

MG Monthly Motoring News

January 2023



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Saturday 25 February 2023

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Importing a Royale Sabre to Australia

This is an edited version of an article I wrote for the Royale Owners Club in the UK. I hope it may be of benefit to those of the MG Club who might be considering importing a car into Australia.

Please note that I imported this car into Australia under the Returning Resident Rules which required me to prove that I had owned and operated the vehicle for at least 12 months overseas before application for import. This removes the need to pay import duty but still requires payment of GST and sundry other costs to various Government Agencies. This was no problem for me as I had owned the vehicle for about 3 years before coming home to Australia. If you are an Australian resident wishing to import a vehicle while residing in Australia, please be aware of the various rules around these matters, especially rules around tax liability related to the age of the vehicle.

This all began in the mid 2000's when I first spied a picture of a Sabre while browsing UK kitcar magazines. An addiction I had suffered since high school.

Since I first met my wife, Katinka, in the early 1970's, she had always fancied a Morgan and, over the years, I had lusted after various vehicles including T series MGs, a NG TC V8, a Teal Bugatti, a Nostalgia XK120 and a Suffolk Jaguar SS100. However, all of these vehicles were effectively out of my price range or didn't provide the necessities of a practical daily driver. In addition, apart from the MG's and Morgan's, none of them was available in Australia and I had to be satisfied with a lovely MGA twin-cam in my early 20's which my wife loved. Unfortunately, this car had to be sacrificed in 1974 to help finance my first trip to visit the future in-laws in Europe.

Many years later, after the kids had left home, we moved to Europe in 2004 and purchased a live-aboard barge in Holland, my wife's home country. After settling in Europe, the possibility of owning another English sports car became less remote as we started to visit the UK on a regular basis. I gradually managed to raise Katinka's interest in something sporty to drive in Europe or even take back to Australia should we ever return. She liked the idea but had her own requirements for any prospective purchase, essentially that any car had to be weather proof, have a boot big enough to hold her fold-up disability scooter and a couple of small travel bags so we could tour with a modicum of comfort. And it had to be right-hand-drive if we were to take it back with us.

I was still scouring the internet and one day I stumbled across a picture of a Sabre at a kitcar show. This looked to me to be the quintessential English sports car with the added bonuses of electric windows and a possible hard top. With the help of Google, I then searched for every picture and article on Sabres that I could find. Further investigation of reviews by various car enthusiasts' magazines revealed that the car was considered to be of exceptional build quality and the electric windows appeared to tick all the right boxes. I informed Katinka and once she looked at a few photos, she approved of the car in principle. Eventually we managed to get a close look at a Sabre and discovered the boot was indeed big enough for our needs. In addition, the car looked even nicer in the flesh and we were both immediately smitten.



Sabre in front of our barge in France

After a long search, and some serious disappointments, we eventually managed to find a reasonably priced, second-hand Sabre and purchased it in early 2017. We had some work done on the car to bring it up to our requirements, had it registered and insured in the UK. This in itself was an interesting exercise. As the Sabre was right hand drive, **I could not register it in Europe as I was also not a resident of any country there.** You must be registered and live at a registered address for many European countries to allow vehicle ownership.

However, I did have a full UK passport so I thought: register it in UK, but in order to register and insure the Sabre in the UK I had to have a UK driver's licence ... and ... in order to do this as I had to have UK residence. No problem; a friend in Cornwall willing let me use his residence. I turned in my Queensland licence for a UK one, did the re-registration and everything went

fine. I even returned to Queensland and got a new Queensland licence the following month while still retaining my UK licence.

Driving the Sabre around the UK and Europe caused a sensation wherever it went. The French especially loved the car and its dark blue colour, causing quite a stir wherever it stopped in France. We were welcomed into some classic car meets alongside illustrious vehicles as 1930's Bentleys and Bugattis.

