

MG Monthly Motoring News Month 2022



Written and Published by MG Car Club of Tasmania Inc
PRINT POST APPROVED PUBLICATION No .PP 100002891



John and Chris participating in Rally

The cover of 'CAR SENSOR' magazine features a red MG MGA convertible. The title 'CAR SENSOR' is in large white letters on an orange background. Below the title, it says '2-18' and '次号は2月1日発売' (Next issue is published on Feb 1st). There are several headlines in Japanese: '200万で買う新車BEST10' (New car BEST 10 for 2 million yen), '体験レポート・予算100万で中古車を買う!' (Experience report: Buy a used car for 1 million yen!), and '緊急試乗 BMW3シリーズ' (Emergency test drive BMW 3 Series). A price tag graphic shows '15960台' (15,960 yen) for '輸入車リカー' (Import car) and '13900台' (13,900 yen) for '国産車リカー' (Domestic car). At the bottom, there is a photo of a man in a suit leaning over the red MG MGA. The magazine's website 'www.car-sensor.com' is visible in the bottom right corner.

Johns MGA on the cover of Car Sensor magazine.

Contents:

MGA 1600 No. 99979	3
MG Car Club State Committee	10
President’s Report.....	11
Life Members	12
Membership Report.....	12
MGCCT Facebook Page	13
MGCCT Website	13
VC Registrations, Inspections and Renewals.....	13
Motor Sports Chaplain.....	13
Ed Says.....	14
2022 MG Annual Events	15
Baskerville Historics - 2022	19
Southern Sub Centre Committee	30
Southern Notes	32
Northern Sub Centre Committee	34
Northern Notes	35
North West Notes	40
115 th Wayne’s Classic Car Run.....	42
Square Rigger Notes	48
Club Social Events.....	50
Club and State Competition Events	50

Cover and Inside Cover Photo’s:

John Sandow’s MGA – see main article

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

impressprint
ESTABLISHED 1986

MGA 1600 No. 99979

A good friend of mine recently wrote his memoirs; an impressive self-published compilation of his life story. It wasn't for a wide audience, it was intended mainly for his children and their children, so they would better appreciate who he was, what he had done, and how much fun it had been. Of course, for close friends it also served as a good read, prompting memories of similar life events and escapades; including all the awkwardness and inexperience of youth.

My first car was a Fiat Millecento. I was 18 and had convinced my father that I needed a car to get to university. We trawled several Melbourne metropolitan car yards (it was 1969 so in suburbs like Mentone there seemed to be a car yard on every corner). The Fiat was a rather chubby sedan; lacking any visible signs of testosterone, but it seemed roadworthy and it was cheap. Dad and I listened thoughtfully as the used car salesman waxed lyrical about this little gem. I think he wanted \$300 for it. We continued to look interested until dad caught my eye and said under his breath "watch this". He took my shoulder, we turned around and walked purposefully out of the yard. "\$275" shouted the salesman to our retreating backs. We stopped, turned back and dad said "Righto". It was an early lesson in negotiation for me.

I loved that car and I learned a lot of lessons in it. Not all of them mechanical. But one day it became clear that the front main bearing had failed. In a short while the noise from the precessing crankshaft became alarming and inevitably it sheared at the flywheel. Fortunately, on the day that happened, I hadn't travelled more than about 500 metres and was at the top of a hill. I quickly put the car in neutral and had enough momentum to do a U turn. I rolled back down the hill and turned into my street with the car gracefully coming to rest outside our house. Over the next few days I removed some parts that I thought might come in handy, then tried to get \$5 from the local wrecker for the rest of it. "Sorry mate, I can take it off your hands but I can't give you any money for it". So much for my lesson in bargaining.

The Millecento had been a lot of fun but it was hardly a status symbol. I decided I needed a sports car. A Karmann Ghia briefly appealed to me, and I sometimes wonder whether I would still have it today if I had gone down that path. But ultimately it was clear I was destined for a TR3 or an MG. In December 1971, I found what I was looking for, a 1961 MGA 1600, Katoomba Red and in pretty good condition. It was being sold privately by a Melbourne

University medical student; he wanted \$900. I didn't quibble mainly because dad came good with \$600 and I put in the rest. He never did ask for the loan to be repaid.

Those first years from 1971 to 1974 were glorious. A good mate had acquired a white MkII MGB. It had overdrive and wind-up windows - I thought it was the height of sophistication. The "B" was regularly in our driveway as I tinkered and "fixed" things for him. We'd go on day trips with our respective girlfriends and thought we were in heaven. I guess we were.

One day, by chance, I drove another MGA owned by a casual acquaintance. I was gob-smacked. His car went like a stung cat compared to the rather pedestrian performance of mine. I sought out a motor mechanic with a reputation for sports cars and gave him carte blanche to "make it go". The cylinder head was shaved, the cylinders bored, carburettors serviced, high-lift cam fitted; I couldn't wait to feel the difference. It was different, but not much. But that was not the end of the story. It was only a few months later when I noticed a faint new engine noise. I listened carefully and yes, the unmistakable clicks of piston slap.

I took the car back to the mechanic and he replaced two pistons and re-honed the cylinders. Everything seemed to be OK.

In 1974 my parents moved to Perth in WA for work. Suddenly "homeless", I spent a few months in a share-house in Caulfield and finished my undergraduate degree. At the end of that year I drove from Melbourne to Port Pirie, put the car on the train and set off for the West. This trip was made with some apprehension because at the time there was said to be a risk of being relieved of side mirrors and other spare parts on the Nullarbor crossing. But the MG and I arrived intact in Kalgoorlie, and with the vehicle safely unloaded, I set off for Perth. I doubt I would have survived the Western Australian sun with the roof down, so I'm assuming I put the roof up. All I really remember is that it was hot.

WA is not an ideal environment for a sports car. In summer you really need long white pants, gloves and a hat to avoid being burnt to a crisp. You either look like a painter or a cricketer. But I soon adapted and the car continued to provide much youthful happiness.

The world was a very big place in those days. As newlyweds, Chris and I decided to take the car on an extended camping trip to Geraldton. Today, a two man tent would have squeezed neatly into one corner of the boot, but back then, the tent I hired was a massive parcel of rubberized canvas which I

secured to the boot rack. We toured the central WA coast for days and thought we were close to the edge of the world. One morning we woke up to find the car and the tent surrounded by inquisitive sheep. It amused me years later when my agricultural job took me regularly to Geraldton in a panel van as if it were a daily commute. How quickly the world was shrinking.



Camping at Geraldton 1974

Sometime during those first years in WA, the ghosts of the past came back to haunt me. I didn't want to believe it at first, but I listened carefully to the engine in the quiet of the night and, yes, the piston slap was back.

