

MG CAR CLUB

(OTAGO SOUTHLAND CENTRE) INC.

WINTER

2016



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

Looking Ahead - What to watch out for over Spring

- September 17/18 MG Sunday Run South
with Russell and Raewyn Hawkes

Overnight Stay Friday for Saturday Run and for those who wishes to stay a second night Russell has arranged a Sunday morning short drive and visit to a local attraction.

- October 16 MG Annual Garden Run.

“HIGH SKY IDA VALLEY” MG Sunday Garden Run with Club Captain Sue. Maniatoto Plains Central Otago. For all groups or individual travellers from all over Otago/Southland and Central. This run includes every member and members family and friends. Please notify Sue Allum of your intended attendance: chopsuey42@actrix.co.nz, phone 027 297 2261

- December 4th Christmas BBQ Kaitangata

Our Club has been invited to BBQ at the home of Kez and Mike Lunch cookup with fun, boiled potatoes, Christmas cake and much more. Arrive Kaitangata 11am for BBQ Noon. Venue address will be in next newsletter.



Don't forget the Monthly Club meetings held on the first Wednesday of the month at the Andersons Bay Bowling Club rooms. A warm welcome awaits all club members who choose to come along and take an interest in the workings of the club. Next meeting 7.30 pm on Wednesday October 5th.

Cover Story: Trevor Bell's 1971 MG B GT shines under the lights of the Edgar Centre at the 2016 Autospectacular, September 10th 2016.



Presidents Report.
Annual General Meeting of MG Car Club
(Otago/Southland Centre) Inc.
August 3rd 2016.



Club President
Kevin Carter

With pleasure I report on our club's activities, achievements, and aspirations and in respect of members who have had such a battle with ill health, I am very pleased to report on their wellness. Of those who I have been in contact with, and received reports, I congratulate them for their courage, tenacity, and hard work, fought by themselves, their families and their doctors. A very tough time indeed.

MG's and club outings seem unimportant under the circumstances but these go on and with great success. I usually report on every event of our club year, not this time however, as I could not improve on the excellent reporting from Gordon our editor. To achieve this Gordon compiles the stories of adventure and fun from participants and organisers. These emailed short reports accompanied by photos has been outstanding, resulting in the very best of publications. Keep up the good work as Gordon needs this input to sustain his high quality and interesting publications.

Our treasurer Russell has also had a busy time keeping our ledger up to scratch and looking after the club accounts. One big item in the past year, was the club moving forward and achieving Public Liability Insurance which now protects our club and its members from litigation. Another advancement is the inclusion of the name Southland, in our club's title and name. This change acknowledges all peoples in the vast area of Otago, including Central and now, Southland.

Now it is time to look to the year ahead. Year 2017, easy to type but not to predict, but what we do see is that the cost of vehicle registration has dropped dramatically and the cost of fuel predicted to fall even further. All good news for car club activities. It may well mean that the longer journeys undertaken will be less expensive and therefore more attractive to more entrants. We trust that this will be the case and can look forward to more socialising with fellow members living up to our moto, MG "The Marque of Friendship."

Congratulations to all, as you have all done a very good and worthwhile job. Don't let me stop there! "New members," we wish you well, enjoy your club, join in on the many activities, enjoy your MG's and most of all, enjoy "Fellowship" with likeminded MG enthusiasts.

One further item of good news is the response by members to the request for help with the running of our club. The offer to assist has been pleasing and we look forward to new faces at the committee table.

Happy MG motoring. "MG". the worldwide car club with the most members of any car club.

President. Kevin Carter. Signed..... Date.....



MG The Marque of Friendship



A small dining room, located at La Porchetta restaurant in the Harvest Court Mall was the venue for the MG Car Club (Otago/Southland Centre) Inc. annual dinner and prizegiving evening. An interesting and varied manu offered a great choice, something to suit everyone within the group that gathered to celebrate the occasion.

Guest speaker Rob Duffy provided an interesting talk between courses, before the formalities of awarding prizes commenced.

