



MG CAR CLUB
(OTAGO SOUTHLAND CENTRE) INC.
WINTER 2015

MG Car Club (Otago Southland Centre) Inc. - Events Calendar

Looking Ahead - What to watch out for in 2015

- **September 12th Autospectacular.** This major car show is an annual event that offers 250-280 classic cars and motorbikes from up to 40 car clubs plus private entries. The MG display will feature 2 x MG A, 2 x MG B GT, 2 x MG F. Phone Kevin to have your car included.
- **September 20th MG Club Run. Overnight journey to Clyde.** This form of MG run was born with the idea of members from all areas to enjoy the first Run of the Spring season. Groups can arrive from all directions for lunch, an activity, and for most, an overnight stay. Those who register, and require accommodation, are advised to make their own booking.
- **17 October 2015 (Central Otago)MG Day Run: Wanaka to Jackson Bay.** This is fantastic drive over the Haast Pass down to Haast and south to Jackson Bay. Start: 8:30 am Wanaka waterfront carpark near log cabin. Morning tea/coffee: Makarora. Lunch: You can either take your own or purchase fish and chips at the Cray Pot at Jackson Bay. After lunch: for those who are interested we will do the Wharekai-Te Kou Walk. This is an easy 20 min walk from Jackson Bay to the rocky shore at Ocean Beach. Following the walk: we will return to Wanaka.If you are interested in attending please contact: John Langley, Jd.langley@icloud.com, Ph 021 44 22 71
- **October 18th MG Garden Run.** Club Captain Sue, is organising a garden visit and refreshments. More information closer to that time.

Looking Back - What's been going on over the past 3 months

- **Annual MG Car Club (Otago Centre) Inc. AGM**
Notes from the meeting - page 3
- **MG Club Events**
Reviewing events and happening with the MG Car Club - page 8,9

Looking Inside - What to look for in this month's issue

- **The Presidents Address to the AGM**
Some meaningful words from President Carter - page 2
- **20, 50 and 60.** 2015 brings about significant Birthdays for some significant models of MG. Read about it inside.
- **Cover Story - Getting ready for Spring.** The better weather is fast approaching, a grease and oil change on the MG becomes a priority.



Club President
Kevin Carter

Presidential Address to the 2015 AGM

As the elected president of our local centre for the MG Car Club, I reflect and wonder at what a small band of keen people can achieve in their spare time during the course of just twelve months. I

look too, at the changes we as a club have made. These changes come thick and fast partly due to regulation and also from necessity. Necessity comes in many forms driven by the health and age of our membership. Armed with enthusiasm and a keen spirit of encouragement I look to the future looking for ways to hold the bond of friendship with all members even though we are spread over wide areas.

The MG car Club has always been built on friendship as our motto reminds us 'The Marque of Friendship'. Another aspect of the worldwide club is competitiveness, with the numerous displays of the showing of our delightful sport scars to like-minded car enthusiasts and the public at large. As a large number of our members move into their senior years and are restricted in many ways, we as a group, move to accommodate these changes, making sure no member is neglected, on the contrary, assisted and encouraged to take part and contribute to the fellowship.

I don't have much more to say, but thank our current committee not forgetting committees that have gone before us laying the course for us to

build on for progress into the future.

The Internet with all its new-fangled ways of communication must be embraced but equally important is the more social forms of greeting including phone calling and visits with a good old hug and a smile.

I look forward to the summer of our years where we have more time to get out and about with like-minded friends old and new, young and old.

I am extremely proud to be part of the MG Car Club and look forward to being swept along with your good ideas for our ever-changing challenges as we move into a new club year.

I thank those who will stand for positions on our committee and especially those putting their name forward as an office bearer. Pride in our club is always being boosted as we see our further upgrades in quality of productions, website, magazine, displays and the contributions we make to the events, Best of British, and our local Autospectacular Car Show.

What more can we achieve? Heaps! It just relies on your imagination, your energy, your support and encouragement. In closing, I, for the Club, wish to thank members for their generosity in giving support by gifts of baking, articles for our magazine, scrap metal for funds, and the support to the families who are suffering from poor health issues.