Cause? I'll never know. Perhaps the rings were a bit tight? Perhaps I should have replaced the oil pump? Perhaps the carburettors were running a bit rich resulting in bore-wash? Whatever the reason, I wasn't sure what to do. I was now 4000 km from the mechanic and although I sought advice from various sources in the West, no obvious fix presented itself. So I kept driving.

And so it was that one day, in 1977, while cruising down Kwinana Freeway, connecting rod number one unceremoniously parted company with its piston. There were no mobile phones and I can't really remember the sequence of events. Somehow I had the car put on a trailer and taken home. I



pushed it into the garage. "Time for a complete overhaul" I decided. And there, in the garage, on blocks, the MGA 1600 sat for 11 years, waiting for me to get around to it.

Of course there were feelings of guilt, but I was at that age when career was paramount. I just didn't have the time or inclination for a full-scale car restoration. I was married, my wife was working and

we had a sequence of perfectly good small family sedans. With no kids, we survived very well as a one-car couple. But eventually something had to give. And in February 1988, I took four months long service leave and started the project.

I kept a diary every day. Looking back, it's fair to say that I worked on the car mostly seven days a week with the odd day off for social engagements and other household jobs. I rarely stopped for lunch so I took off a very satisfying amount of weight.

The chassis was in good condition so it was a body-on restoration.

Most of the work I did myself, farming out the skilled technical tasks to local engineers, panel shops, chrome platers, etc. I had Katoomba Red perfectly matched and kept everything as original as possible (but I allowed myself the luxury of retaining my custom-built electric boot opener). A 1961 MG is basically a large Meccano set so there were not many hiccups. On 21st of June of the same year, I took the car over the pits and it was re-registered.



In 1989 I entered my pride and joy in the WA MG Car Club Concour d'Elegance. It won first prize and the silver cup still sits in a glass cabinet in our dining room.

It was not long after this that the car caught the eye of a “spotter” who wrote articles for the Japanese car enthusiasts' magazine Car Sensor. A photo-shoot was duly arranged at a picturesque location in Fremantle and I donned my best British sports car attire for the occasion.

The photographer set up his tripod and was clicking away when it started to rain. This was unexpected and I quickly set about putting up the roof.

To my great surprise, the resulting story not only featured in the magazine, but the picture of me putting up the hood took pride of place on the front cover.

The article in the body of the magazine was of course in Japanese. I took it to a bilingual friend to get the translation. The resulting English text was a little rough and “putting up the hood” came out as “jerking up the bonnet”. This

was a source of much hilarity amongst some of my friends. They always were a bit immature.

By about this time I was using a work vehicle so the MG became very much a recreational car rather than a daily workhorse. Chris and I stayed almost 21 years in WA and we became genuine Sandgropers. Then in 1995, my job took me to Queensland and the MGA eagerly anticipated the next phase of its life.

I knew driving from Perth to Brisbane was a bridge too far so I had the car road freighted. A shipping container was an expensive option and I settled for an open air transport. This was a mistake. When I collected the car, the muffler was sitting forlornly in the passenger footwell having been torn off on the loading ramp, and the tonneau zip had been wind-flapped to death. Minor repairs I suppose given the 4,500 kilometre ordeal.

We joined the Gold Coast MG Car Club and made some wonderful friends. We lived in a big old Queenslander with room for a pony so it didn't take long to have a third garage built to keep the car out of the weather (and the fruit bat poo). On the builder's plans the garage was called a "garden shed" - something to do with the legality of the structure. It was only just big enough. I had to take a chunk out of the centre stud on the far wall at bumper height to fit the car in. But it didn't stay long. Eight years later in 2003 we were off again, this time to Canberra.

I can't recall a thing about the road trip from Brisbane to Canberra. It must have been uneventful. We found a fantastic old weatherboard home, steeped in mining history, just outside the ACT. The car loved the long country roads and the distinct seasons. Touring in spring and autumn were the best and Canberra's avenues of European trees makes it one of Australia's prettiest cities at these times of the year.

A friend paid the ultimate compliment by asking if she could arrive at the church for her wedding in the MGA. I was delighted, and the car looked fabulous with the traditional white ribbons. I tried to convince the bride that she would make the biggest impact by arriving with the roof down. She didn't fancy spoiling her hairdo so I had to keep the roof on. It was still a grand entry.

Living in a heritage home on acreage is very rewarding, even romantic, but there's a downside. I found my daily property maintenance job list was getting longer instead of shorter, and since we were both retired, we decided it was time to move on yet again.

The decision to move to Tasmania in 2014 was an easy one. We knew Tassie well as a result of holidays and numerous family gatherings in the northeast; and the temperate maritime climate of Hobart was an attraction. We decided to move the cars from rural NSW to Tasmania in convoy. I would lead the way and Chris would follow in the family sedan as the support vehicle. I was well out of sight around Euroa when Chris re-appeared in the rear vision frantically flashing her lights. On the side of the road the drama was revealed; Chris had received a phone call from the agent and the offer on our property had fallen through. We were now the reluctant owners of two houses. We decided there was nothing to be gained by aborting the transfer of the car to Tasmania, so we set off again, now with a rather less clear path ahead. In the end it all turned out well. Over ensuing months, another buyer, another contract, and a happy settlement.

Arrival in Devonport was memorable. We drove off the Spirit and turned on to the Bass Highway but things started to deteriorate quickly. It was one of those northern Tasmanian mornings when the fog and mist was only a hair's breadth from being real rain. My roof was down (I rarely put it up because it is original and therefore very stiff in cold weather) and my windscreen wipers only removed the water from the outside of the windscreen, not the inside where most of it seemed to be accumulating. I had to maintain a reasonable speed to avoid being soaked, but I couldn't see where I was going. Trucks hurtled past in the opposite direction making everything worse. It was scary, foolish, and poorly planned. What doesn't kill you makes you wiser.

Finally we reached Launceston and cover at last in a pre-arranged lock-up garage. Some months later, it was a very much better day for roof-down driving when we took the car from Launceston to Hobart. We stopped in at Ross to sample the world famous Ross Village Bakery. The car was parked under a shady tree and instantly attracted the attention of a group of Japanese tourists (why do the Japanese love sports cars so much?) They didn't speak much English but they soon realised I was inviting each of them to sit in the driver's seat so that their companions could click away. Their broad smiles and deep bows showed how much I had made their day.

Tassie has been wonderful. Regrettably the MG doesn't get out much. I had imagined that being retired in this inspiring southern island would mean we'd be pottering around the countryside or sipping lattes most days. It hasn't turned out that way of course, and we seem to be constantly busy. Pity we don't have much to show for it, but that's life.