Winners for the 2015/2016 year included; David and Noelene Hill for the Romac Shield, Russell Walker/Gordon Still for the MG Cup, Marie Thompson/Janet Podham for the Navigator Trophy and Lou and Sel Wills for the Concourse Cup after the result of Peoples Choice at Kimber Birthday Run to Lawrence.

The competition for 2016/2017 underway with Ross and Bev Brensell, along with newbies Vince and Tina Jones equal first after winning the Sunday Club run in August. This year we will look at ways of including in the scoring events and runs that are organised and attended by Southland and Central Otago members. Expecting a heated challenge for the awards next year and encourage all members to come along and get involved.

Sel an Lou Wills are presented with the Concourse Cup for 2015/2016, presented here by Russell Walker





Displaying his 1926 Alvis TG Beetleback Roadster at the Autospectacular in Dunedin's Edgar Centre on September 10, John Martin can feel that particular sense of pride that comes with having completed its "ground-up restoration".

The Cromwell based Alvis enthusiast, and valued member of the Otago Southland MG Car Club, is well qualified to complete the task, as he works as a restorer of vintage and post war cars, along with restoring furniture and kitchens for motor homes through his Designs N Wood business.

He bought this Alvis in Invercargill five years ago and began the process of returning it to its now gleaming glory. "Everything was worn out on it" John said.

The car had been imported to New Zealand in the 1930's and after roaming around the country, had sat in a garage for many years. The previous owner had amassed a lot of mechanical components, so they were ready to be assembled when John took ownership.

After an extensive derusting process of the parts, he then set about rebuilding the body and chromework, which had to be nickel plated.

John said the amount of hours spent on the Alvis were hard and said it was better measured in years. "When you say it took five years, it was pretty much non-stop".

While he contracted out the upholstery and engine restoration, John is responsible for the eye catching silver bodywork which captures people's attention when he takes the Alvis out. It is unusual to see an aluminium, shiny polished body John said.

He enjoyed the process of seeing the Alvis brought back to life and was pleased to be able to keep this project "rather than seeing it go out the door to clients" as his business projects have to do.

Catherine Pattison ODT/Photo Kevin Carter

Featuring at the MG Club display at the 2016 Autospectacular on September 10, 2016 are: Vince and Tina Jones' 1965 MG Midget, Trevor Bell 1971 MG B GT, Kevin Carter 1966 MG B Roadster, Brian Wheeler Racing Midget, Giff Peterson 2015 MG 6 GT.



CLASSIC COLLECTING BETTER DONE IN CLUBS

The FOMC membership renewal received from the Austin Healey Car Club was accompanied by a photo of the executive which shows they all have neatly trimmed white goatee beards, with the exception of the treasurer... who is a woman.

It is a graphic reminder of just how often car clubs bring together people who share similar and compatible tastes in many more ways than just their preference for the particular marque they have chosen to own. In the world of classic car collectors, the vast majority of one make and heritage vehicle organisations are convivial, laid back and infused with a family friendly atmosphere. Like other things, classic car collecting can be a solitary pursuit, but it is a lot more fun when done together with others.

As social creatures as well as vehicle aficionados, finding a group of like-minded enthusiasts not only provides a compatible environment in which to discuss all things car, but can also provide access to invaluable advice or assistance and the additional opportunity to obtain significant discounts at certain parts suppliers.

Being a member of a classic car club not only protects your sanity and your wallet, it also provides further less tangible benefits. Involving yourself in club activities can both make you more sociable and also enhance your health and potential longevity.

With their collective buying power car clubs are often able to negotiate a range of discounts from parts suppliers and even some big-name insurance companies. Join a club and you will not only gain a shed load of extra information and trivia, but any waning compulsion to look after your own vehicle will become a craving. With fellow enthusiasts gazing over your classic car and appreciating all the work you have already undertaken, you will be incentivized to carry on until you can triumphantly display the finished project.

But even in the best of clubs relationships can turn toxic and it has become apparent to the Government that the existing legislation provides less than adequate means to resolve disputes or injustices when they occur within societies. Currently under consideration is a new set of rules and guidelines designed to assist clubs to sort out their difficulties.

After undertaking a detailed study of the draft Incorporated Societies Bill and consulting member clubs, the FOMC executive concluded that it is a generally comprehensive and constructive prescription for creating an updated and overdue operating framework for New Zealand's incorporated clubs and organisations.