After a year, our personal circumstances changed and that would require us to return to Australia permanently. **Consequently, we began to investigate the possibility of bringing the Sabre back with us.**

First stop was Australian Government websites where I found that, as a returning resident, I could bring the car back as a personal import. This involved minimal financial impact and a greatly relaxed safety-inspection regime as long as I could prove that I had owned and used the car continuously for at least 12 months prior to departure back to Australia. I contacted the appropriate department, set up an import account and began the email tag game of getting my necessary **Import Approval Certificate**. This involved supplying endless documents including: details of where and when I travelled outside the UK during ownership, a purchase contract or bill of sale, detailed running costs and service history and any modifications that had been done under my ownership. This was all managed with the help of a pleasant woman in the Australian Infrastructure, Regional Development and Cities Department and eventually I was issued with the Import Approval Certificate. The only hiccup was that the **Australian Vehicle Identification Number** system cannot handle a VIN with letters in the last 3 places and my Royale factory VIN ended in FR. I had to go through the certificate process 3 times, getting 3 different VIN numbers before they were satisfied. I still have the original Royale Factory VIN on the chassis, however; I now also have an aluminium plate on the firewall with a slightly different number. This was issue upon landing in Australia, causing some conniptions amongst the public servants in the Queensland Department of Transport when the car was being registered. It was sorted by my capable Import Agent, apparently it happens all the time with imported cars.

Next stop, find a vehicle shipper to deliver to Australia. I decided to go with **'1st Move International Auto Shippers'** who had a system of steel ramps and jacks inside 40 ft shipping containers that allowed cars to be stacked above each other safely. This seemed a quantum leap forward in safety compared to the wooden fabrications in the containers of other companies.

The cars are loaded 4 to a seaborne container, 2 up and 2 down. Their price of £750 pounds Portsmouth to Brisbane seemed reasonable until I discovered that admin charges, insurance, tax and other sundries brought it up to £1300! Still, cheaper and hopefully safer, than the other companies.

Then I stumbled upon two other requirements not previously mentioned by anyone: **an Asbestos Clearance Certificate** and **an Export Cleaning Certificate** from companies accredited in Australia.

The Asbestos Clearance certificate is a requirement under Customs regulations that requires any vehicle imported into Australia must have a certificate from a recognised Asbestos Testing Laboratory declaring that there is no asbestos anywhere in the vehicle. While this requirement had been in force since the 1990's without much attention, it was now a major concern of the Customs and Quarantine Departments and was now being enforced rigorously. This severely impacts older classic cars, which have asbestos all through their original construction.



The Export Cleaned Certificate, also a Quarantine and Agriculture Departments' requirement, ensures that foreign biological matter, such as plant matter, seeds or insects, is not transported into Australia.

Sabre loaded into container ready for trip to Australia

After many nights on the internet I found, what appears to be, the only accredited Asbestos Clearance Certifier in Europe. 'Survey Services' in the village of Flaxley, Gloucestershire run by classic car enthusiast, engineer and hot rod racer, David Sollis. David contracts

asbestos clean-ups in buildings all over the UK and his hobby is restoring and racing cars of all types. So off went I, with the car, from France over to Gloucestershire in the pouring rain, to leave the Sabre for its check-up in the hope that it would not require too much work to bring it up to standard. At the same time I decided to have the gearbox overhauled, prop shaft balanced and new clutch assembly installed.

David Sollis is meticulous in his work and in years of checking many cars shipped to Australia, he has never had one refused entry.

He goes over the vehicle with dental picks and samples every gasket, brake pad and lining, wiring insulation and lagging searching for traces of asbestos.

Samples are bagged and tagged and sent off to a laboratory accredited by Australian Government. The good news: my car was completely free of asbestos. I received a 24-page report detailing the searches completed and the laboratory certificates.



Sabre at asbestos inspection station Flaxley

Next, a cleaner that specialised in cleaning cars for export to Australia. I used Mike Gunning of Cleaner Cars in Portsmouth. Mike completely understood about seeds, insects and the need for cleaning the windscreen washer bottle with bleach! The hard-top was removed and the soft-top cleaned of insect and spider colonies. The carpets and door cards were removed, inspected and cleaned. The car's underside crevices, wheel arches, doors, wire wheel rims were all check. And once again I was the holder of a certificate of health for my Sabre.

I learnt that I could also bring whatever tools, spares and accessories with the car as long as they were used and fitted into the boot and the passenger side of the car up to the window level. So began a frantic search

for spares that may be of use in the future and might be difficult to obtain in Australia. And I also took a collection of various toolkits from my barge that would have been too heavy to take with me and would have to have been given away otherwise.