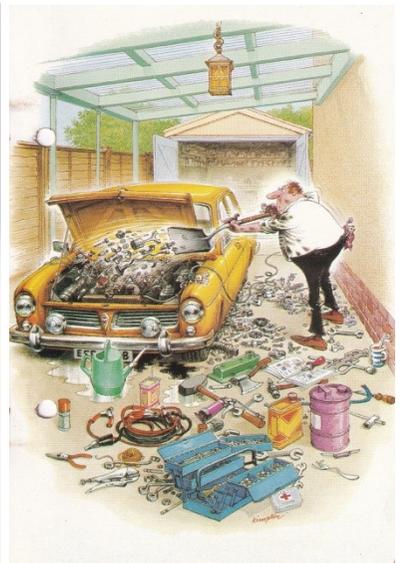
I keep the MG in a lock up garage near our home. It's not far to go but that little bit of extra effort required to take it on the road is an impediment. Thankfully one of the car's most desirable traits is that it starts first time every time. It can sit for four months and it still fires up enthusiastically. I have always done most of my own servicing and maintenance and I think I can say after 50 years that we know each other quite well. Replacing the cylinder head at the advent of lead free fuel, and replacing the factory fitted differential with the taller 3.9 ratio version in Canberra were two jobs for which I was happy to engage engineers with greater skill and experience than me. But otherwise, the car has provided countless happy hours of knuckle bruising, swearing and frustration.

I have kept it largely original - it is still positive earth for example. The one glaring non-original feature is the grill. It sports a MkII grill which has been part of its patina since I bought it in 1971. The explanation is that sometime in the first ten years of its life, the car had a minor front end collision. I know this because the threaded stud on the back of the original MG badge was bent into a neat "N" shape by the impact. At the time, standard grills were hard to source so a MkII was fitted instead. Why don't I change it back? Because for me, that's how it's always been, and I like it.

In fact I like every aspect of it. But the greatest pleasure is in the nostalgia. The car not only takes me back to our youth, but also to all the phases of our lives – places, friends, adventures. A continuous thread of memories. I doubt the Karmann Ghia would have done that.

John Sandow

John's restoration humour.



MG Car Club State Committee

Position	Member (Partner)	Contact Details
President	Bronwyn Zuber	(h) 6273 6797 (m) 0419 569 156 president@mgtas.org.au
Immediate Past President	Mark Dilger (Angela)	(h) 6327 1028 (m) 0408 271 029 past-president@mgtas.org.au
Vice President	Don Fraser (Susan)	(h) 6428 3791 (m) 0418 316 451 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	Andrew Midgley (Sue-Anne)	(h) 6427 2392 (m) 0458 949 881 editor@mgtas.org.au
General Member	Chris Wagstaff	(m) 0438 055 199 general-south@mgtas.org.au
General Member	Paul Rossetto	(m) 0497 266 076 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

How many weeks until Christmas ????, where has the year gone.

The Baskerville Historics is done and dusted for another year. There was a good roll-up of entries, 224. Excellent racing, Supersprints, and Regularity events. There was rain on the Friday and Saturday to make the grounds muddy and slippery, however there was good racing. Good crowd on the "hill" on both days. There was also a Pedal Car competition for juniors during the lunch break on the Saturday. A report from some competitors further in the magazine.

Sub-centres are holding their Annual Area General Meetings this month, and from what I have heard most / all the positions on the committees have been filled.

We have a Club Day combined with the Mini Car Club at Baskerville Raceway on Sunday 30th October, which is our last of our competition event for 2022. Entry is by the MA Event Entry Portal. No entries on the day.

A reminder that the State Committee has positions available for President, EDITOR, Club Captain. The meetings are held month and are by Zoom and last approximately 1 hour. There is support around for members stepping up into positions, so please consider as it is YOUR CLUB.

Let's keep enjoying our MG's by going to as many runs that you can in them, in this Spring weather, even if it is still cool some days.

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 three* new members,

Edward Smith (Northern)

Edward owns a MG F and enjoys social outings, cycling and music,

Robert and Fran Hamilton (North West)

The Hamilton's own a MGA and enjoy social outings, bushwalking, mountaineering, golf and historic racing.

We hope these people enjoy many club arranged activities.

Could all members please advise any updates to the details on your membership renewals to me please. This includes address, phone numbers, emails, car changes, spouses or under 18 juniors by email or posting back your renewal with the changes.

Wayne Jessup

Membership Officer.

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

We have a big magazine for you this month.

Thanks to John for his contribution article this month, I am glad he did not submit his memoirs. I did look at trying to edit this article, but any change I made just detracted or broke the rhythm of the article so it is printed as submitted. I hope this will prompt others into telling their story for the enjoyment of others (*a shorter article is acceptable*). I am sure it will also provide a topic for conversation at future events where John attends, great effort.

There is a couple of corrections/updates that members need to note:

Annual Events:

The BSB number provided in last months magazine for the annual events is incorrect. Please refer to the updated info in this magazine when making your payment. Also the Concours entry fee is paid on the day.

Britain to Burra:

This event has been cancelled, due to extremely wet conditions at the showground at Triabunna. There has been information of an alternative event being organised by Bill Griffith, to be held at The EastCoaster. Please note that **neither** event is a MGCCT event and the run that was organised to support the original event has been cancelled. Attendance at Bill's alternative event is up to members and you will need to contact Bill or The EastCoaster to make arrangements.

Membership Renewals:

Members should have received their renewals for membership for next year. Please read the renewal notice in entirety as there is a couple of changes to membership which were previously advised. All members partners and juniors information are now required to be registered with the club as part of your membership. If that information is not on your renewal form please provide an update to our membership officer Wayne. Likewise if any other information on the renewal form is incorrect or has changed, please also update Wayne so our database is as relevant as it can be.

You will see this noted in bold under Wayne's report, please take note and keep your membership information current.

Cheers Ed;

2022 MG Annual Events



Annual Concours, Presentation Dinner and associated events

Dates: Fri – Sat – Sunday, 18 – 19 - 20th November, 2022

See July, August or the September magazine for detailed information re accommodation etc., for the weekend activities. Remember accommodation is on hold for the MG Club members by the listed accommodation houses in central Sheffield until 20th October. You may still book after that date but vacancies may be scarce as unfilled accommodation will go back to their booking agents.

Note the MG NSC BSB No was incorrect in the September Magazine – Should read; **067-002**

R.S.V.P. - Early replies would be appreciated to allow planning to take place for this weekend.

Registration for the weekend is - \$65.00 per member. This includes a 3-course meal on Saturday evening and one complimentary drink from the bar. Payment to be made into the nominated bank account listed below by Friday 11th November 2022.

Please direct deposit to -

MG CAR CLUB – NORTHERN SUB CENTRE -

BSB 067 002

Acct No: 1037 3830

Reference: surname and your sub-centre e.g Smith NSC

Also emailing or texting your attendance for each event you wish to attend e.g. (N&N/Concours/AGM/Presentation Dinner/Breakfast) to -

MG Car Club of Tasmania – MG Monthly Motoring News, Month 2022

Terry Jeffrey, northwest-coord@mgtas.org.au ; Mob: 0417 344 369.

