



March 2024 Newsletter

Presidents Pontification

On the eve of our first board meeting of the year and with Russell's urging it is time to sit down and write another report.

The big recent event in Paddy's and my life recently has been our trip to Argentina and Chile.

We arrived in Buenos Aires on the 18th of January. This is an old by new world standards in the fact it was established in the late 1600s and the buildings showing that heritage. A lot of places reminded us of Italy. In spite of many of the streets being narrow, they have widely spaced trees along them. These trees also help to keep the power lines off the ground but looked like a linesman nightmare. These streets tended to be one way. There is a tree that was planted in 1791 and is in one of the many parks. We stayed in the Italian sector of Recoleta on Callo Av.

We had 2 nights here and then had a 4-hour flight down to the southern most town in the world of Ushuaia. After a ride on the southern most railway in the world which was built by convicts from the local prison early in the 20th century, we boarded a small cruise ship for a 4 night cruise ending in Chile. The first day's highlight was landing on Cape Horn and climbing the 250 steps and on to the walkway to view the light house and chapel. The wind was blowing a gale so finding shelter was a priority. When then sailed back to near Ushuaia and up the Beagle Channel and the next 3 days viewed huge glaciers, travelling up them on zodiac boats. At the Pia glacier we disembarked off the zodiacs and tramped up to a place called the Boulders we were able to view an area where 2 glaciers merged. The last morning involved landing on Magdalena Island by zodiac to view the Magellanic Penguins. They were nesting and many chicks were waiting for Mum and Dad to come back with a feed. This wait can be up to 3 weeks. The ship had 135 passengers and 60 crew members. Once we left Ushuaia we were in Chile territory. We landed at Punta Arenas. The next 2 nights were spent at an Eco Camp in the Torres del Paine park which was a 5 hour road journey. The stay here involved a visit to a farm which included a horseback ride and a very large lunch of lamb cooked South American style on their unique BBQs. The farm was 40,000ha and only ran 1000 Corriedale sheep and 200 cattle. The landscape reminded me of the McKenzie Country and we were at a Latitude of about 54 south. The accommodation was in domes which proved very comfortable.

The next day we crossed back into Argentina over the low Andes which was just a series of Steppes. We stopped at El Calafate and then picked up and taken to the only farm inside the Los Glaciares Park (lots of glaciers). Horse riding again. Back to El Calafate that afternoon we stayed 2 nights. Next day viewed the amazing Perito Moreno Glacier. This glacier covered over 700 sq KMs and the face was over 40m high and is meant to be still advancing.

Next day was a 5 hour road trip to El Chalten. This place is situated under vertical mountains not unlike the Dolomites in Italy, and more glaciers. It was established in 1986. Due to a border dispute between Argentina and Chile Argentina claimed this land as it had established a settlement there.

Back to El Calafate to catch a plane to the beautiful city of Bariloche for 5 nights. Here we attended a wedding which was our reason to travel to Argentina.

From here we took a boat trip across lake Nahiei Huapi, caught a bus which took us to another boat on a higher lake. When we disembarked, we crossed the Chilean Border and caught another bus to Lake Todos Los Santos and another boat. This was about a 2-hour trip. From there we bussed to Puerto Varas for a night

. Next day flew to Santiago for 3 nights. The stay here included a cable car trip up the Santa Lucia Hill where at the top is a statue of Blessed Mary and a Chapel. A great view of Santiago from here. Next day, a trip south, through the recent (last 2 days previously) fire ravaged area to the city of Valparaiso with its kaleidoscope of coloured houses. Banksy would be in good company here with all the artwork on buildings. Chile seems to have lots of mountain ranges running to the sea with very fertile valleys.

The next day we caught a bus, (double decker tourist) for a spectacular trip through the high Andes. Made the Crown Range look like a doodle. Spent 3 hours getting through the Argentinian border. Was told someone took 6 hours to get through recently. We stayed in Mendoza for the next 2 nights and had obligatory wine tour the next day. Hasn't changed my opinion of wine. Interestingly, one of the reasons wine growing is successful here that soils are of poor quality, lots of gravel and sand, but due to the glaciers off the Andes, lots of water.