However if the new Act imposes responsibilities on elected society officers



which are beyond their skills or ability it could have a serious debilitating impact on the functioning of many clubs. For smaller societies often dependent on untrained volunteers to fill elected roles such as treasurer or secretary, complying with "generally accepted accounting practice" as is currently required by the draft bill may prove to be too onerous.

Where more simplistic approaches to keeping financial records will still meet the needs of the societies concerned the FOMC has recommended that it would be in the overall public interest to allow more flexibility.

Consistent with the present prohibitions on members of incorporated societies deriving a financial gain" from their participation in club

activities, the new Act will impose similar limitations. But the FOMC has welcomed the proposed exceptions to what pecuniary benefits are prohibited as outlined in sub-part 3 of the draft bill.

"It is important that all clubs should not be restricted from subsidising activities and events or supplying members with discounted parts and services, or providing rewards for members making major voluntary contributions to the overall betterment and welfare of their clubs," we said in our submission on behalf of member clubs.

The proposed "Winding Up" provisions (section 24) require the nomination of a specific "not-for-profit entity", or "a class or description of not for profit entities", at the time a club is launched and first constituted. We have suggested this is most likely to prove far too restrictive.

After many years have passed any named such entity may no longer exist. So the FOMC has recommended the present general practice of specifying either "charitable organizations" or any "not-for-profit societies with aims and objectives compatible or similar to those of the winding up club" is still the much more practical option.

We have also questioned the proposed provision that those whose membership subscription are in arrears remain members and liable for all unpaid subscriptions until they formally resign in writing. While many clubs do request resignations in writing, we suspect less than one in a hundred members actually fulfil this obligation.

Most people simply cease to pay subscriptions and drift away, so the rules of many clubs provide that their resignations are deemed to have become effective from the due date or end of that year. It would cause insurance and other problems for clubs if they were required to treat non-financial former members as still current members. Many clubs will also have limited records of when individual members joined. So they could face some difficulties meeting the requirements for more extensive membership record keeping in the draft bill if they survive the submission process.



MGB Frontal Styling raises complaint from Renault
From Don Hayter's: MGB Story
The birth of the MGB in MG's Abingdon Design and Development office



The MG B as introduced at the Earls Court Motor Show in 1962, and the Renault Floride Caravelle in the same year launched by a young Sammy Davis Jr.

At the end of 1962, four months after the MG B had gone into production, Morris Motors received a complaint from Renault that the frontal design of its Caravelle had been 'copied' by MG. The design registration was dated 13-7-59 for the Caravelle and Floride models, the particular area claimed as unique being the headlamp pockets on the bonnet and front wing.

Correspondence between A H Steed, patent agent for BMC, and Syd Enever for MG, was carefully followed by Alec Issigonis. The correspondence stated that MG design and styling drawings of the panel shapes in question, for which models existed, were dated earlier than the Renault design registration date of 13-7-59.

Publications also existed showing recessed headlamp treatments, and were published in France, Germany, Italy, USA and UK. Some of these designs did have glass or plastic streamlined covers but

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were thought to be relevant by Cabinet Lavoix, Renault's legal representatives in Paris, who became involved. They wrote to Mr Steed and, after making comparisons of the designs, did not support the Renault case. One of the points clarified during the correspondence was that MG was owned by Morris Motors.

A final letter from Morris (Mr Steed), dated 26 November 1963, notified Issigonis and Enever that Renault had decided to drop the matter. It also advised MG to check styling comparisons in future.

During the design of the MG front, I was familiar with the appearance of other sports cars, such as those by Ferrari, Maserati and Mercedes. However, the MGB evolved by taking on the rounded aerofoil shape of EX 181, and Jim O'Niell's ideas for a new car, both of which entailed keeping the headlamps as far back and close to the front wheels as possible. The series of quarter-scale models I drew to gradually arrive at the B came from Jims drawings dated 28-6-57 and mine of 9-6-58 - EX 214/1 up to ADO 23/163 quarter-scale MGB/2 dated 1-5-59 with the final radiator grille shape. I think this proved that there was no outside influence in the model's design, and all of the drawings went as evidence to the patent office.