It is important I know the numbers we need to accommodate at each event.

Members entering Concours please indicate to me at this time the car/s you will be entering to allow organising of parking for classes. I.e. MG model, non marque sports car(s).

PS - Members with special dietary requirements please note at this time.

Events for Fri – Sat – Sunday 18 – 19 - 20th November, 2022

Friday Night: Noggin & Natter 7.30 – 9.30 pm

Venue: Sheffield Bowls Club, 79 Main Street

Casual get together. *Finger food supplied during the evening and drinks available to purchase at bar prices.*

Saturday am Concours D 'Elegance 10 am – 2 pm

Venue: Health Park, Henry Street, behind Mural Park

Cars to be assembled in Health Park to be ready for judging to commence at 10.am. Marshalls will be present to accept entries from 8.30 am. \$10.00 (cash) entry fee - to be paid on the day.

(see concours notes from T Gurnhill)

Saturday 12 noon High Tea – Sheffield Style for the ladies

Venue: Epicurean Café, 68-72 Main St.

Providing we have enough interest this will take the form of a high tea, Sheffield style. \$35/per person for a delicious selection of eats made by Lorraine herself of Epicurean Café. The restaurant is not licenced – The High Tea will include tea, coffee or soft drink. Someone special to Sheffield will entertain us with his/her words of knowledge while were partake of the goodies.

RSVP to Colleen - Mob 0408 580507 asap - would appreciate no later than Saturday 12th November to assist Lorraine with catering.

Saturday 3pm Annual General Meeting

Venue: Arts Centre Meeting Room, Mural Park

All welcome – Note: - only financial members can vote and hold proxies.

Saturday 6.30 pm Dinner and Trophy Presentation (for a 7pm sit down)

Venue: Sheffield RSL Club, 77 Main Street

Three course meal with a two alternate drop choice for each – One complimentary drink from the bar per member.

Sunday from 8.30 am Barbeque Breakfast

Venue: Health Park, B'que area, behind Mural Park

Concours Notes

The Concours will take place at Health Park, Sheffield. Head south on Main Street, turn right at the school into Henry Street.

Entry from 8.30 am. You will be given a numbered car sticker, then guided to your parking area.

Judging will commence at 10.00 am. All members are invited to display their cars, regardless of whether they are entering the cars in Concours or not.

For those entering the Concours, an entry fee of \$10.00 (cash) will be payable on the day.

Tony Gurnhill

acgurnhill@bigpond.com

Mob: 0439 143 990

Evening Meal Friday

Members travelling into Sheffield on Friday 18th November and desire a meal before the N & N Evening (which will offer you finger food throughout the night) are urged to book prior to Friday evening at one of the venues offering evening meals. We suggest The Sheffield Hotel (03 6491 1130); Mountain Mumma (03 6491 1041); Sheffield RSL Club (03 6491 1393); or Moo Choo offering both dine in and takeaway (basic) menu until 7pm (03 6491 1709). Sheffield Hotel and Mountain Mumma also offer *takeaways* - pizzas or choices from their inhouse menu, but both advise to pre book your takeaway order for the time required if you have a schedule to meet.

We look forward to welcoming as many of our MG family as possible to Sheffield, North West Tasmania, for another fun filled State get together.

Terry Jeffrey

NW Co-Ordinator

Mob: 0417 344 369



MARSHALL Batteries

Club member discounts
For all your battery needs



Launceston

1 Invermay Rd
63626680

Hobart

7 Warwick St
62315700

Bellerive

96 Clarence St
6244 8377

Baskerville Historics - 2022



17th -19th of September saw the running of the Annual Baskerville Historics. This meeting provides the ongoing funding for the Baskerville Foundation which was established in 2013. This year there were around 250 entrants, with interstate entries from all states of Australia.

I would like to take this opportunity on behalf of the MGCC of Tasmania to thank all the stewards & the organising committee for a great event, without your commitment & dedication it would never happen.

It was very pleasing to see the return of Lorna & Roger Chapman and David Anderson from Victoria with their MGBs although the Chapmans MGB met up with a tyre wall bringing their weekend to a sudden halt.

Thursday saw the bulk of the cars arrive at the track, many only arriving in Tasmania that morning. In between cars being unloaded in the pit area the track was closed for several practice sessions.

Friday was an early start with regularity sedans on at 9am this was the first real practice sessions for most of the competitors. As the day progressed the weather deteriorated and times for qualifying positions and regularity got slower with lots of people in open wheelers getting very wet.

Warm up time for Historic Sports and Racing Cars Regularity



Saturday dawned fine a welcome relief from Fridays rain although the pit ground and parking areas showed the effects of the rain. First up for the day was Early Holden Regularity, this set the tone for a full day of competition and the first real opportunity for many to set competitive times. Lunch time allowed for the two hotly contested pedal car races, the pedal car races aim to create an interest in Historic Motor Sport. Twelve Humpy replica pedal cars were built by a group of local enthusiasts in 2021 all cars have secured sponsors, thanks go to the builders and sponsors.

Pedal Cars in Action



MG Car Club of Tasmania – MG Monthly Motoring News, Month 2022

The afternoon had sixteen events scheduled, starting with Regularity Marque Sports Cars, my second event for the day.

Concluding the day was a Spit Roast and Auction.

Sunday, an 8.30 start with twentyeight events scheduled, Regularity Marque Sports Cars, my first event for the day unfortunately my times were slightly slower than Saturday with Graham Smedley in an MGB V8 losing the least number of points.

Regularity Marque Sports Cars



Late morning was a spirited demonstration of Baskerville Legends from big bore V8s to the small bore 4s. This was then followed at lunch time by the Shannon's sponsored grid walk. The good weather we had on Saturday had started to change with showers of rain coming through. Fourteen events were scheduled for the afternoon, followed by a BBQ and Trophy Presentation.



A wet Classic Sprint



Lincoln Spurr MGB V8



Wayne Clark Lotus 51



Shane Manley Holden FE First Raced at Longford

Don Fraser
Photos C Howie

I had a great 4 days at Baskerville at this year's Historics meeting along with the other 230 entries.

The weather had thrown everything at the event, wind, rain and sunshine and all those that parked on the green stuff were not sure that they were going to get away.

Had a bit of a change this year in that I took my caravan and that provided my accommodation and fellow club member Andrew Kuzniarski who was a volunteer took his Motor Home.

Andrew offered to tow my car to and from the event which was very much appreciated and made my life around the organising myself for the event a lot easier.

Northern Chairman Richard Ashley Jones also bought his motor home and stayed the Saturday night, something that is a growing trend.

Andrew and I stayed their Sunday night so we could exit via the dry ground rather than the well-worn mud run paths that had developed. With a caravan and Andrew with a car trailer that arrangement was a bit of a no brainer.