From Mendoza we flew to the Iguazu Falls. The town of Iguazu is probably the town we least liked in all of Argentina due to its services, but the Falls are impressive. They have the most volume on a world scale. They are shared by Argentina and Brazil and we viewed from both side. Temperatures were north of 40 degrees and humidity was 95 percent. We walked about 8ks on this day and temperatures made it a little difficult. This river is one of the tributaries of the Rio de la Plata which flows through Buenos Aires. These tributaries start 1700 km away from the mouth of the Rio de la Plata and flow through 5 countries. At the mouth I was told it is over 200km wide and is second only in volume to the Amazon. From Buenos Aires, Uruguay is only just visible across the river.

We were happy to escape the heat when we flew down to Buenos Aires for the last 3 nights of our stay. While there we visited a ranch on the Pampas near the town San Antonio. More horse riding, another large lunch and a demonstration of how with gentle horse training, the animal will do almost anything you ask. The rider swung himself under neath the horse's belly and got the horse to lay on its back while he draped himself over it.

A few observations. Vehicles. Mostly seemed to be of European origin. A lot of French and German with a few Toyotas. Some of this is due to manufacturing plants set up in South America by these companies. A friend of ours has a VW Amarok. New price is US\$30,000.

I saw a lot of large heavy trucks made by VW.

Inflation is around 150% It has been down to 9% when a right-wing Government was in power. They have just voted out a left-wing for a right-wing Government. Unemployment is said to be 45% and many locals are complaining about rising violent crime.

Between about 1890 and 1930, it was among the 10 richest countries in the world. It has huge natural resources with oil in the south which is Government controlled, Lithium in the north and the

Pampas are some of the richest farmland (up to 9m of top soil) in the world. It has the widest street in the world in Buenos Aires at 20 lanes or 200m wide.

The currency is pesos and value to the US\$ ranged from 1000 to 1170 if you exchanged on the blue market (not at banks (800 pesos), but currency exchange shops) A good dinner for 2 with drinks costs about US\$60.

The most economical way to buy things is using pesos or US\$. Credit Cards use the official exchange rate plus a large surcharge.

Don't assume that using a pedestrian crossing is going to ensure a safe passage.

The food is wonderful and plentiful.

The beer is also great.

Fortified wine or Port is very drinkable.

Travelling around the country, I preferred bus as opposed to plane as planes such as the 737 Max 8 was cramped. On the other hand, due to the huge distances planes had their place.

Chile I would describe as tidier than Argentina. Chile has thousands of Kilometres of concrete roads and they are still building them but there is something enchanting about Argentina and still is a special place for me.

Rod

President

Editors Comments

Well President Rod has done his very best to fill the newsletter this month. What an adventure Paddy and Rod have had since Christmas. Makes me more than just a little envious. However, the thought of cramped airplane seats is not such a thrilling thought.

So thanks to Rod for his information and detailed story. It would be fair to say that a few more stories off our members experiences whether on holiday or not would go a long way to assisting with the newsletter content.

The Further Afield Tour is coming up on the 8 March. That means a silver MGTF that has been hibernating in the back of the garage behind the motorhome, Jaguar and Vauxhall is about to see the light of day again. This weekend will be the big reveal and the other cars will be relocated around the garage. A wash, spring clean and mechanicals to be checked then away for a WOF on Tuesday. I guess it will be a bit of a shock to the poor we car but hopefully all will be well and the WOF sorted and Registration back live. After two FAT Tours where we have been in a modern non-MG car it's possible that other Club members will not even recognise us. Here we are at the National Rally held in Wellington in 2020 just before COVID hit the country.



New Members

We welcome Liam and Karen Carroll and their 1974 MGB GT to the Club. Liam and Karen live in Dunedin so hopefully they will be able to take a full and active part in the Club.