In this search I was helped by the advice and able assistance of fellow Sabre owner and mechanic, Amir Manzoori, of the MDM Auto Clinic in London who also did a lot of work on the car. This included, fitting and painting the hard top, installing a set of wire wheels and also installing a pair of Mazda MX5 seats to replace the large Ford originals. Spares purchased included a Ford centre console, a range of Granada suspension parts, ABS and engine ECU's, tail light lenses, wiper blades and also larger wing mirrors. I mistakenly thought the new wing mirrors would be necessary to meet Australia's more stringent safety rules in that area. Little did I know that, over the 15 years of my absence, common sense had prevailed and many of these rules had been relaxed after the decimation of the now non-existent Australian car industry. All these bits had to be assembled and packed into the car prior to the asbestos check as these packages all had to be certified asbestos free as well.

I managed to get all the inspections completed and paper work done and the car loaded into the container just in time before the cargo ship departure date.

Fast forward 6 weeks, the **car had arrived in Brisbane and was in quarantine awaiting inspection.**

Sticker shock! The import agent sent me a list of charges for off-loading and inspecting the vehicle and a \$900 charge to off load the shipping container! I was in for over \$4000, including GST and \$1700 import duty. My import agent, Dominic Bonasia had kept these charges at a reasonably low level. Dominic also organised the Roadworthy (MOT) inspection and certificate, the import and conformity plates and state registration and insurance for the car. He was a godsend.

Finally, I was able to drive the Sabre onto Australian soil. I believe I am now officially the most distant Royale owner and will probably remain so until someone imports a Royale into New Zealand.

Was the whole exercise worth it? I believe so.

Once settled in Australia, Katinka and I realised that Queensland, our home for over 30 years, was now much too hot for us after 15 years in Europe. Even more disappointingly, in our absence our home town of Brisbane had lost its

big country town feel and had morphed into just another concrete jungle. **We had investigated Tasmania and fallen in love with the beauty of the island** and its "open country" feel. We found a lovely little house just north of Launceston and loved the idea that we could drive out of our house and be surrounded by farm land at the end of our street. So, we packed up the house and sent everything to Tassie. We then set out to drive the Sabre the 2,500kms from Brisbane to Tasmania. This trip was spread out over 2 weeks as we visited friends and relatives all down the east coast of Australia.

The car is quite a hit wherever it goes and attracts a crowd within minutes of stopping anywhere. It can also be nerve-racking to drive on the highway, as at times, we are surrounded by other vehicles with the passengers straining look at the car and take pictures, as well as leaning out of the windows asking what it is. This has now resulted in Katinka refusing to be left alone in the car at the shopping centre, as she gets no peace from gawkers. She has now demanded that I write up a small handout with all the cars technical details that she can pass out to the people who pester her.



Sabre finally in front of our house in Tasmania.

We have also joined the MG Car Club here in Tasmania (Couldn't wait for other Royales to arrive and couldn't possibly have a club of one!) Thankfully the **MG Club allows almost any "classic" car into their ranks.** The club is very

active with events and coffee runs almost weekly throughout the year, often with upwards of 10-15 cars cruising together through the beautiful Tasmanian countryside. The **MG club members are all very welcoming** and an endless source of information on mechanics, auto electricians and other tradesmen which are necessary to the survival of any classic car. Altogether we have fallen on our feet with a lovely car and a lovely place to drive it.