It did however highlight that UK registration of car design in general did not exist, and had to be considered.

Author Don Hayter
Veloce Publishing Ltd 15/11/2012

NZ STILL A HAPPY
HOMELAND FOR AGING FLEETS

If the stats are correct Kiwiland is where older cars come to live a longer life, but nobody can say why.

Compared to other countries such as Japan, the USA, Australia, and the European Union member states, the average age of the New Zealand vehicle fleet is significantly higher and still increasing. But the Ministry of Transport's Principal Advisor on Technology and Transport Systems, Iain McGlinchy told the FOMC annual conference that nobody has yet produced a credible theory to explain it.

Entitled "The New Zealand fleet: fact and fiction" his presentation was a fascinating overview of the changing patterns in the New Zealand light vehicle fleet including fuel use, fleet travel, emissions and safety. The data he presented can be accessed through the AGM tab on the FOMC's website at www.fomc.org.nz

Interestingly his figures indicate that reducing the age of the New Zealand fleet would not have the claimed benefits of improved fuel efficiency. He suspects petrol usage is actually increasing because the replacements chosen for older vehicles tend to be heavier with larger and more powerful engines.

"So actively intervening to create a younger fleet to reduce CO2 emissions would probably not work," he said. In fact there is no link between the level of harmful emissions and fuel economy as the technology which reduces pollution is downstream of the engine and does not alter the amount of fuel that is burnt.

So for those who prefer the older vehicles the best place to find them is the central South Island, especially around Waimate! NZ FOMC Sept/Oct 2016





Who's Who in the MG Car Club

Keeping the Club's finances in order is not an easy task. We are very fortunate, Russell Walker does an amazing job managing this aspect of the club business.

Russell Walker and Marie Thompson have been long term club members always enthusiastic in joining in and organising many of the annual events.

Why an MG? I am always interested to know what attracts people to buy an MG. Well for me it was the sound from the exhaust. That does seem rather petty really. I recall the first time I became aware of an MG. It was while walking from work to University in 1969. I was either 17 or 18 and had started work for a firm of chartered accountants and at the same time studying toward a BCom degree and accountancy qualifications.

I was walking near the ODT building and heard this car travelling along producing a lovely burble from its exhaust and when I looked up I saw this sleek sports car zipping along. I don't recall the colour but as I later found out the model was an MGB roadster. I was so taken with it, I said to myself there and then that I was going to get one when I could afford it.

Fast forward 5 years of work, study and saving and in 1974 I bought the first of the 4 MGs that I would own. MG1 was a 1970 model BGT, dark blue and bought from City Motors for what today seems like a small figure but then required 5 years of savings - \$3750. (This was when my starting salary in 1969 was just \$20 per week - hard to believe today). I remember the day I drove it out of City Motors' showroom, it was a Friday and I thought I was made!

But I wasn't satisfied, 9 months later I was trading MG1 in for MG2, a 1972 teal blue BGT. Something that doesn't happen very often, the trade in price that City Motors gave me was more than I had paid for the car!

And still I wasn't satisfied, 6 months later I had traded up to MG3 a 1974 (chrome bumper) damask red BGT model. And again the trade in price was more than my original purchase price. And then in 1976 I took ownership of a new MG - my current rubber bumper BGT (also Damask) at a cost of \$6499.

To buy a new MG then, it wasn't just a matter of walking into the local dealership and selecting the colour and driving away the next day. I placed my specification with Max Anderson, the new car salesman at City Motors then waited 18 months until it was manufactured and delivered (December 1976).

The only major problem I have had with any of my MGs was with the overdrive unit in MG3. City Motors replaced the unit after failing to find the fault and they returned the original unit to MG Motors in the UK for examination.

I joined the MG Car Club Otago Centre in 1974, got involved as Treasurer and Secretary and helped Alan Jennings produce the club magazine, a then rather crude document compared with today's glossy edition.

1975 saw me win the MG cup that year and it wasn't until 2006 that the cup came Marie and my way again, followed in 2016 with Marie and I jointly winning the cup with Janet and Gordon.