Recent Activities

Millers Flat Run – 11 February 2024

Our first MG 100 Centenary event for 2024 organised by Ross Middlemass

They came from Wanaka, Cromwell, Clyde, Cambria, Kakanui, Dunedin – 17 people (11 members and 6 guests) in 8 MG's and a Mk2 Jag to visit the Millers Flat Bakehouse Museum and listen to a couple of ladies enlighten us with their informative talks and then along Teviot Road for a Garden visit where the lovely owners invited us to stay and eat our packed lunches, although the day was cool weatherwise, it was spent in the warmth of congenial company.

Thank you, Ross, for a very enjoyable and successful day.



Coming Events

8th to 10th March 2024 - Further Afield Tour

Graeme and Kate have a great weekend planned for us. For those of you not registered to date it's probably to late but if you really want to take part contact Graeme and see what can be done. For those registered you have received separate details regarding the weekend.

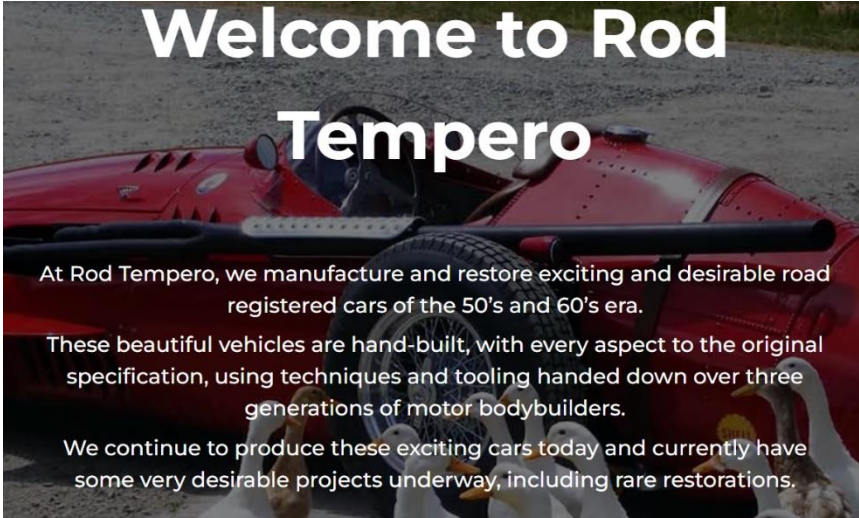
Graeme & Kate Rice - gkrice@xtra.co.nz – text 021 549 850 or 027 4884 589.

Saturday 13 April 2024. – Visit to Rod Tempero Motor Body Builder Ltd.

Am opportunity to visit this fascinating workshop and operation. Arrive at the site at noon on the 13th of April. Please confirm your intention to attend with Secretary Ngaire. 022 049 7821.

Cost is \$18.00 per person.

<https://www.rodtempero.com/>



Welcome to Rod Tempero

At Rod Tempero, we manufacture and restore exciting and desirable road registered cars of the 50's and 60's era.

These beautiful vehicles are hand-built, with every aspect to the original specification, using techniques and tooling handed down over three generations of motor bodybuilders.

We continue to produce these exciting cars today and currently have some very desirable projects underway, including rare restorations.



May Run Details – Keep an eye out for the next newsletter.

MG is 100 Years Old This Year

Thanks to Wikipedia here is some history for you to digest. It could even be of some use to those taking part in the Further Afield Tour

A Little History

MG is a British automotive marque founded by Cecil Kimber in the 1920s, and **M.G. Car Company Limited** was the British sports car manufacturer that made the marque famous. Best known for its open two-seater sports cars, MG also produced saloons and coupés, with engines up to three litres in size and 3.5 L in the case of the MGB GT V8. The marque is now owned by Chinese state-owned automaker SAIC Motor Corporation Limited.

MG cars had their roots in a 1920s sales promotion sideline of **Morris Garages**, a retail sales and service centre in Oxford belonging to William Morris. The business's manager, Cecil Kimber, modified standard production Morris Oxfords and added *MG Super Sports* to the plate at the nose of the car. A separate M.G. Car Company Limited was incorporated in July 1930. It remained Morris's personal property until 1 July 1935, when he sold it to his holding company, Morris Motors Limited.