Scott Hudman

MG Car Club State Committee

Position	Member (Partner)	Contact Details
President	Don Fraser (Susan)	(h) 6428 3791 (m) 0418 316 451 president@mgtas.org.au
Immediate Past President	Bronwyn Zuber	(h) 6273 6797 (m) 0419 569 156 past-president@mgtas.org.au
Vice President	Mark Dilger (Angela)	(h) 6327 1028 (m) 0408 271 029 vice-president@mgtas.org.au
Secretary	Mark Harrington	(m) 0427 538 412 secretary@mgtas.org.au
Treasurer	Robin Wilmot	(m) 0400 193 579 treasurer@mgtas.org.au
Club Captain	Position Vacant	club-captain@mgtas.org.au
Membership Officer	Wayne Jessup (Ruth)	(h) 6427 9384 (m) 0447 642 793 membership@mgtas.org.au
Editor	Jane Attard	(m) 0457 407 697 editor@mgtas.org.au
General Member	Chris Wagstaff	(m) 0438 055 199 general-south@mgtas.org.au
General Member	Tim Grant (Christine)	(m) 0418 5456 953 general-north@mgtas.org.au
Meetings	First Monday of the Month via Zoom at 7:00 pm	
Postal Address	GPO Box 5, Hobart, Tas, 7001	

President's Report

Welcome to the New Year.

Not a lot to report this month, January the start of a new year, Christmas has come and gone, Santa hopefully delivering everything you wished for.

As I mentioned last month our competition year starts January 15th with a Motorkhana at Symmons Plains everyone is welcome, come along and watch the action, may be volunteer to help run the event.

Once again, I would like to thank Andrew for his work as editor, and extend a warm welcome to Jane, who is taking over the role. Please keep your photos and stories coming.

Susan and I have spent Christmas with family in Queensland, it has made me appreciate the roads in Tasmania. We made a trip from Upper Coomera to Buderim, normally this would take about an hour forty-five, with traffic it took us three hours thirty going north. It will be nice to come home where the roads are quieter.

For all the people intending to go to the National Meeting in Adelaide at Easter, Registrations are now open so get them in as they have put a limit on numbers, maybe think about entering the rocker cover racing and the photo competition.

Don Fraser

President



MGCCT Facebook Page

The MG Car Club of Tasmania Inc

For those members who are Facebook users, we have an MG Car Club Tasmania Facebook page. Feel free to add events, photos, and videos, but remember that anything offensive or not relevant to the Club may be removed at the discretion of the administrator.

MGCCT Website

www.mgtas.org.au

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

Webmaster: Craig Large

(m) 0408 559 252

webmaster@mgtas.org.au

VC Registrations, Inspections and Renewals

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

Ed Says

Welcome to 2023. May the new year be good to all our members and bring exciting MG cars, in what many consider to be, the 100th anniversary of MG.

It is customary to thank the previous job holder but my thanks to former editor, Andrew Midgley, is most sincere. Andrew has given me his assistance, helping me to learn the many aspects of this role. Andrew produced a professional manual without which I could not do the job. The manual will be my life line and it reflects the time Andrew has given to the editor's role over the ten years he fulfilled the role. I thank Andrew for his time and sharing his knowledge with me. I am new to the club and to Tasmania so I ask fellow members for understanding as I learn the various editorial responsibilities and get to know club members and Tasmania. I look forward to meeting you at club events throughout the year.

In this edition, along with the regular features; enjoy a personal account of Scott Hudman's adventures with a Royale Sabre and importing the car to Australia.

Jane Attard



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



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Southern Sub Centre Committee

Position	Person (Partner)	Contact Details
Chairman	Chris Wagstaff (Vicki)	(h) 6239 1341 (m) 0438 055 199 southern-chairman@mgtas.org.au
Secretary	Mark Harrington	(m) 0427 538 412 mgharrington59@hotmail.com
Treasurer	Robin Wilmot	(w) 0400 193 579 mgbgt68@hn.ozemail.com.au
Committee	Alan Briggs (Trish)	(m) 0475 089 560 alan.trish@optusnet.com.au
	Richard Holtsbaum (Janice)	(h) 6244 5741 (m) 0418 541 230 rollsss11@gmail.com
	Bob Leeson (Dianne)	(h) 6229 6006 (m) 0457 354 645 rle30386@bigpond.net.au
	Shane Manley	(m) 0405 077 570
	Peter Shaw	(m) 0417 641 802 pjshawmga@gmail.com
Southern Sub Centre Meeting	Meet every Tuesday night at 8pm Civic Club, 134 Davey Street, Hobart	
Postal Address	GPO Box 5, Hobart, Tas, 7001	

Southern Notes

PAST EVENTS

11th December - Hobart History Tour

This event took us on a tour of Hobart, Sandy Bay and Kingston investigating the work of Tasmanian Artist Joseph Connor. The crew of five MG's and two Mazda's tried to find the position where the artist had stood when painting his landscapes in the 1930's and 40's, and spot what has changed. The photos show a typical scene, Walkers Brewery in 1930 and with a TC in 2022! The event finished with a picnic at Kingston.