Whilst the rain caused a number of incidents MG competitors Roger and Lorna Chapman from Victoria who garage with us had the misfortune to get off the black stuff and incurred a considerable amount of damage and headed home on Sunday night to start the repairs so wish them all the best in sorting their car.



Early morning shot of some of the cars, the mud and the spectators on the hill
(Photo courtesy of Richard Ashley Jones)



The cars gathering on the dummy grid showing an interesting line up
(Photo courtesy of Richard Ashley Jones)



The kids get to race in the peddle car “humpies” as well
(Photo courtesy of Richard Ashley Jones)

GENERATIONS OF STYLE



MG3 ^{AUTO} Core
\$17990
from **DRIVEAWAY**



MG3 ^{AUTO} Excite
\$19490
from **DRIVEAWAY**



buckbymotors
www.buckbymotors.com.au



Buckby MG | 36 Margaret Street, Launceston | Ph 03 6337 5001 | Value since 1924

buckbymg.com.au

*\$17,990 is the drive away price for the MY21 MG3 Core (no added options) as shown. ~\$19,490 is the drive away price for the MY21 MG3 Excite (no added options) as shown. *~Offers available at participating MG Dealers for new stock vehicles only, purchased and delivered between 01 September and 31 October 2021, unless extended by MG. While stock lasts. Offers not available to fleet, government or rental buyers, or with any other offers. ^!Warranty & roadside T&Cs and exclusions at www.mgmotor.com.au/warranty.



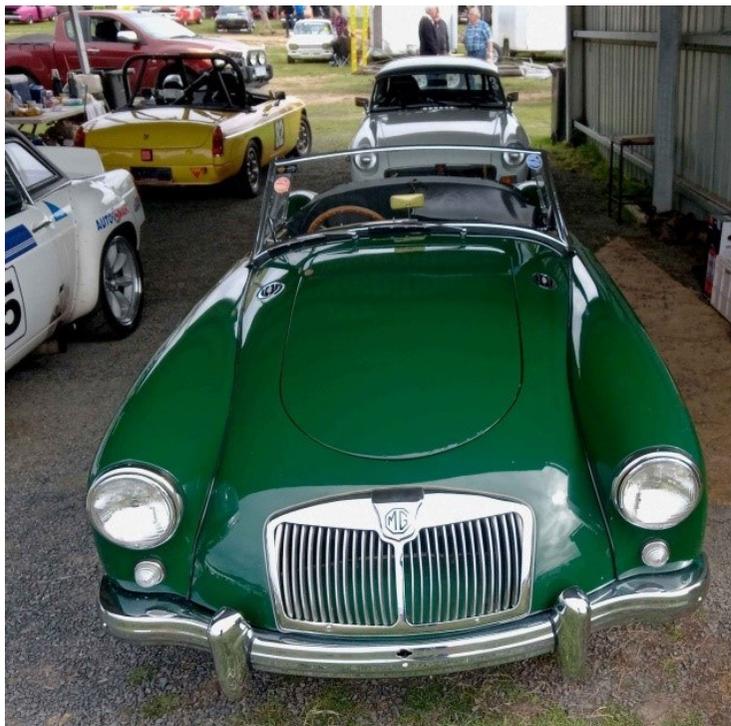
A couple of the MG Club members on the dummy grid, with hard tops that made the weekend a lot more comfortable.

(Photo courtesy of Richard Ashley Jones)



Humpy heaven, an early morning shot with everyone getting ready for the day.

(Photo courtesy of Richard Ashley Jones)



MG Car Club Members
MGA Don Fraser,
MGB Mark Dilger
left Lincoln Spurr
and Yellow B Roger
and Lorna Chapman
(Photo courtesy Phil Rollins)



Below - The
late Greg Ellis's
MGA
*(Photo courtesy
Phil Rollins)*



Below - Lincoln Spurr's MGB with some other members cars in the MG garages. *(Photo courtesy Phil Rollins)*

It was another great weekend and we will be back next year all being well and we don't have some reason to cancel.

Thanks to the Baskerville Foundation and the organising committee for putting on the great weekend.

Mark Dilger

NON-DESTRUCTIVE TESTING SERVICES

Mechanical, Structural, Automotive crack testing & condition assessment of all ferrous and non-ferrous materials

Mechanical components are subjected to stresses in service from dynamic and static loading, temperature changes and corrosion resulting in cracking which can remain undetected visually until there is a catastrophic failure. This can be accelerated by exceeding design loads, inadequate maintenance or remaining in service in excess of the lifespan intended by their designers.

The correct NDT method applied according to strict guidelines by a trained and certified technician can detect cracking in metallic structures, welds, castings and forgings before they are large enough for the part to fail in service.

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

Contact Chris on 0477 862 009 or email: tasndt@gmail.com
for more information go to www.cmbengineeringervices.com.au

C & M Blake Engineering Services ABN: 81 603 672 000

1963 le Chalutier Single Seat Race Car

Current custodian: Peter Fitzpatrick

Purchased: 2021;

Completed: 2022

Original build: 1963, Dave Gordon, NSW.

Raced: NSW & QLD Lakeside/Mt Cotton hillclimb.

Car dismantled 2011 for re-build and never finished.

Purchased rolling chassis & boxes of bits in June, 2021, but due to Covid car didn't arrive in Tas until late November, 2021. Had to source correct block motor; plus brake/gearbox parts etc. from Europe. Started re-build in feb., 2022. First run august '22, at Baskerville Historics.

Chassis- home built- steel tube space frame

Front suspension- independent ex Triumph

Rear suspension- independent coil over

Steering- rack & pinion- Renault

Brakes- front Fiat Osca; rear-

Citroen

Engine- y block Ford 292 V8

Carburettor- Holley 4bbl 600cm

Clutch- 10" twin plate

Gearbox/trans axle- Citroen DS19

Body- fibreglass; ex Alec Mildren racing

weight- 700kg

Colour- Ferrari red; stripe & wheels- aluminium



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

25th September – Breakfast Run to Brighton

Beautiful sunshine greeted Di and I as we headed at 7.15am from Blackmans Bay to Steve and Jenny Huntley's place at Brighton. As we headed into the City we could see that a decent Bridgewater Jerry had formed. However it was not over the Derwent River as we expected, but centred itself over Steve's place.

When we arrived at 8.00 am Steve and his helper, Steve, had everything in readiness for us including 2 fires to keep us warm and the urn heated and ready for a coffee or tea. All that was left was to cut up a few tomatoes and set up the tables and chairs in this beautiful setting. The fog lifted about 8.30 and bathed us in sunshine.

With 3 barbecues and woks and frypans in the covered area we were ready to cook up a storm. We commenced cooking about 8.45 just before the guests under the guidance of Shane Manley arrived to sunshine. 19 members in all ventured on the run with Chris and Vicki, Di and I and Steve and helper already on site. 7 MGs were present if you include the 3 in permanent residence!