MG underwent many changes in ownership over the years. Morris's Nuffield Organization merged with Austin to create the British Motor Corporation Limited (BMC) in 1952. Its activities were renamed MG Division of BMC in 1967, and so it was a component of the 1968 merger that created British Leyland Motor Corporation (BLMC). The MG marque continued to be used by the successors of BLMC: British Leyland, the Rover Group and, by the start of 2000, the MG Rover Group, which entered receivership in 2005. The MG marque along with other assets of MG Rover were purchased by Nanjing Automobile Group (which merged into SAIC in 2007). MG production restarted in 2007 in China. The first new MG model in the UK for 16 years, the MG 6, was launched on 26 June 2011.

M.G. Car Company

William Morris's Morris Garages in Longwall Street, Oxford, was the Oxford agent for his Morris cars. Cecil Kimber joined the dealership as its sales manager in 1921 and was promoted to general manager in 1922.¹ Kimber began promoting sales by producing his own special versions of Morris cars.

Debate remains as to when MG car production started, although the first cars, rebodied Morris models that used coachwork from Carbodies of Coventry¹ and known as "Kimber Specials",¹ bore



Owner	SAIC Motor Corporation Limited
Country	United Kingdom
Markets	Automotive
Previous owners	<ul style="list-style-type: none">• 1924–1930: Morris Garages Limited• 1930–1952: M.G. Car Company Limited• 1952–1967: British Motor Corporation• 1967–1968: British Motor Holdings• 1968–1990: British Leyland• 1990–1992: Austin Rover• 1992–2000: Rover Group• 2000–2006: MG Rover Group• 2006–2011: Nanjing Automobile Group^[1]

both Morris and MG badges. Reference to MG with the octagon badge appears in an Oxford newspaper from November 1923, and the MG Octagon was registered as a trademark by Morris Garages on 1 May 1924. Morris Garages assembled its cars in premises in Alfred Lane, Oxford. Demand soon caused a move to larger premises in Bainton Road in September 1925, sharing space with the Morris radiator works. Continuing expansion meant another move in 1927 to a separate factory in Edmund Road, Cowley, Oxford near the main Morris factory, and for the first time, it was possible to include a production line.

In 1928, the company had become large enough to warrant an identity separate from the original Morris Garages, and The M.G. Car Company was used from March of that year. In October, for the first time, a stand was taken at the London Motor Show. Space soon ran out again, and a search for a permanent home led to the lease of part an old leather factory in Abingdon, Oxfordshire, in 1929. A limited liability company named M.G. Car Company was incorporated on 21 July 1930.

Kimber stayed with the company until 1941, when he fell out with Morris over procuring wartime work and was summarily dismissed. Kimber was tragically killed in the February 1945 King's Cross railway accident.

Under the Nuffield Organization

William Morris owned MG personally, and in a re-arrangement of his various personal holdings, he sold MG in 1935 to Morris Motors (itself the leading member of his Morris Organisation, later called the Nuffield Organization).

Under the British Motor Corporation (BMC)

The M.G. Car Company Limited was absorbed along with Morris into The British Motor Corporation Limited (BMC), created in 1952 as a merger of Morris Motors Limited and The Austin Motor Company Limited. Long-time service manager John Thornley took over as general manager, guiding the company through its best years until his retirement in 1969. Under BMC, several MG models were no more than badge-engineered versions of other marques, with the main exception being the small MG sports cars. BMC merged with Jaguar Cars in September 1966, and that December, the new company was named British Motor Holdings (BMH). BMH merged with the Leyland Motor Corporation in 1968 to form British Leyland Motor Corporation (BLMC).

Under British Leyland Motor Corporation (BLMC)

By now, MG was nothing more than a marque used by BLMC, and from about 1972, the name "M.G. Car Company Limited" ceased to be used.