Thanks and regards Kevin Carter
President for the MG Car Club
(Otago Southland Centre) Inc.



MG CAR CLUB (Otago Southland Centre) Inc.



Notes from the A.G.M - August 5th 2015

The Annual General Meeting of MG car Club (Otago Centre) Inc held at the Anderson's Bay Bowling Club commenced at 7.30 pm with a welcome from Club President Kevin Carter. The 2015\2016 Club Committee was voted as:

President:	Kevin Carter	Seconded:	Ralph Harrison
Vice President:	Bill Botting	Seconded:	Russell Walker
Treasurer:	Russell Walker	Seconded:	Ralph Harrison
Captain:	Sue Allum	Seconded:	Russell Walker
Editor:	Gordon Still	Seconded:	Russell Walker
Recorder:	Gordon Still	Seconded:	Sue Allum
Archivist:	Russell Walker	Seconded:	Gordon Still

All accepted and duly elected.

Business:

- Janet Podham nominated Club Secretary. Moved K. Carter, seconded R. Walker.
- Minutes from the 2014 AGM read and accepted.
- Matters arising discussed.
- Presidents Report read and accepted.
- Annual Financial Statement prepared by presented by Russell Walker and accepted.
- Election of Committee members; Ralph Harrison, Tom Batley, Gordon Still.
- Regional Representatives acknowledged and confirmed as: North Otago: Grant and Margaret Ward, Invercargill: Don and Karna Carter, Wanaka\ Queenstown: Derek and Pauline Hope, South Otago: Starr McDougal.
- Increase in the cost of Annual Membership Subscription from \$30.00 per year, to \$35.00 per year. Moved K. Carter, seconded G. Still. Carried.
- Submission Proposal: life Membership for Tom and Judy Batley. Moved K. Carter, seconded R. Walker. Carried.
- By special resolution, Kevin Carter proposed a name change for the Club, in an effort to be more inclusive for regional club members. The proposal to change the name to: MG Car Club (Otago Southland Centre) Inc. moved and unanimously accepted by the committee. Carried. This change has been registered with the Companies Office.
- Discussion regarding the issue of Indemnity Insurance, to cover potential risk for attendees at club events, in response to proposed law changes.

The Meeting closed at 9.00 pm.





**Thanks to all those who have expressed interest in joining this tour.
Anyone else should register their interest now.**

Q: What's it all about?

A: An overnight tour taking in the best scenery, and interesting roads, heading to a mystery destination. Dinner, breakfast, cool places, cool cars, cool people. Always popular, always fantastic. Don't miss this one!

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The cost of membership – It's not all about the dollars

The MG Car Club (Otago Southland Centre) Inc. held the 2015 A.G.M on the 5th August this year, an event which was attended by 6 committee members and 3 guests. Interesting by way that membership currently numbers

over one hundred. We also observe that other events throughout the year; meetings, gatherings, monthly runs, rallies, publications and other group activities, are organised, managed and typically attended by an equally small number of members. During the August A.G.M meeting, a resolution was passed to increase the annual club membership by \$5.00 to an affordable \$35.00 a year. This must surely still represent excellent value for money, but are there other costs of membership? Is active participation a hidden cost, which is too expensive?

We can, and do, have small group discussions, speculating on the cause of low attendance and participation in club events. Posing questions such as; Is the benefit of annual membership just by way of members being able to say... 'Yes, I'm a member of the MG Car Club'? Or ... Is it not modern enough? Or... Is it too cold to go out today? Certainly one issue the club faces is the geographics. Our membership is spread across a wide corner of the country; Otago, Southland and Central Otago. Ideally a closer collaboration between the districts would be ideal, but the practicalities of achieving this are not so easily solved. Perhaps an active social media

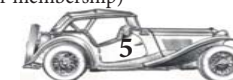
Our 21st century lives have become heavily dependant on technology, digital communications and social media, to a point where perhaps technology alone satisfies our need for social interaction. What does this mean for the future of more traditional leisure groups? Do we need to change the way in which the MG Car Club is delivered to 21st century club members?

presence would be useful in this regard. An MG Facebook page maybe? So many questions, not so many answers. We can be assured that the enthusiasm and dedication of our current committee will ensure that for now the future of the club is in safe hands.