A few years working in Christchurch and overseas saw me take a break from the local MG club but in 1980, back in Dunedin, I returned to the club, taking on the role of Treasurer.

I have been to Abingdon-on-Thames, the home of MG cars, twice. The first was while working in London at a Portuguese bank in the City. At the time, the factory building was being demolished and I retrieved a brick from the rubble as a souvenir but sadly it has gone astray. The second visit was in 2014 while Marie and I were travelling in the UK and we spent a day in Abingdon and visited the MG Car Club HO and the local museum which has an excellent display of MG memorabilia including personal items of that once belonged to Cecil Kimber himself.

I have not finished with Abingdon yet as I plan to walk part of the Thames River walkway in 2018, from its source at Thames Head near Kemble in Gloucestershire UK to Oxford and Abingdon. And then again in 2024, to attend the centenary of the MG car.

One of the club membership highlights for Marie and I has been organising the annual Cecil Kimber event which celebrates Cecil's birthday. We have arranged this for at least the last 10 years, maybe longer. We have also enjoyed being involved in running two Nationals, the 2008 event based in Wanaka and 2014 in Dunedin.

Russell Walker

I came upon this item from the 1988 Year Book of the MG Car Club Victoria, we hold in our archives.

It is from a Newspaper cutting and it's an interesting insight into the mind of Cecil Kimber.

Cecil Kimber Drive from Brooklands Leads to Fine

That he was driving especially carefully because his wife had been upset by a fatal accident at Brooklands, whence they were returning, was the defence put forward by Cecil Kimber, the racing motorist and managing director of the M.G Car Co., at Watlington (Oxfordshire) yesterday.

By a majority decision of the Bench, he was fined 4 pounds and costs for driving without due care.

He declared that he had driven between 25,000 and 35,000 miles a year without previous complaint.

The driver of a motor-coach, it was stated, signaled to Kimber to slow down, but instead of doing so defendant overtook the coach on a bend and narrowly missed colliding with an approaching car.

3rd October 1933

Russell Walker

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Who's Who in the MG Car Club

We are very pleased to welcome Ross Weir to the MG Club committee for 2016. Representing the Southland contingent Ross journeys to Dunedin for our monthly meetings bringing valued input from the southern region.

(Which is all very fine, but seriously dude... where did you get that suit!)

I am another baby boomer from the late roaring forties. Since birth I've always felt the need to play with toys to the point whereby today the grandkids have trouble keeping me off the dirt bikes and go carts.

I have made a late foray into hobby cars, having started with a Triumph Spitfire then moved into an MGF. I recently sold this car and I am now on the hunt for a suitable MG replacement- maybe a MGZR. Let me know if you know of anything like this that might be available!

I am quite a busy person, being a very keen lawn bowler. I am a member at both the Te Anau & Waverley clubs where I do coaching at both clubs. Also a long time member & past president of the Invercargill South Lions Club and advisor to the Southland Girls High Leo club.

I had one career occupation being a fish, game & meat inspector with the Ministry of Agriculture & Fisheries. I have had 2 ventures into business; firstly as a milk vendor selling pint bottles of milk for 10 cents around Riverton. More recently we started

Southern Pink ladies
Margaret Weir,
Raewyn Hawkes and
Dot Anderson-Lee.

Lawntech Mowing and Gardening Ltd which we are still actively involved in servicing several rest home contracts.

Other interests include fishing and I am a huge rugby supporter and following and supporting our 4 grandkids sporting pursuits - rugby, soccer, netball, basketball, swimming.

We haven't found enough time to retire as yet because when we get to have time at home we take care of 12 alpacas and 7 sheep on our 3 acre block.

Margaret (the resilient navigator) and I both enjoy our involvement in the MG club with the camaraderie and trips over unfamiliar roads. We won the 2013 FAT to Methven then subsequently organised the 2014 tour to Haast.

Being a recent addition to the committee I am looking forward to getting further involved in the running of the club for the continued enjoyment that we all presently experience.