MG marque

The marque name originated from the initials of Morris Garages, William Morris's private retail sales and service company.¹ The marque was in continuous use, except for the duration of the Second World War, from its inception in 1924 until 2005, and then from 2007 under Chinese ownership.

In the beginning, the marque was used predominantly for two-seater sports cars made at the M.G. Car Company factory in Abingdon, some 10 miles (16 km) south of Oxford.

Under British Leyland

Following partial nationalisation in 1975, BLMC became British Leyland (later just BL). British Leyland's management and engineering staff were predominantly from the former Leyland organisation, which included MG's historical close rival Triumph. Triumph was grouped into BL's Specialist Division, alongside Rover and Jaguar, while MG was retained with the

other former BMC marques in the Austin-Morris Division, which otherwise made mass-production family cars. While new Triumph models such as the TR7 and the Dolomite were launched during the 1970s, no new MG models were introduced apart from the limited-production V8 version of the MGB. While the MG operations was profitable these profits were entirely offset by the huge losses accrued by the rest of the Austin-Morris division and any funding to the Division within BL was allocated to urgently required mass market models, leaving MG with limited resources to develop and maintain its existing model range, which became increasingly outdated. Amidst a mix of economic, internal and external politics, the Abingdon factory was shut down on 24 October 1980 as part of the drastic programme of cutbacks necessary to turn BL around after the turbulent times of the 1970s. The last car built there was the MGB, and after the closure of the Abingdon plant, the MG marque was temporarily abandoned, and BL decided that there would be no immediate direct successor to the MGB or Midget.

Between 1982 and 1991, the MG marque used to badge-engineer sportier versions of Austin Rover's Metro, Maestro, and Montego ranges. The MG marque was not revived in its own right until 1992, with the MG RV8 – an updated MGB Roadster with a Rover V8 engine, which was previewed at the 1992 Birmingham Motor Show, with low-volume production commencing in 1993.

Under Rover Group

After BL became the Rover Group in 1986, ownership of the MG marque passed to British Aerospace in 1988 and then in 1994 to BMW. The MG name was revived for a second time in 1992 with the launch of the MG RV8, followed by the mid-engined MG F in 1995, which proved to be more successful than the short-lived RV8.

Under MG Rover

BMW sold the business in 2000 and the MG marque passed to the MG Rover Group based in Longbridge, Birmingham. The practice of selling unique MG sports cars alongside badge-engineered models (by now Rovers) continued. The Group went into receivership in 2005 and car production was suspended on 7 April 2005. As of 2003, the site of the former Abingdon factory was host to McDonald's and the Thames Valley Police with only the former office block still standing. The headquarters of the MG Car Club (established 1930) is situated next door.

In 2006, it was reported that an initiative called Project Kimber, led by David James, had entered talks with Nanjing to buy the MG brand to produce a range of sports cars based on the discontinued Smart Roadster design by DaimlerChrysler. No agreement was reached, which resulted in the AC Cars marque being adopted for the new model, instead. The project appeared dormant by 2009 and was not pursued.

Under MG Motor

On 22 July 2005, the Nanjing Automobile Group purchased the rights to the MG brand along with other assets of the MG Rover Group.

The first all-new MG-branded model for 16 years, the MG 6 a derivation of the Chinese car Roewe 550, was officially launched on 26 June 2011 during a visit to MG Motor's Longbridge plant by Chinese Premier Wen Jiabao.

By March 2012, SAIC had invested a total of £450 million in MG Motor.¹ Sales in the UK totalled 782 vehicles in 2012. The new MG 3 went on sale in the United Kingdom in September 2013.