Modern interpretations of MG Cars produced by the Shanghai Automotive Industry Corporation (SAIC) are, by all accounts and reviews, high quality, high spec vehicles, nicely priced to attract a new generation to the MG brand. They also offer a modern practical alternative to the traditionalists, where the practicalities of getting down in to the driving seat of a Midget, overtake the joy of driving it. While sales of modern MG's have not reached the levels anticipated by the manufacturer, they continue to develop and improve their product, suggesting a long healthy future for the MG Marque. In a similar way, we must continue to develop and improve the offerings of the MG Car Club. The future health of the club relies on ensuring that what is provided to members, is exactly what is required in the 21st century.

I believe the best way to determine this is by encouraging and promoting a more active participation. This is your club after all. Got an idea or suggestion? Write it down and send it to someone, pick up the phone and talk to someone, come to a meeting and have your say. The time is now. It doesn't really cost that much to get more involved. **Ed.**

(A personal opinion. This opinion not necessarily shared by the Club committee or membership)





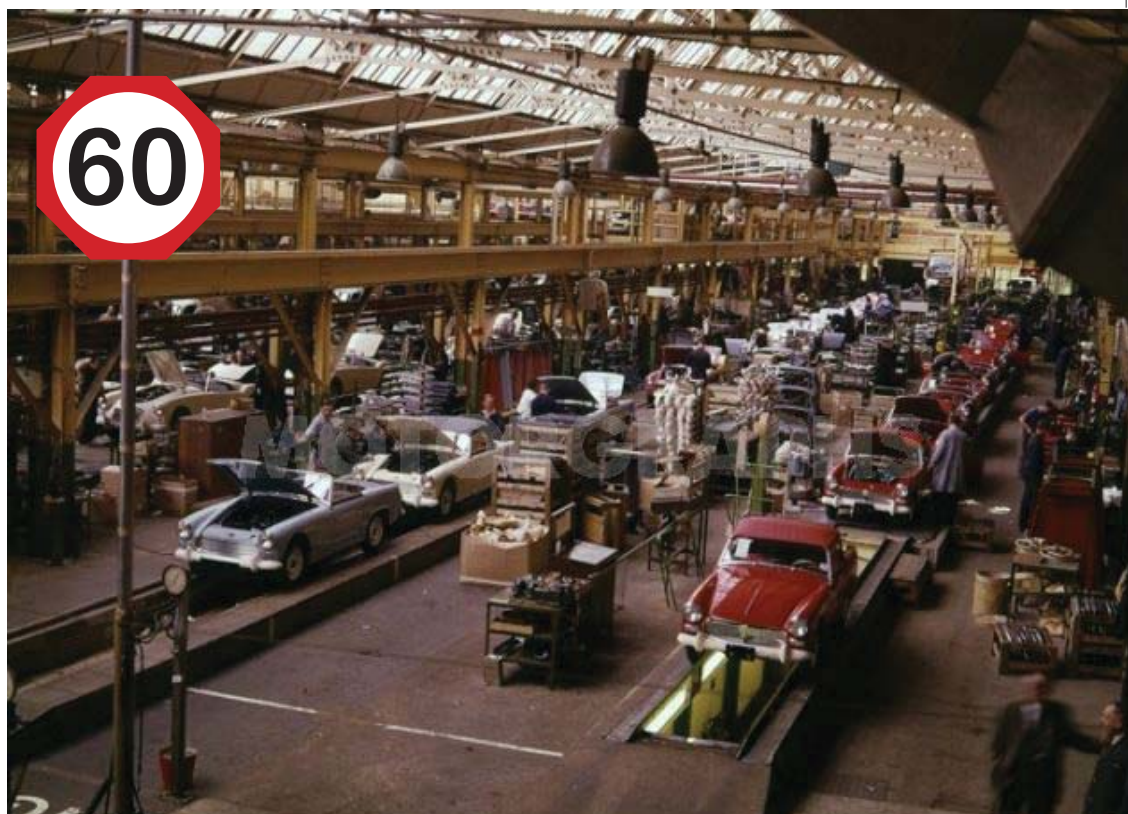
Clever New MG's

On April 20, both of the new and old models of MG, a brand with a history of 90 years, were gathered at the MG booth in the 16th Shanghai International Automobile Industry Exhibition: the value of this British legendary brand was once again upgraded in an all-around way due to the scientific and technical innovation; in addition to MG GS featured by “high performance, high appearance value and high value” and MG3 of 2015 model year, a “British-style Boutique Mini Car” with the European synchronized quality, SAIC Motor, synchronizing the global cutting-edge technology of intelligent driving, also took the lead in launching the first intelligent-driving car IGS, which illustrates the intelligent car research direction of SAIC Motor and its phased technological achievements.

Taking MG GS as the prototype, this intelligent-driving car has been the achievement of the fully independent research and development of SAIC: taking automatic control, artificial intelligence, visual computation and other technologies as the core, it can thoroughly set free the driver from the traditional closed-loop usage system of “driver-car-road”. Depending on a series of industry-leading cutting-edge technologies, under the operating condition with a speed per hour of 60-120 kilometers, SAIC IGS intelligent-driving car can initially realize the intelligent driving functions such as remote control parking, automatic cruise, automatic car following, lane keeping, lane change driving, antuonomous overtaking, etc. A live video of IGS, which has been most popular has also been played on Shanghai Auto Show to uncover the mystery of the intelligent travel life in the future.