Ross Weir



Taiaroa Head Revisited

Taking a journey down the ever popular Otago Peninsula on a Sunday afternoon in August proved to be a highly enjoyable outing for the MG Club members who joined in for the day. The run was organised by Kevin and Doreen Carter. Faced with the challenge of finding the route by completing a word-find puzzle, and taking photographs en-route. Winning pictures submitted by Graeme and Bev Brensell and Vince and Tina Jones shown here. Pleasing to see new club members, along with invited friends who showed up in a V6 Reliant. Kevin reports that the afternoon tea venue was good, cost was reasonable and the weather was great, and no one was late home.



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MG's Investment in the Future
 New state-of-the-art test facilities have been installed at MG Motor UK's Longbridge site demonstrating commitment to the future and the quality of its products.

£1.2 million has been invested to install a fifth engine test facility and to further enhance the vehicle rolling road on-site at MG HQ in Longbridge. The state-of-the-art engine test facility has significant improvements on the existing test resource and brings with

it a major step change for MG Motor's test and development capability.

Typically, vehicle emission testing on a rolling road has been out-sourced, but now engineers can carry out the required tests in the correct temperature controlled environment with full emission measurement capability. They also benefit from having the technical centre on-site.

Being able to carry out vehicle emissions and engine development on-site allows engineers to ensure the engines going into MG products are at their optimum for emissions, performance and fuel economy. The engineers can run test engines through a complete transient drive cycle with the ability to control temperature and humidity of the intake air and the temperature of the coolant, oil and fuel.

James Scott, Powertrain Test Senior Manager, said: "The money that's been invested into this new testing facility shows a real commitment to the future of MG. This additional test cell and enhanced rolling road allows us to continue to get the very best performance and economy for MG products"

This facility increases the global test and development capability allowing more collaborative powertrain testing and development with our colleagues in China.

The new engine test facilities are just one of many new developments for the UK-based design and engineering centre. MG also recently announced an expansion to the design team at Longbridge, following the successful UK launch of the MG GS in June.

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

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I guess traffic in Dunedin has always been a bit chaotic, here however, back in the day when British vehicles ruled the roads, it seems very much a case of take your chances and hope for the best. Some may remember these days quite well. There are clues as to what time of day this photo was taken, but can anyone guess the year by what can be seen?



The Rear View



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MG Car Club (Otago Southland Centre) Inc.

Now has a Facebook group.

[MGcarclub Otago-Southland](#)

Catch up with current happenings or chat to other club members. Contributions welcome from all club members, family and friends. Join us now!



A Warm MG Welcome

We take an opportunity to extend a welcome to the MG Car Club (Otago/Southland Centre) Inc, new members.

We look forward to meeting with you and hope to see you at our club outings and events.

Vince and Tina Jones of Dunedin, who own an 1965 MG Midget.

Jay Maclean from Henly who owns a 1987 MG Montego Turbo

Greetings and best regards from the club

MG The Marque of Friendship



MG Motor UK has unveiled its all new SUV, the MG GS, at the London Motor Show and announced an automatic DCT gearbox will be available.

At an exclusive preview event at the Battersea Park show, MG has proudly pulled back the cover on the GS to reveal the striking new addition to the UK model range.

MG was also pleased to announce that the GS will come with the British manufacturers first automatic transmission. The SUV's top specification model will be available with the option of a DCT gearbox, which will be more responsive and provide customers with a much smoother ride. The GS will also come with an agile 1.5 litre turbo petrol engine and will be available in three different trim levels.

Mathew Cheyne, Head of Sales and Marketing for MG said: "When considering transmission and engine choices, we listened to our customers and looked at market trends. It's not only a momentous occasion to unveil our first SUV, it is also a significant moment to announce our first automatic - something many of our customers have been waiting for, and so we are thrilled to be offering it to them."

The subscription rate for the MG Car Club (Otago Southland Centre) Inc. is \$45.00 per year. It was agreed at the 2016 AGM that the small increase on the previous year still represented excellent value for money.

For those of you who have yet to pay the two payment options are:

1. A cheque payable to M G Car Club (Otago Centre) Inc and posted to: P O Box 1467, Dunedin

2. Direct credit to account: 03 0903 038432400 with "MGCCsubscription" include your name as the reference.

Thank You - Your Club needs and appreciates your support



MG CAR CLUB

(Otago Southland Centre) Inc.



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