MG Motor was voted third place for the 'Best Manufacturer' category in the Auto Express 2014 Driver Power survey. MG Motor celebrated the brand's 90th birthday in 2014, and enjoyed further celebrations with a record-breaking year that had the company lead UK car-industry growth in

2014. The MG brand's sales rose by 361% during 2014 thanks in part to the introduction of the MG 3 to the product range.

Car Models

The earliest model, the 1924 MG 14/28 consisted of a new sporting body on a Morris Oxford chassis. This car model continued through several versions following the updates to the Morris. The first car that can be described as a new MG, rather than a modified Morris was the MG 18/80 of 1928, which had a purpose-designed chassis and the first appearance of the traditional vertical MG grille. A smaller car was launched in 1929 with the first of a long line of Midgets starting with the M-Type based on a 1928 Morris Minor chassis. MG established a name for itself in the early days of the sport of international automobile racing. Beginning before and continuing after World War II, MG produced a line of cars known as the T-Series Midgets, which, post-war, were exported worldwide, achieving greater success than expected. These included the MG TC, MG TD, and MG TF, all of which were based on the pre-war MG TB, and updated with each successive model.

MG departed from its earlier line of Y-Type saloons and pre-war designs and released the MGA in 1955. The MGB was released in 1962 to satisfy demand for a more modern and comfortable sports car. In 1965 the fixed head coupé (FHC) followed: the MGB GT. With continual updates, mostly to comply with increasingly stringent United States emissions and safety standards, the MGB was produced until 1980. Between 1967 and 1969 a short-lived model called the MGC was released. The MGC was based on the MGB body, but with a larger (and heavier) six-cylinder engine, and somewhat worse handling.¹ MG also began producing the MG Midget in 1961. The Midget was a re-badged and slightly restyled second-generation Austin-Healey Sprite. To the dismay of many enthusiasts, the 1974 MGB was the last model made with chrome bumpers due to new United States safety regulations; the 1974½ bore thick black rubber bumpers that some claimed ruined the lines of the car. In 1973, the MGB GT V8 was launched with the ex-Buick Rover V8 engine and was built until 1976. As with the MGB, the Midget design was frequently modified until the Abingdon factory closed in October 1980 and the last of the range was made. The badge was also applied to versions of BMC saloons including the BMC ADO16, (as the MG 1100, 1275 and 1300) which was also available as a Riley, but with the MG pitched as slightly more "sporty".

The marque lived on after 1980 under BL, being used on a number of Austin saloons including the Metro, Maestro, and Montego. In New Zealand, the MG badge even appeared on the late 1980s Montego estate, called the MG 2.0 Si Wagon. There was a brief competitive history with a mid-engined, six-cylinder version of the Metro. The MG Metro finished production in 1990 on the launch of a Rover-only model. The MG Maestro and MG Montego remained on sale until 1991, when Rover cut production of these models to concentrate on the more modern 200 Series and 400 Series. High performance Rover Metro, 200 and 400 GTi models had gone on sale in late 1989 and throughout 1990 as the MG version of the Metro was discontinued in 1990 and the versions of the Maestro and Montego were axed in 1991.

The Rover Group revived the two-seater with the MG RV8 in 1992. The all-new MGF went on sale in 1995, becoming the first mass-produced "real" MG sports car since the MGB ceased production in 1980.

Following the May 2000 purchase of the MG and Rover brands by the Phoenix Consortium and the forming of the new MG Rover Group, the MG range was expanded in the summer of 2001 with the introduction of three sports models based on the contemporary range of Rover cars. The MG ZR was based on the Rover 25, the MG ZS on the Rover 45, and the MG ZT/ZT-T on the Rover 75.

The MG Rover Group purchased Qvale, which had taken over development of the De Tomaso Bigua. This car, renamed the Qvale Mangusta and already approved for sale in the United States, formed the basis of the MG XPower SV, an "extreme" V8-engined sports car. It was revealed in 2002 and went on sale in 2004.

In 2017, SAIC displayed the first all-new MG concept car for quite some time, when they unveiled the E-Motion at the Shanghai Motor Show. As of June 2020, it was reported that MG is set to launch an electric sports car based on the 2017 E-Motion concept.¹ Gloster, a full-sized seven-seater SUV, will join MG's line-up as its flagship.

In May 2020, MG showed a concept for a successor to the TF which they call the MG Cyberster.