One person was missing however and I received this message to explain his non-arrival:

"Bob. My Lincoln runs nearly every outing on LPG (6500cc...LPG is some 55 cents/litre cheaper than petrol) and I thought I had a full tank (65 litres), thinking I had filled up last time out, BUT NO! Just over Bridgewater Bridge and last in line following the guy in the dark blue Jaguar, suddenly cough! cough! splutter! Splutter! then dead engine, and I had to veer of the 100kph road in mild panic. I then tried to restart in LPG but nothing, so switched to petrol (which I only carry in minimum reserve). By then I had lost the Jaguar and not knowing where to go, decided to turn back to where I get my LPG on Sandy Bay Road, filled up (66 litres), but it still would not start on LPG so switched to petrol and hoped I'd make it to Tinderbox! I did! Being a Queenslander and not very familiar with road systems and how to find locations here I was happy to make it home, have a cuppa, and a lie-down! See you all (all 7!) next time somewhere! JOHN TAIT". We will see you on the next run John.

From all accounts everyone enjoyed the breakfast consisting of eggs, bacon, tomatoes, mushroom, ham steakettes, pork sausages and chipolatas. Not to mention prawns as an entrée and even a wine if desired.!

On behalf of the SSC we thank our host Steve Huntley and his helper Steve on the impeccable preparation and inviting us to his home for this lovely breakfast run on what turned out to be a beautiful day. Thanks also to Robin Wilmot who provided the food.

Bob Leeson

COMING EVENTS

15-16th October – BBQ and Britain to ‘Bunna Weekend

This run has been CANCELLED. The Britain to ‘Bunna car show has been cancelled by the organisers because the ground where the show was to be held is waterlogged. With more rain forecast they do not believe the ground will have time to dry out, and they wish to avoid a repeat of two years ago where a number of cars became bogged. David Scott believes his place is also too wet to host the planned BBQ, so he has had to cancel as well.

25th October – Annual Area Meeting

The Southern Sub Centre Annual Area Meeting will be held at the Civic Centre at 8.30pm.

18-20th November – Annual Events

To be held in Sheffield this year. See the September magazine for registration details.

11th December - Hobart History Tour

This is a run around the Hobart area visiting points of historical interest from an artist’s perspective. The run will be followed by a BYO picnic.

To RSVP or for further information please contact Alan Briggs: 0475 089 560.

13th December – Christmas BBQ

An evening BBQ to be held at the Civic Club.

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

Defibrillator Training

A weekend defibrillator training course will be held at the Civic Club later in the year. Further details will be provided closer to the event.

Mark Harrington

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

The weather is improving and went for the first time this year to the ETC. Café coffee run on Friday with the roof down.

The longer run to ETC provided the opportunity to blow a few cobwebs out and check the car over in readiness for the summer regardless of the El Nina weather that the BOM are quoting for the coming summer.

Just a reminder that our Annual Concourse, AGM and Presentation Dinner at Sheffield is on over the 18th to 20th weekend so register early to help the North West who are organising this year, finalise arrangements.

Paul Rossetto has reported our September Mid-week dinner took members to the Legana Tavern. Twenty members and partners plus two guests enjoyed a pleasant meal and, judging from the volume and level of chatter, enjoyed the company immensely."

The Friday coffee run was organised by Phil and Di Paine and with sounds of chatter and laughter reverberated through the verandah at ETC cafe in Elizabeth Town . A gaggle of geese? No a menagerie of Mgers who had travelled in convoy via the Bass Highway for our monthly coffee run. We were met by a happy group from the NW coast, great to meet up together. "What did you say? " was a common theme, so much chatter, it was challenging to hear, Tony King even suggested a talking stick. The group spilled out into the car park where conversation was easier. Fantastic to see 37 people meet up in a variety of cars...hope to see you all again soon.

Phil and Di



The lower car park at ETC with the gathering of MG's with an odd Royale and MX5 thrown in.

MG Car Club of Tasmania – MG Monthly Motoring News, Month 2022



L/R Bill Daly, Graeme Springer, John James, Mark Dilger, Bruce Keogh and Robin Phillips



The car park at the Casino where we met



A Menagerie of MGers on the veranda at ETC.

Upcoming events:

Oct 12: Mid-week dinner. Rosevears Hotel 6:30pm. Meet at Windsor Precinct 6:00pm. RSVP to Phil Paine by October 10 (0419261483)

Oct 26: NSC Annual Area Meeting. All welcome.

Oct 28: Coffee run. Via Deviot to Mario's restaurant at George Town. Meet at the Windsor Park Community Centre, at the Soccer ground carpark, (continue through the normal carpark to the Soccer ground). We will be departing at 9.30am. Please RSVP by message or email by Wednesday 26th, I am trying to arrange parking with the council. Richard Ashley-Jones. Mob: 0419 350 811

Oct 30: Club Day. Baskerville

Nov 9: Mid-week dinner. Details to follow M.Dilger

Nov 18-20: Annual Concourse, AGM and Presentation Dinner, Sheffield. Details in August magazine

Nov 25: Coffee Run. Details to follow. M. Dilger

Nov 27: Sunday run to Deloraine. Includes catered lunch (Max 40). Bill Daly

We are planning a run to Deloraine in conjunction with the North West where we will enjoy camaraderie with our fellow car enthusiasts and fine food at a new restaurant / café called "Frank and Lotti" in the main street of Deloraine

Unfortunately we are limited to a maximum of 40 people so please confirm your intentions early to ensure you can participate.

MG Car Club of Tasmania – MG Monthly Motoring News, Month 2022

Following lunch members may like to walk to the banks of the Meander River or just amble through town and window shop finding some arts and crafts that take your fancy.

Some may like to drive up to Ash Grove Cheese to view or purchase some of the State's best cheeses.

The Itinerary is as follows:

9.30/45am meet at the Casino Car Park

10.00am Depart via the Meander Valley Highway

10.30am Coffee Stop Westbury "the Hub Café" (formally Andy's Bakery)

11.30/45am travel the Meander Valley Highway to Deloraine.

12.00 Noon Meet up with the North West Members at the "Train Stop Park" before driving through town to the café Restaurant by 12.30pm at 116 Emu Bay Road.

We have been offered a Savory Snack, Soup, Salad and Sweets Luncheon for the inclusive cost of \$25.00 per head.

Dining available inside of the Café or under the roadside veranda.

Excellent Street parking available adjacent the Café/ Restaurant.