<http://www.saicmg.com/english/news>

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Abingdon factory BMC 1962. Production line with MG Midget Mk1, Austin Healey Sprite Mk2 and MGA 1600. Production of the MG A ceased in July 1962. A total of 101,081 units were sold since the launch in 1955. Club President Kevin Carter is seeking an owner of an MG A who would be interested in adding it to the Club display at the Autospectacular to be held on September 12th at The Edgar Centre. Please contact Kevin with any information or support.

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The Vero International Festival of Historic Motoring is being held in Dunedin from the 15th - 24th January 2016. This is a Vintage Car Club of New Zealand event and open to all cars, commercial vehicles and motorbikes older than December 1985. Registrations are now open and are available online at www.historicmotoring.co.nz or for more information or a hardcopy of the registration form please call Susie on 0800 446 676 or email admin@historicmotoring.co.nz



A Sunday Excursion

Karen and Terry Byers sent us off on a journey down the West Harbour on Sunday afternoon August 16th. The slightly damp conditions did little to distinguish the enthusiasm of the small group that joined in. The worst that happened was Kevin and Doreen nearly involved in an accident through being unable to see out of the Midget windows, the window demister not coping with the task! Gordon and Janet had battery trouble with the B. Fortunately able hands were eager to assist with the minor problem.

A few careful observations were required en-route in order to get the correct answers to some of Terry's tricky questions, the navigators working at full capacity, but keeping cool under the pressure. We remain mystified about the relevance to the question: who Country Singer George Jones married twice? The answer of the day however must go to Russell Walker who claimed that the Greek God Octagonus, the ancient god of transportation, was the answer to the question: where did Cecil Kimber get the inspiration for the Octagonal MG emblem? A well thought answer, but not the correct one!

A welcome coffee at Alto Cafe in Mornington finished the afternoon excursion in style. with a vote of thanks to Karen and Terry for their efforts.

Ed



Table Talk

Club members gathered at Ombrello's Restaurant in Dunedin on July 18th for the annual Club Dinner and Prize Giving.



"It's mmmmy precious"
President Carter and First Lady Doreen take the MG Cup.



"Really Ralph! Well that's very interesting, please tell me more".
"Well Sue, it goes like this..."



Janet Podham and Gordon Still for F.A.T
"I just hope Janet remembers to keep it dusted!"



Russell Walker for 'People's Choice',
"That's all very nice thanks Kevin. But you do realise these cups are empty!"