Alan Briggs

13th December – Christmas BBQ

The final event for the year was our traditional Christmas BBQ at the Civic Club. Numbers were a little down on last year thanks to the very wet weather and appalling road congestion, seemingly on all roads in and around the Hobart CBD. Thank you very much to Robin Wilmot who, as always, put in a big effort with catering for the BBQ. Thank you also to everyone who provided a salad or dessert plate, and to the cooks and the helpers who managed the food and cleaned up afterwards.

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COMING EVENTS

10th January - Defibrillator Training

Members and partners are invited to a Tuesday night at the Civic Club for club-provided pizzas and a refresher course on use of the club defibrillator. An RSVP would be appreciated to help with catering.

To RSVP or for further information please contact Chris Wagstaff: 0438 055 199.

14th/21st January – South East Rally

Organized by the Post Vintage Car Club, the South East Rally commences at the top car park of Wrest Point. The route and destination are given at the start. The rally takes entrants on a day's drive through the beautiful country roads of Southern Tasmania. Entry is open to vehicles manufactured up to

2013, including motorbikes. The rally for 2023 will be held on Saturday 21st January. Entry fee is \$40, which includes a beautiful metal badge for your car. There will also be a classic car display held one week earlier (14th January) at Parliament House Lawn from 9.30 am – no entry form required, just bring your vehicle along. **An entry form is required for the rally and can be downloaded from the PVCC website, www.postvintage-tas.org.**

26th January – Run to Kempton and Bothwell

Meet at the Civic Club at 10am for a 10.30am departure. There will be a stop at the Old Kempton Distillery for an optional whiskey tasting and cheese for \$22/head. The distillery is at Dysart House, 26 Main St Kempton. This will be followed by a drive to Bothwell where Tony and Janet Sutcliffe will host us for a BBQ and tour of Tony's shed and his collection of trucks. BYO meat of choice, Tony & Janet will provide salads.

To RSVP or for further information please contact Shane Manley 0405 077 570 or Chris Wagstaff: 0438 055 199.

12th February – Old Beach Charity Car Show and Swap Meet

A Sunday morning run to Old Beach Cricket Oval in Jetty Road for the VCC Car Show and Swap Meet. Cars will be on display 10am-2pm. Cars being entered need to be there by 9.30am, so we will meet at the Civic Club at 8.30am for a 9am departure. Free entry for display cars and drivers, passenger gold coin donation, or \$10 if selling or swapping goods. Music, food and drink available. An opportunity to display our cars and promote the club locally.

To RSVP or for further information please contact Peter Shaw 0417 641 802.

22nd February – Twilight Run

A Wednesday night run departing the Civic Club at 6.00pm sharp for a drive down the Huon Valley to Franklin where we will have a meal at the Aqua Grill Café, who specialize in seafood and fish & chips.

To RSVP or for further information please contact Chris Wagstaff: 0438 055 199.

11/12th March – Longford Grand Prix Expo

In light of this event being run on the same weekend as the Phillip Island Historic, it not being a locally run event, there being a \$35 entrants fee and only cars 'of significant interest' being invited to attend, we have decided not to do a club run to Longford.

19th March – My Slice of Pie Breakfast Run

Our regular March breakfast run is on again this year, but the venue has changed. My Slice of Pie has moved from Dip Road to Shield Street in Huonville, behind the RSL. Tracey will still put on our traditional hot breakfast. Meet at the Civic Club at 8am for an 8.30am departure.

To RSVP or for further information please contact Bob Leeson 0457 454 645.

7-11th April – 2023 National Meeting, Adelaide

The National Meeting website is the primary source of information and contacts for the event. You can check it out at

www.natmeet2023mgcc.com.au. Registration is now open. Enquiries can be sent to the Registrar, Chris Bray, at Registrar2023natmeet@adam.com.au. Mark Dilger is coordinating arrangements for the Tasmanian contingent travelling to the National Meeting.