Bill Daly run Coordinator

Nov 30: NSC Committee meeting, VCCA rooms, 7:30pm All Welcome

Dec 11: Combined Christmas Picnic with NWSC at Bells Parade . 11:30am
BYO food,drink,table,chairs. Also gift to \$10 marked M or F accordingly.
Undercover area available if needed . Details to follow

Dec 16: Coffee run. Details to follow

Jan 15: BBQ at Chester and Sallie McKaige's Carrick House. 5:00pm Details to follow

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

March 11th and 12th Longford Grand Prix Expo

March Myrtle Park BBQ Richard Jones to organise details later

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

General Business:

MG May Day display: Bill Daly has confirmed the date of April 30. We will also coincide with the 100th year anniversary of MG.

Nominations for NSC Committee positions are open and the new committee will be decided at the October AAM so if you are interested get your nomination for a position in before that meeting.

Mark Dilger
Northern Notes Coordinator



**MICHAEL
BELLINGER**

- Log Book Servicing
- Exhausts
- Mechanical Repair Services
- Brakes and Clutches
- Custom Made Exhaust Systems
- Vehicle Safety Check
- Catalytic converters
& DPF filters

**Precision Exhaust
and Mechanical**

03 6424 9655



www.precisionexhaust.com.au

42 Don Road DEVONPORT

North West Notes

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. Bass & Flinders Motel, Ulverstone	

Past Events

Thursday September 8th Dinner Meeting – Members met at Bass and Flinders Motor Inn for dinner and the monthly catch up.

Friday September 30th – Northern MG Group invited NW to join them for a morning coffee and get together at ETC Elizabeth Town. Eight NW members motored through to join the northern group. Coffee, treats, and general chit chat had by all.

Up Coming Events

Thursday October 13th Dinner Meeting - Bass and Flinders Motor Inn, Ulverstone from 6 pm.

Sunday October 23rd Luncheon run to Marakoopa Cafe, 186 Mayberry Rod Mole Creek. Depart Bunnings car park at 9.00 am. Coffee break along way, arriving at Marakoopa Cafe for lunch approx 12.45pm. Please RSVP to Terry by Friday 21st October. Some members may wish to tour the caves after their lunch.

Thursday November 10th Dinner Meeting - Bass and Flinders Motor Inn Ulverstone from 6 pm.

November 18th, 19th & 20th, 2022 Annual Concours, Presentation Dinner and Associated Weekend Events

Please see information re Registration and Payment for the events elsewhere in the magazine.

Please refer to BSB and Bank Account No being 067 002 10373830.

BSB printed in the September magazine is wrong.

Note Ladies - at 12 Noon on Saturday 19th Nov - Luncheon for the female gender at Epicurean Café, 68 – 72 Main Street Sheffield.

If enough interest is shown the luncheon will take the form of a High Tea, Sheffield style. Cost will be \$35 per person. RSVP to Colleen Mob: 0408 580 507 before Sat 12th November. (see details in the magazine – under the State weekends activities).

Thursday December 8th – Christmas Dinner at Bass and Flinders Motor Inn. This will take the form of the usual Christmas catered three course meal therefore numbers attending will be required to me by Monday 5th December. Santa will pay a visit and a gift to the value \$10.00 or thereabouts, marked M or F accordingly, will be required.

Sunday December 11th – Combined Christmas Picnic with the northern group at Bells Parade, Latrobe. Meet at Bells Parade 11.30 am. BYO Food, drinks, chairs, table, hat and sun cream, etc., etc. Mrs Clause and her helper will make a visit. Gift required to the value of \$10 or thereabout, marked F or M accordingly. There are undercover areas at site should the weather not be nice.

Terry Jeffrey

NW Co-ordinator

Mob: 0417 344 369

Email: northwest-coord@mgtas.org.au

115th Wayne's Classic Car Run

A fine collection of 34 cars (not all classic) and 56 enthusiasts gathered at the C3 café on a sunny but cool morning ready for the mystery tour destined for the Eastern Shore.

It was revealed that our destination was the Dodges Ferry Hotel and we set off in the normal fashion with our orderly departure fractured into smaller groups by the traffic lights on Macquarie Street. The route took us down towards Sorell via the new overpass on the Airport roundabout reconstruction which was a first time experience for some. As the roadworks at Midway Point are nearing completion there was only a short delay there which then took us to the new roundabout leading to the recently opened and much appreciated Sorell bypass.

We continued on along the Arthur Highway through Forcett to the Carlton River-Primrose Sands turn-off to Sugarloaf Road. Some of the less adventurous took shorter ways to the Hotel including Peter Shaw in the big Healey who apparently got lost in Lewisham and needed to ask some locals where to go. I believe he was told in no uncertain manner.

I think everyone managed to find the turn-off to the Carlton/Dodges Ferry Road and there were no reports of cars ending up at Dunalley. The winding road along the Carlton River was scenic and also provided some testing corners for some spirited driving.

On reaching the hotel there was a good array of choices for main course and dessert. Some who ordered fish had a long wait only to be told the kitchen had run out of Ling, however they were given an extra large serving of Tassie scallops instead. There were particularly good reports from those who enjoyed the lamb shanks and although the third table had a bit of a wait, no one complained about the size or quality of their meals.

Thanks to John McCabe for plotting the course and for writing (most of) this report, while I was busy organizing the Pedal Car Prix event at the Baskerville Historics!!

MG Car Club of Tasmania – MG Monthly Motoring News, Month 2022

The remaining drives for this year are as follows:

October – Wednesday 5 (Run 116) to be arranged by Bob Leeson

November – Wednesday 2 (Run 117) to be arranged by Ron Bugg

December – Wednesday 7 (Run 118) to be arranged by Paul Haddad

Cheers

Lyn Cengia

0409044787

fitzlyn@bigpond.com



MG Car Club of Tasmania – MG Monthly Motoring News, Month 2022





SHARE THE PASSION



**“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”**



Shannons Home and Comprehensive Car and Bike insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer
- Agreed value
- Multi-Vehicle & Multi-Policy discounts
- Limited Use & Club Plate cover
- Laid up cover
- One excess free windscreen claim per year
- Total loss salvage options
- Home & Contents Insurance including \$10,000 enthusiast items cover for your collectables & tools
- Towing & storage costs as a result of loss or damage
- Pay by the month premiums at no extra cost

Call Shannons on **13 46 46** for a quote on your **special car, daily drive, bike or your home**, and speak with a genuine enthusiast.