Club members dined in style at Ombrello's Restaurant on the evening of July 18th. Everyone happily feasting on a sumptuous three course meal, and politely laughing at Kevin's table jokes. Blissfully unaware that outside, Winter was creating potential hazards for people. Ice and snow adding an unexpected challenge to an evening of food, wine and trophies. Fortunately no harm was done, only a few uphill diversions hampered a safe trip home.

Access to safe and nutritious food is a basic human right – but every day people in our community are going hungry. FoodShare is a perishable food rescue organisation based in Dunedin. They collect quality excess food from commercial businesses including supermarkets, farmers markets, catering companies and more and distribute it, free of charge to local charities and social service agencies. The rescued food provides vital assistance for vulnerable men, women and children. We were fortunate to have the Dunedin based Director; Deborah Manning, enlighten us with a talk about her organisation and the valuable service they provide within our community.

Ed



an ode to MGB
From the MGB Facebook Site(U.K)
Tez Watson

an MGB

wiring is a rat's nest
oil leaks a tad
rattles along the road
people think we're mad

there's no power steering
or fancy techie stuff
bodywork may be sound
engine bay quite rough

braking takes some effort
some folk love to scoff
we try to look them in the eye
when little things fall off

looking on the bright side
with top down in the sun
there's not another car I know
that offers so much fun

exhaust note is sweet music
to every owner ears
bubbles, purrs and roars along
it's played that song for years

wouldn't drive another make
no matter what we see
we're sticking to our guns
just love the MGB

2014 Tez Watson



MG sports car owned and driven by RAF hero Sir Douglas Bader in WW2 goes on sale for £80,000

He was Britain's most inspirational Second World War pilot after helping the Allies beat the Germans in the air despite losing both legs in a plane crash.

Now, the MG sports car once owned by RAF hero Sir Douglas Bader is to go on sale at auction and is expected to fetch £80,000.

The fighter pilot, who famously flew in the Battle of Britain, was the first owner of the Midget TA Roadster.

He bought it in 1938, seven years after he lost his legs, registering the open-top car to his address in upmarket Kensington, West London.

Read more: <http://www.dailymail.co.uk/news/article-3209139/WW2-hero-Sir-Douglas-Bader-s-MG-sports-car-goes-sale-80-000.html#ixzz3jli3haCO>

Picking Up the Pieces



Kevin Carter examines the back end of a wrecked MG F, deciding how to pull it apart and sell it for scrap value.

Just another little job to do, claims President Carter, as he examines the back end of a wrecked MG F.

Grab some tools, separate the light metal from the heavy, pull it to pieces, load it on to a trailer, sell it for scrap value. The proceeds destined for the MG Car Club bank account. "It all adds up" he says.

Kevin regularly tops up the Club coffers with the spoils of his scavenging. Useful funds which go to enhancing various club events and activities.



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When launched in May 1962, the MGB was to become for many, the epitome of the modern British sportscar; who would have thought that this MG model with its stunning lines would prove to be the last MG to be built at the famous Abingdon factory. The MGB was in continuous production up until the closure of Abingdon in October 1980 and throughout its 18 year life span the basic body shape remained unaltered. This was apart from the post 1975 models sporting impact resistant black bumpers front and rear, primarily to meet the American safety legislation. The affordable MGB spawned many variants along the way and this was from a car that was mainly intended to be a two seater replacement for the hugely successful MGA. The GT version was announced in October 1965 and was an overnight success, again it was an affordable and very practical car that could carry two additional (although small framed) passengers in the rear compartment. The rear seat back could be folded to give a large luggage platform which was accessed from the stylish rear tailgate.



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NATIONAL RALLY

TAUPO, NEW ZEALAND

April 9th to 12th, 2016

Here is the latest information on the wonderful opportunity for you to participate with other MGCC members in this major event in April 2016. The National Rally will combine traditional events with MG comradeship, set against the unique backdrop of Lake Taupo in the wonderful atmosphere of the Central North Island.

