coincide with the Australian Deaf Games being held in Newcastle and Lake Macquarie, which will create additional demand for accommodation in the area. The NatMeet website provides a list of hotels, motels and apartments that are convenient to most of the event venues, and we strongly encourage you to make reservations as early as possible to ensure you secure your preferred accommodation. There are 36 rooms at "Macquarie 4 Star", part of the Club Macquarie complex, and these are expected to be in high demand.

***To ensure you are kept up to date, please go to our NatMeet 2022 website, click on the "Express Interest" button and provide your contact details so you will be added to our email list to receive further bulletins and updates.***

## **Contacts for more Information:**

Website - [natmeet2022.mgcarclub.com.au/](http://natmeet2022.mgcarclub.com.au/)

Chair - Bruce Fraser – [chair.mgnatmeet2022@gmail.com](mailto:chair.mgnatmeet2022@gmail.com)

Secretary - Fran Hodgson - [mgnatmeet2022@gmail.com](mailto:mgnatmeet2022@gmail.com)



## Club Social Events

*Events in red do not attract Club Points*

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

<b>Date</b>	<b>Event</b>	<b>Meet At....</b>	<b>Coordinator</b>
Wed 14 <sup>th</sup> April	NSC – Dinner Social Evening	Rosevears Hotel	Mark Dilger
Sun 18 <sup>th</sup> April	SSC – Orford Run	Civic Club	Phil Rollins
<i>Thu 22<sup>nd</sup> April</i>	<i>NW – Coffee Run</i>	<i>Bunnings Carpark</i>	<i>Terry Jeffrey</i>
<i>Fri 30<sup>th</sup> April</i>	<i>NSC Coffee Run</i>	<i>VCCA Clubrooms</i>	<i>Peter Moles</i>
<i>Sun 2<sup>nd</sup> May</i>	<i>Classics on the Beach</i>	<i>Long Beach Sandy Bay</i>	
Sun 2 <sup>nd</sup> May	NSC – Marios Car Show	VCCA Clubrooms	R. Ashley Jones
<i>Wed 5<sup>th</sup> May</i>	<i>Car Enthusiasts Mid week Run</i>	<i>Rivulet Cafe</i>	<i>Bob Leeson</i>
Wed 12 <sup>th</sup> May	NSC – Dinner Social Evening	JailHouse Grill	Jim Dickenson
Sun 23 <sup>rd</sup> May	SSC – South Arm Run	Civic Club	Shane Manley
Sun 23 <sup>rd</sup> May	NSC – Chas Kelly Open Garage	VCCA Clubrooms	Robin Phillips
Sun 30 <sup>th</sup> May	NW – Great Lakes Run	Bunnings Carpark	Lorraine Smith
<i>Fri 28<sup>th</sup> May</i>	<i>NSC – Coffee Run</i>	<i>VCCA Clubrooms</i>	<i>Phil Paine</i>
Fri 23 <sup>rd</sup> July	SSC – Pizza and Movie Night	Civic Club	Mark Harrington

## Club and State Competition Events

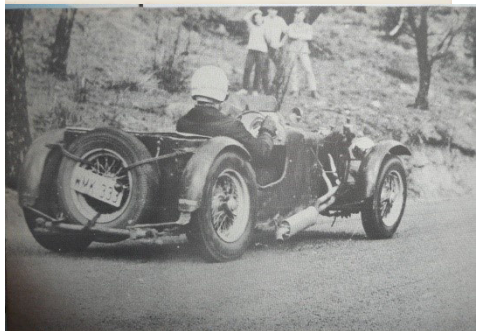
<b>Date</b>	<b>Event</b>	<b>Meet At....</b>	<b>Coordinator</b>
Sat 17 <sup>th</sup> April	Hillclimb	Barrington	NWCC
Sat 8 <sup>th</sup> May	Motorkhana	Symmons Plains	MSCT
Sun 16 <sup>th</sup> May	Motorkhana	Bothwell	MGCCT
Sat 22 <sup>nd</sup> May	Hillclimb	Baskerville	500 Club
Sat 5 <sup>th</sup> June	SMS-2 Motorkhana	Symmons Plains	MSCT
Sun 20 <sup>th</sup> June	Hillclimb and Super Sprints	Baskerville	MGCCT



# Square Rigger Notes

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

Featuring this month a well known MG in the day, probably most photographed, most owned, most raced, most race successful MG around the Club and open competition. A few photos will barely do justice, none-the-less a glimpse of this much respected TC brought to the stage in the early 50s by it's competitive owner Warwick Hine from a family of enthusiasts and racers. Shown in it's original form, a handsome TC at Quorn Hall and again at Longford 1955. The obvious mods being small wheels and stripped for Longford. A serious shunt later at QH (that's another story) initiated more serious development of its long recognised low frontal profile, stripped and lightened body, 1466 motor and weight redistribution. It passed to Geoff Smedley 1957 racing as No.13, below at Baskerville and later Robin Bessant, both continuing strong competition and results. The former described the car as "the grandest little competition car ...."



The TC continued an illustrious career in the hands of Wayne Tyson from around 1960 now supercharged and resuming No.77 with significant results again through this period at Baskerville and Symmons Plains and particularly establishing a hill climb reputation. Above well known photos, Tyson on Trevallyn hill, Chris Tapping No.6 Southern Tas Hill Climb Championship at the Domain 1964 and Allan Tweedy, road registered, at a Club Waterworks Hill Climb 1968.

Square Rigger contacts:

Launceston

Hobart

NW

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