Mark Harrington



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Northern Sub Centre Committee

Position	Member (Partner)	Contact Details
Chairman	Richard Ashley-Jones (Phyllis)	<u>0419 350 811</u> <u>northern-chairman@mgtas.org.au</u>
Secretary	Paul Rossetto	(m) 0497 266 076 <u>paulrossetto@hotmail.com</u>
Treasurer	Peter Harper (Liz)	(m) 0417 597 897 <u>peter.lizharper@gmail.com</u>
	Geraldine Biggelaar (John)	(m) 0400 356 314 <u>gbiggelaar@gmail.com</u>
	Carlo Busato	(m) 0434 927 166 <u>carlobusato@yahoo.com</u>
	Bill Daly (Gill)	(m) 0417 512 484 <u>williamdaly1@bigpond.com</u>
	Mark Dilger (Angela)	(m) 0408 271 029 <u>dilger@bigpond.net.au</u>
	Phil Paine (Dianne)	(m) 0419 261 483 <u>pgpaine@gmail.com</u>
	Robin Phillips (Sherry)	(m) 0409 274 482 <u>robhp@bigpond.com</u>
North West Coordinator	Terry Jeffrey (Colleen)	(m)0417 344 369 <u>northwest-coord@mgtas.org.au</u>
Northern Sub Centre Meeting	Committee meeting and social night: Last Wednesday night of the month at 7.30pm VCCA Rooms 67 Lawrence Vale Rd, Launceston	
Postal Address	PO Box 682, Launceston, Tas, 7250	

Northern Notes

Well, it's the dreaded change in years again and they seem to be coming around more quickly each time it happens.

Not much to report this month as we don't have a meeting in December but we do have the activities that are coming up.

Coming events:

Jan 8: Lions Club of Bridport "Show and Shine" 10am-3pm on the Village Green. Entry \$5. Drivers and U16 children free. (Lions Club contact: Leonie 0438 281352).. Meet at Riverside Community Hub (Soccer Ground Car Park) for 9:00am departure. RSVP Paul Rossetto 0497266076

Jan 15: BBQ at Chester and Sallie McKaige's, Carrick House, 6 East St., Carrick. 5:00pm BYO RSVP to Chester 0407113516

Jan 25: NSC Committee Meeting 7:30pm VCCA Rooms

Jan 27: Coffee Run. J. Biggelaar 0400356314 Details to follow

Feb 8: Midweek BBQ. Beauty Point BYO. Meet Windsor Precinct 6pm. RSVP to Robin Phillips 0409274482

Feb 22: NSC Committee Meeting 7:30pm VCCA Rooms

Feb 24: Coffee Run: Details to follow.

Feb 25: Display at Exeter Show. Cars parked by 9am. Bill Daly More details to follow

March 8: Mid-week Dinner. Details to follow

March 26: Sunday run to Bridport. Lunch at "Bunkers" (RSL) Richard Ashley-Jones Details to follow

March 29: NSC Committee Meeting 7:30pm VCCA Rooms

March 31: Coffee Run. Details to follow

April 7-11: Nationals in Adelaide

April 30: MG Day at NAM of Tas. Including centenary of MG.

Mark Dilger

Northern Notes Coordinator

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North West Notes

Past Events

Position	Member (Partner)	Contact Details
North West Coordinator	Terry Jeffrey (Colleen)	(m)0417 344 369 northwest-coord@mgtas.org.au
North West	Meets Second Thursday night of the month: 6.00pm for meal and social evening. Seasonal South Motel & Function Centre, Ulverstone	



December Christmas Dinner Meeting – Thursday 8th... 21 Members came together at Seasonal South Motel & Function Centre Ulverstone. Mrs Clause and her helper paid us a visit.



Sunday 11th December – Combined Christmas Picnic with the northern group at Bells Parade, Latrobe. Due to inclement weather this function was held at the Mersey Yacht Club at East Devonport. 13 members attended from the North West and a larger number, came through from the North. Mrs Clause paid a visit. John James was presented with his 50 Year club loyalty badge.