The Rally dates are Saturday April 9th, Sunday April 10th, Monday April 11th and Tuesday April 12th with an option to extend your stay to include pre and post rally tours\activities. Information about these tours will be circulated next month.

Programme	
April 7th and 8th	- Optional Pre-Rally Tours\Activities
Saturday April 9th	- Registration and Scrutineering (2.00 pm start)
	- Welcome Dinner
Sunday April 10th	- Concourse (morning)
	- Trial (afternoon - a scenic run and time to enjoy the unique wonders of the areas that the route will take you)
Monday April 11th	- Speed Event (Taupo Motorsport Park)
Tuesday April 12th	- Motorkhana
	- Awards Dinner
April 13th and 14th	- Optional Post-rally Tours\Activities

Mark the dates in your Diary and book your accommodation today if you haven't already done so!

Rally HQ - SunCourt Motel	\$160 per twin room (2 people)
14 Northcroft Street, Taupo	Includes breakfast
Ph: 0800 786 268	\$40 extra person per night
Quote Booking reference 64973	

What to do next: Email Peter Staines saents@xtra.co.nz to have your name added to the list
Registration forms will be available in October

Your MG National Rally Committee

Sue Martin	09 575 6409	mg.martin@clear.net.nz
Tony Simmons	09 627 2900	tonysi@orcon.net.nz
Peter Staines	09 524 6721	saents@xtra.co.nz
Paul Walbran	09 817 8163	paul@mgparts.co.nz
Michael Wood	09 626 2661	mgmike@ihug.co.nz





Introduced in 1995 to worldwide acclaim, the MG F heralded the return of MG to volume two-seat sports car production that the marque vacated with the close of Abingdon in October 1980. It was created using novel design and a very considerable degree of ingenuity on the part of engineers whom with little or no budget from Rover management.



What the car has achieved and its longevity is a testimony to the success of the work of the design engineers.

Initially available In September 1995 as just a single model with a 120ps 1796cc K series engine, the first use of a K series of this capacity, and then followed in early 1996 by the VVC (Variable Valve Control) version of the same engine that delivers 25ps more at higher rpm. Both models were only available with sports ratio 5 speed manual gearboxes.

The main innovation was the location of the engine behind the seats to create a mid-engined layout. This layout provides the optimum for weight balance and delivers excellent handling, and the MGF certainly has excellent handling. In addition the use of Hydragas (inert Nitrogen gas over fluid) suspension provides a quality ride, far in excess of that normally associated with precision handling sports cars. Surprising to most as this suspension is largely as fitted to the Metro.

However, the brilliant handling and ride combination should not be a surprise when the earlier relation to Hydragas, Hydrolastic, is viewed in the original Minis and the competition and sales success these models had, especially the Cooper S in international rallying.

Summer 1999 saw the first real facelift for MGF, which was mainly trim and equipment changes, but did see the introduction of the Stepspeed (then called Steptronic) CVT automatic gearbox with a manual option of six individually selectable ratios through steering wheel mounted buttons or the floor mounted gear lever.

In spring 2001 the range was extended with a new entry level 1598cc 112ps and range topping but limited edition Trophy 160SE modified VVC version with 160 ps.

Overall the MGF is a very economical range even with the higher consumption rate of the auto and this is often overlooked by potential purchasers. The 1.6 is the most fuel efficient and has an overall return of approximately 40mpg with the 1.8i coming in a little below this with around 38mpg. The VVC demonstrates the engines leap in overall efficiency and ability to have both added top end power and good lower rpm operation with an average of 37mpg.

Brief technical specifications:

Mid engine - Rear wheel drive. 4 cylinder 1598cc (112ps) and 1796cc (120ps – 1.8i, 145ps – VVC and 160ps – Trophy 160 VVC) K series petrol engines. 5 speed manual (lowered final drive on VVC engined models) or Stepspeed CVT transmission (only fitted to the 1.8i). Performance: Top speeds 115mph to 137mph, 0 to 60 mph 9.7 secs to 6.9 secs. Average fuel consumption overall 33mpg (Auto) to 40 mpg (1.6)

<http://www.mgownersclub.co.uk>





The Rear View

George was a car collector who had spent a great deal of his life collecting a variety MG cars. These cars ranged from the very early models, right through to the modern, a collection of which he was particularly proud, he had seventeen cars in total.