Motorsport

From its earliest days MGs have been used in competition and from the early 1930s a series of dedicated racing cars such as the 1931 C-Type and 1934 Q-type were made and sold to enthusiasts who received considerable company assistance. This stopped in 1935 when MG was formally merged with Morris Motors and the Competition Department closed down. A series of experimental cars had also been made allowing Captain George Eyston to take several world speed records. In spite of the formal racing ban, speed record attempts continued with Goldie Gardner exceeding 200 mph (320 km/h) in the 1100 cc EX135 in 1939.

After the Second World War record-breaking attempts restarted with 500 cc and 750 cc records being taken in the late 1940s. A decision was also taken to return to racing and a team of MGAs was entered in the tragedy-laden 1955 24 Hours of Le Mans race, the best car achieving 12th place. The British Motor Corporation (BMC) competition department was also based at the Abingdon plant, producing many winning rally and race cars, until the Abingdon factory closed and MGB production ceased in the autumn of 1980.

Prior to the use of the Toyota Tundra silhouette in the Craftsman Truck Series, MG was reported as the last foreign brand used in NASCAR. It was driven in 1963 by Smokey Cook.

In 2001 MG re-launched their motor sport campaign to cover the 24 Hours of Le Mans (MG-Lola EX257), British Touring Car Championship (BTCC) (MG ZS), British and World Rally Championships and MG Independent British Rally Championship (MG ZR). The Le Mans team failed to win the endurance race in 2001 and 2002 and quit in 2003. MG Sport+Racing raced in the British Touring Car Championships with the MG ZS between 2001 and 2003 as a factory team. In 2004 WSR raced the MG ZS as a privateer team. After three years without a major sponsor, WSR teamed up with RAC in 2006 and the team was called Team RAC. In 2007 an MG ZR driven by BRC Stars Champion Luke Pinder won class N1 on Britain's round of the World Rally championship. Wales Rally GB. The MG British Rally Challenge still runs today despite the liquidation in 2005.

In 2004 plans to race in the Deutsche Tourenwagen Masters (DTM) with a heavily modified V8 powered ZT supertouring car were cancelled due to MG Rover's liquidation in April 2005.

In January 2012, MG Motor announced that it would enter the 2012 British Touring Car Championship through the newly established MG KX Momentum Racing team.¹ In its debut season the team ran two MG6s driven by Jason Plato and Andy Neate. Jason ended the season in third place, with the car yet to find its foot in wet conditions.

The team returned in 2013 with Sam Tordoff driving, who performed well in his debut year having joined through the KX Academy scheme. Plato once again came third, with Tordoff sixth.

MG won the 2014 Manufacturer's Championship¹ to break Honda's four-year reign. After just three years of competition, the MG6 GT sealed the title by 95 points at the season finale at Brands Hatch. Drivers Plato and Tordoff racked up seven wins and 20 podiums in the 30-race calendar. Plato finished the Driver's Championship in second place, behind Colin Turkington, while Tordoff finished seventh. In 2014, a third MG6 GT was on the grid, driven by Marc Hynes—also maintained by Triple Eight but in a new livery that didn't resemble the other two MG cars. MG came second in the Constructors Championship in 2015,¹ with Andrew Jordan leading the MG team by finishing the season fifth.

February 4 – Anniversary of Cecil Kimber’s Death

4th is the anniversary of Cecil Kimber’s death in that tragic railway accident. John Noble flew the MG Flag to mark the occasion.



Club Committee

2023 / 2024 Year	Name	Location	Contact Number
President	Rod Pemberton	Wanaka	027 295 5129
Immediate Past President	Bill Botting	Dunedin	021 435 181
Vice President	Russell Hawkes	Invercargill	021 970 997
Secretary	Ngaire Donaldson	Dunedin	022 049 7821
Treasurer	Ross Middlemass	Wanaka	027 236 4306
Club Captain	Clive Donaldson	Dunedin	022 678 4500
Committee	Don Carter	Invercargill	027 345 8985
	Kevin Carter	Dunedin	021 181 6126
	Tom Price	Palmerston	021 899 510