Up Coming Events

January Dinner Meeting – Thursday 12th Jan - Andrew Midgley is organising a MG Twilight run and dinner to Mecca Café in Burnie. Meet at Bunnings car park at 5.45pm.

Please RSVP to Andrew (Mob: 0458 949 881 or myself) if attending by Monday 9thth January. We will pick up at Ulverstone on the way for those members west Devonport.

Sunday 5th February – afternoon run ending with a barbeque – venue yet to be decided. Leaving from Bunnings Car Park 1.30 p.m. Further details will be emailed later in month.



TJ Humour for January



Q. A doctor and a boy were fishing. The boy was the doctor's son, but the doctor was not the boy's father. Who was the doctor?

A. His mother

Two windmills are standing on a wind farm. One asks, 'What's your favourite kind of music?' The other replies, 'I'm a big metal fan'

Q. What happened when the turkey got into a fight?

A. He got the stuffing knocked out of him.

Q. What did one leaf say to the other?

A. I'm falling for you.

.

Terry Jeffrey NW Co-ordinator Mob:
0417 344 369

Email: northwest-coord @mgtas.org.au

118th Wayne's Classic Car Run

118th Wayne's Monthly Car Drive 7 Dec 2022 This drive featured 58 people in 35 cars of all types, ranging from almost brand new to 50+ years old. The weather was fine and sunny, although slightly cool, so most cars had the roof down.

After coffee at the C3 Café, we headed to Margate via the beautiful drive through Ferntree, Longley and Sandfly, then through Howden, Blackman's Bay, Kingston, Tarooma until we arrived at Sandy Bay, having driven for 1 hour and 10 min in a big counter clockwise loop. I don't think anyone got lost on the way. Our destination was the University Club inside the grounds of UTAS. The parking office had very kindly reserved us about 50 parking spots (probably to the great annoyance of the university staff who regularly use these spots!).

However, all the cars managed to park in a continuous line which was great for photos. Once in the club, Christine Delpero had everything ready, with first drink being a simple pick up on the way in and a three-course meal (with two choices for dessert) being delivered promptly as alternate drops, followed by the usual negotiations to swap meals to make everyone happy. The meal and service were excellent and our thanks go to Christine and her staff who did such a great job. Indeed, everyone was so happy that we will use the same venue next year for the December run, which I will again organise.

The route we followed and the venue where we ate lunch were identical to those chosen by Wayne for the December drive in 2021 (his 107th) and it was therefore very fitting to remember him in this way. Several members of his family were in attendance, including his mother Marguerite, daughter Holly, sister Karen and brother Paul.

Forthcoming drives:

January – As per Wayne's tradition there is no run in January, but the South East Rally is on for those interested.

February – Wednesday 1st February – to be arranged by Robin Wilmot

MG Car Club of Tasmania – MG Monthly Motoring News, January 2023

Best wishes for Christmas to all!
Cheers

Paul Haddad (Mazda MX5 GTRS)

Phone: 0419262174 Email: paul.haddad@utas.edu.au





MG Car Club

State Motorkhana Round 1

Symmons Plains, 15th of January

**Entries via Entry Portal on the Motorsport
Australia Website**

Adult: \$35

Documentation by January 12

Junior \$15

Drivers Briefing at 9:45am

Family of 2 (Same Address): \$50

Starting at 10am



MG Buy and Sell

WANTED! Dead Not Alive!

MGB seat covering trim that's past it's use by date/ready to bin condition so I can use it as a pattern/template to help me tailor new seat trim for my BGT. Covers from 1969 to 1975 would suit my 1969 car. jane.attard@bigpond.com