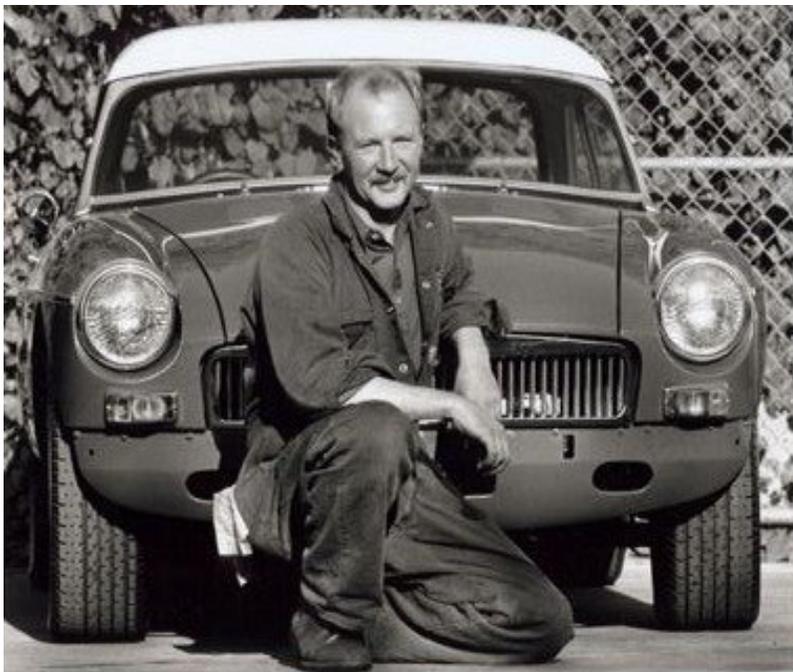
Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance, available at shannons.com.au. The Target Market Determination is also available. Terms, conditions, limits and exclusions apply. The type of cover must be specified on your certificate of insurance. If you do not use your vehicle in accordance with the vehicle usage shown on your policy certificate you may not be covered in the event of a claim. Discounts do not apply to the optional Shannons Roadside Assist or CTP.



Scan to find out more

**INSURANCE FOR MOTORING ENTHUSIASTS
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Love your sports car ??



Think of Shorty when you need:

- * Service**
- * Spare parts**
- * Mechanical repairs**



**DAVID SHORT
AUTOMOTIVE**

320 Elizabeth Street, North Hobart

Telephone: 03 6234 4388

davidshortautomotive@netspace.net.au



Regalia

Stadium Jackets	\$110.00
Soft Shell Jackets	\$70.00
Long Sleeved Polo	\$65.00
Polo Shirts Ladies	\$55.00
Polo Shirts, Men	\$55.00
Colour Combinations:	Black with white logo Black with red logo, Navy with white logo
Black Vests, Ladies and Men	\$95.00
Colour Combinations:	Black with white logo Black with red logo,
Caps	\$20.00
Colours:	Pale Blue, Beige, Black, Grey
Cloth Badges, Safety Fast	\$15.00
Cloth Badges, Tasmanian Logo	\$15.00
Colours:	Brown & Gold on White
Grill Badges	\$45.00
Colour Combinations:	Red & Black Green & Cream Cookies & Cream
MG Lapel Pins	\$6.00
Car Lapel Pins	\$10.00
Cars:	MGA, MGB, T Type
MG Leather backed Key Rings	\$15.00
Colours:	Black, Brown, Red
Leather Log Book Covers	\$25.00

Contact Andrew Midgley: 0458 949 881

Square Rigger Notes

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

This is historic as of this month, the TD12623 of Jan and Richard Gamble acquired early twenty-twenty in a somewhat ordinary state, thoroughly put back together and restored, qualifying recently for road registration.



MG Car Club of Tasmania – MG Monthly Motoring News, Month 2022

A few shots of the completed project in company on a fine well watered Council strip making a fine British oil painting! The panel fitment and finish stand out well.



And just a glimpse of the process many will be familiar with, as the TD arrived leaving aside the search for some parts, mostly minor but none-the-less significant, and progress with trial fitment at different stages.

The next Square Rigger event is scheduled for the 16th of October in the Deloraine area and a reminder to register for the AGM and Annual Dinner weekend commencing 18th November with importance placed on securing accommodation.

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, petermscott5@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
12 th Oct	NSC Mid-Week Dinner	Rosevears Hotel	Phil Paine
<i>16th October</i>	<i>Square Rigger Tour</i>	<i>TBA</i>	<i>Peter Scott</i>
23 rd Oct	NW Lunch Run	Bunnings Carpark	Terry Jeffrey
25 th Oct	SSC AAM	Civic Club	Mark Harrington
26 th Oct	NSC AAM	VCCA Clubrooms	Paul Rossetto
<i>28th Oct</i>	<i>NSC Coffee Run - Marios</i>	<i>Windsor Community Centre</i>	<i>Richard Ashley- Jones</i>
9 th Nov	NSC Mid-Week Dinner		Mark Dilger
18 th – 20 th Nov	MGCCT Annual Events	Sheffield	Terry Jeffrey
<i>20th – 22nd Nov</i>	<i>Square Rigger Tour</i>	<i>Sheffield</i>	<i>Frank Brooks</i>
<i>25th Nov</i>	<i>NSC Coffee Run</i>		<i>Mark Dilger</i>
27 th Nov	NSC – Calstock Deloraine		Billl Daly
11 th Dec	SSC – Hobart History Tour		Alan Briggs
11 th Dec	NSC – Xmas Picnic	Bells Parade	Terry Jeffrey
13 th Dec	SSC- Xmas BBQ	Civic Club	Chris Wagstaff
<i>16th Dec</i>	<i>NSC Coffee Run</i>		<i>Mark Dilger</i>
15 th Jan	NSC – BBQ	Carrick House	Chester McKaige
22 nd Jan	South East Rally	Wrest Point	PVCC
30 th April	MG May Day / MG 100 Years	National Automobile Museum	

Club and State Competition Events

Date	Event	Meet At....	Coordinator
21 st -23 rd Oct	TCR Round 6	Baskerville	HSCC
30 th Oct	Club Day	Baskerville	MGCC / MCC
19 th -20 th Nov	TCR Round 6	Symmons Plains	LCCT
4 th Dec	6 Hours of Symmons	Symmons Plains	HSCC

HOUSE *of* ANVERS

~ Chocolate TASTING ~ VIEWING ~
~ GARDENS ~ CAFÉ AND MUSEUM ~

Come and see us at 9025 Bass Hwy, Latrobe.
Ample parking for the loved one, whilst we look after the family.



Sportsparts Pty Ltd

Parts and
Technical
Advice for pre
1980 MG's

PROMPT MAIL ORDER SERVICE

Detailed catalogue
available \$5.00

- Specialists in original and reproduction MG parts for over 30 years.
- Buy your parts or accessories from us and get free and comprehensive advice on the best way to fit them.
- Visit our store or take advantage of our fast mail service. Our normal trading hours are 9.00am to 5.00pm but may vary if we have to visit customers or suppliers. Please call beforehand to ensure that we are at the shop to provide the parts you need.

Sportsparts Pty Ltd

10 Myrtle Street
Normanhurst NSW 2076

PO Box 2
Thornleigh NSW 2120

Phone: 02 9875 1144

Fax: 02 9875 1906

Web: www.sportsparts.com.au