George was getting on in years, and started pondering what would happen to his collection when he was gone. He decided he would leave the cars to his three sons. He specified in his will that after his death, his eldest son should inherit half of the cars, one third of the cars would be left to his middle son, and one ninth should go to the youngest son.

George died soon after, without giving any thought to the complex mathematical problem he was leaving for his sons. "Crikey!" said the eldest, "We need an Accountant".

The accountant solved the problem by adding his own 1948 Austin Princess to the collection, so now there were eighteen cars in total. Now the eldest son got half the number of cars which was nine, the middle son got a third of the cars which was six, and the youngest son got a ninth of the cars which was two, the accountant put his Austin Princess back in his own garage.

Now add up the number of MG cars the sons got in total. Nine cars + six cars + two cars = a total of seventeen cars.

Trickery, or clever maths?

What's in a name?

Club Treasurer Russell Walker writes: I was reading the latest Safety Fast magazine from the UK.

In the overseas section it talked about a club in the States where lots of members have names for their cars.

So I had this idea that we could run a competition for members to email in the names of their cars and we could get members to vote on the most interesting name and then publish the results in one of the newsletters.

A great idea Russell!

You are invited to send submissions to:
gordon.still@otago.ac.nz

Club member Cameron Craigie, now living up north writes by email:

'Hello...all is going well in Hamilton, and I still get down to Dunedin for work from time to time.

I am keen on buying another MG, do you know of any good ones for sale?

Midget, MGB, Magnette etc.'

Contact Cameron on:

c.r.graigie@gmail.com

with any reasonable suggestions.

Looking for...

Having recently sold a property which had a garage to house my MG B, the car now sits out in the cold and rain feeling quite sorry for itself!

If anyone knows of a garage or workshop space available to rent, I would love to hear from you.

Gordon Still, 479 8139

gordon.still@otago.ac.nz

Club Annual Subscription

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MG CAR CLUB

(Otago Southland Centre) Inc.



Office Bearers 2015/2016

President:	Kevin Carter 476 7753 (Doreen Carter)	kd.carter@clear.net.nz
Vice President :	Bill Botting 489 46021 (Brenda Botting)	arrangements@arrangements.co.nz
Club Captain:	Sue Allum 477 4716 (Len Grimwood)	lennard@actrix.co.nz
Treasurer:	Russell Walker 454 5347 (Marie Walker)	russellwalker15@gmail.com
Secretary		
Recorder:	Gordon Still 479 8139 (Janet Podham)	gordon.still@otago.ac.nz
T-type liaison:	Tom Batley 455 8831 (Judy Batley)	tbatley120@gmail.com
Magazine Editor:	Gordon Still 479 8139	gordon.still@otago.ac.nz
Regional Reps		
North Otago	Grant Ward 03 449 2049 (Margaret Ward)	margrant@es.co.nz
Wanaka/Q'town:	Derek Hope 03 443 9039 (Pauline Hope)	dandp.hope@clear.net.nz
Southland:	Don Carter 03 2147722 (Karna Carter)	don.karna@xtra.co.nz
Committee:	Ralph Harrison 454 5097 (Denise Henderson)	d.rhh@xtra.co.nz
	Tom Batley 455 8831 (Judy Batley)	tbatley120@gmail.com

Correspondence to be addressed to P.O.Box 1467 Dunedin

Web site: www.mg-car-club.otago-branch.co.nz

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Opinions and articles expressed in this publication do not necessarily express the views of the Editor, members of the Committee or the MG Car Club (Otago Southland Branch) Inc.

We thank all advertisers and sponsors for their continued support of our club.

2015/16 Results (to date)

Kevin and Doreen Carter	4
Terry and Karen Byers	3
Gordon Still Janet Podham	3
David and Noelene Hill	2
Russell Marie Walker	1
Giff Peterson	1
Sue Allum	1