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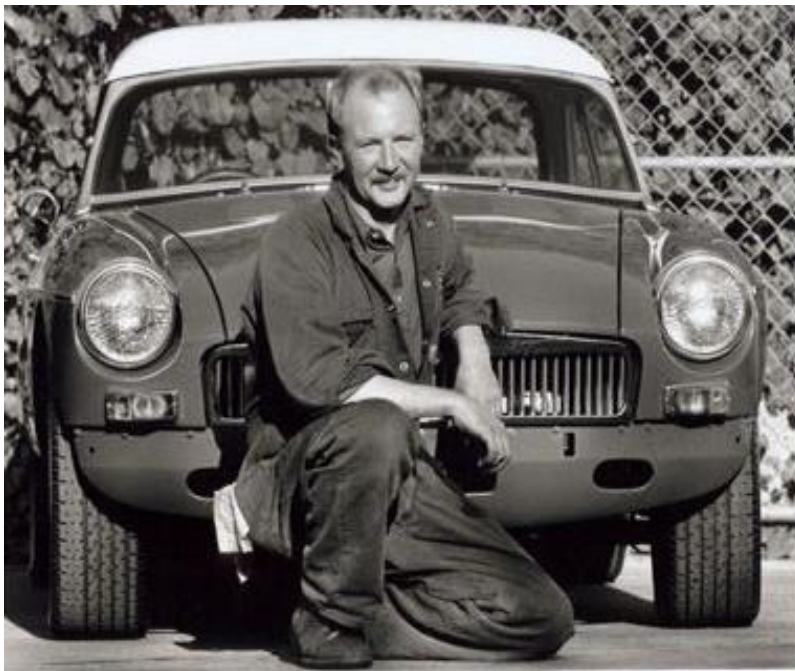
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Contact Tim Grant: 0418 556 953

regalia@mgtas.org.au

Square Rigger Notes

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

A selection of photographs to complete the Square Rigger year and commence the next, pics from six runs across the year, most not previously published. The Cullen TD and Hobson TC Special at Beach House, three photos from the George Town run showing interest from the public in the T Types and the Riley Imp engine bay.





Probably a most poignant shot is capturing a line of TCs at the Tasmanian Arboretum near Devonport searching for genetic evolution to their DNA.



Further on, local interest from Bothwellians during the Tarraleah journey and the nerve centre at Tarra, Jamie and Terry at Sheffield Concours and Derek chatting with an onlooker at Westbury.

The homestead on the Dairy Plains run backdrops some of our cars and the magnificent veteran Fiat will always draw shutters.

MG Car Club of Tasmania – MG Monthly Motoring News, January 2023



All the best and good motoring over the break and for 2023.

Square Rigger contacts:

Launceston	Frank Brooks Ph 0418 134 262, silverglade@bigpond.com.au
Hobart	Alan Briggs Ph 0475 089 560, alan.trish@optusnet.com.au
NW	Peter Scott Ph 6426 7321, 0418 599 676, petermsscott5@bigpond.com

Club Social Events

Events in red do not attract Club Points

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

Date	Event	Meet At....	Coordinator
Sun Jan 8th	Bridport Car Show	Riverside Hub	Paul Rossetto
Thurs 12 th Jan	NW – Twilight Run	Bunnings D'Port	Andrew Midgley
Sun 15 th Jan	NSC – BBQ	Carrick House	Chester McKaige
Thurs 26 th Jan	SSC – Lunch Run	Civic Club	Mark Harrington
<i>Fri 27th Jan</i>	<i>NSC – Coffee Run</i>	<i>VCCA Clubrooms?</i>	<i>John Biggelaar</i>
Sun Feb 5	NW BBQ Run	Bunnings D'port	Terry Jeffrey
Wed 8 th Feb	NSC – BBQ Run	Windsor Precinct	Robin Phillips
Sun 12 th Feb	Old Beach Charity Car Show	Old Beach	VCCT
Wed Feb 22	SSC Twilight Run	Civic Club	
<i>Fri 24th Feb</i>	<i>NSC – Coffee Run</i>	<i>VCCA Clubrooms?</i>	
Sat 25 th Feb	Exeter Show	Exeter	Bill Daly
Wed Mar 8	Mid-week Dinner		
Sun Mar 19	Breakfast Run	Civic Club	
<i>Fri Mar 31</i>	<i>NSC Coffee Run</i>		
<i>7th – 11th April</i>	<i>National Meeting</i>	<i>Adelaide</i>	<i>MGCCSA</i>
Sun 30 th April	MG Day	NAM Tasmania	Bill Daly

Club and State Competition Events

Date	Event	Meet At....	Coordinator
Sat 15 th Jan	SMS Rnd 1Motorkhana	Symmons Plains	MGCCT
Sat 22 nd Jan	South East Rally	Wrest Point	PVCCT



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