



National Meeting Adelaide 2023



Easter 7th - 11th April



WHEREVER YOU SEE MOTORING ENTHUSIASTS YOU'LL SEE SHANNONS

For almost 30 years Shannons have actively supported the car club movement across Australia, attending around 800 events each year. The Shannons Super Rig has travelled thousands of kilometres and attended a multitude of events across Australia.

No other insurance company is committed to, or appreciates the passion, that motoring enthusiasts have for their special vehicles.

Today, Shannons is the insurer of choice for motoring enthusiasts across Australia, providing innovative and flexible insurance options. You can even pay your premium monthly at no additional cost.

So call Shannons for a    quote on 13 46 46.



SHARE THE PASSION

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

Shannons Pty Limited ABN 19 000 002 000 is an authorised representative of ANI Limited (MFR AS 000 237 007, the product issuer). Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.



PROGRAMME

CONTENTS

This is the official programme for the Annual MG National Meeting for 2023, your host is the MG Car Club Of South Australia.

The event is centred in Adelaide, the capital city of South Australia, with some events being conducted in country areas.

This programme contains all the essential information you will need to participate in this event.

It contains event locations, starting times, maps and directions, emergency contacts, rules and regulations.

We hope you have an enjoyable National Meeting and take away some fond memories of your time here in Adelaide.

We thank our sponsors for their contribution to the event and ask that you take every effort to consider their products and services.

Event timetable	4
Overseas Director welcome	5
Chairman's welcome	6
President's greeting	7
MG Anniversaries	8
The first MG 1923 story	12
Registration	14
Emergency Contacts	14
Noggin'n'Natter	15
Rocker Cover Racing	15
Concours	16
Theme Dinner	16
Motorkhana	19
Kimber Run	22
Super Sprint	24
Observation Run/Social Run	26
Presentation Dinner	28
Farewell Breakfast	29
Delegates Meeting	29
Thankyou message	30
Ian Curwen-Walker Memorial	31
Rules & Regulations	32
Awards & Trophies	33
Entry list - competitors	38
Entry list - social	43
2024 National Meeting Tamworth	46

EVENT TIMETABLE

DATE		TIMES	ACTIVITY	PLACE
Friday	7th	10.00am - 3.00pm	Registration	Seacliff
		10.00am - 3.00pm	Scrutineering	Seacliff
		6.00pm - 10.00pm	Noggin'n'Natter	Findon
		8.00pm	Rocker Cover Racing	Findon
Saturday	8th	8.00am - 3.30pm	Concours	Glenelg
		6.30pm - 11.30pm	Theme Night	Glenelg
Sunday	9th	8.00am - 4.30pm	Motorkhana	The Bend
		9.00am - 2.00pm	Kimber Run	Hahndorf
		Free Night		
Monday	10th	8.30am - 4.30pm	Super Sprint	The Bend
		8.30am - 2.30pm	Observation Run	Lobethal
		7.30pm - 11.30pm	Presentation Dinner	Findon
Tuesday	11th	7.30am - 10.00am	Farewell Breakfast	Glenelg
		10.30am	Delegates Conference	Glenelg Nth

NATIONAL MEETING CONTACTS

Contacts		Function	Mobile
Tim	Edmonds	Chairman	0419 804 645
Anthony	Pearson	Concours	0401 123 316
Chris	Bray	Registration	0417 821 468
Wes	Bray	Results	0407 713 120
Sandra	Cardnell	Social	0419 169 540
Jason	Edwards	Motorkhana & Super Sprint	0424 410 648
Dick	Manning	Observation Run & Social Tour	0412 818 019
Mike	Greenwood	Kimber Run	0412 701 850
Ken	Burke	Kimber Run	0488 541 646

2023 AUSTRALIAN NATIONAL MEETING

PETER COOK

MGCC UK Vice-chairman & Overseas Director

I wish everyone a warm welcome to the 2023 MG National Meeting in Adelaide, and by warm, I don't just mean the weather but the friendliness of Australian MG-ers too. This is Australia's 52nd National Meet and as with Newcastle last year, it's great to see that, as far as Natmeets are concerned, Covid amounted to a comma rather than a full stop.

There is a full programme of varied activities and it's a good opportunity to socialise away from your particular MG model and get to know those you haven't met before. I could be biased, but my impression is that unlike the British, Australians need only half an excuse to get into friendly chat – especially when there's a bar nearby. As Overseas Director, I get reports from far and wide, and the almost global refrain is that it's difficult to persuade younger folks (under 50?) to get into club life, and not just car clubs. So for the future of the MG fraternity, engage with the younger folks who may be attending for the first time, and engage especially with those who have bought the Chinese-made MGs. The social aspect is so important and echoes Kimber House's focus on attracting younger members to the MG *marque*. Given the way prices of MGs have risen plus the many financial constraints younger people face, it is important that we engage with them even

if they don't own an MG now. Being aware that there is a friendly and knowledgeable group who could be of use in their future plans is a big plus. So

owning a car and joining a club are slightly different. MG is not just a *marque* but an active community, one where owners make friends, are made welcome across the globe where there is an MG presence, and solicit and give advice – often done around the barbie with a few tinnies and stubbles (yes, showing off my Australian).

The UK MGCC wishes this 52nd National Event all the best, and thanks the MGCC of South Australia for organising and hosting. I know Australians like to travel, so don't forget MG-Triumph 100 at Silverstone is on 10-11th June.

All the best for 2023 and beyond,
Peter Cook – MGCC UK Vice-Chairman
& Overseas Director



We wish to acknowledge the support from Jane and Rob Merrylees at Kwik Kopy Highgate for the production of this Programme. Contact Jane 8271 7422 for all your printing and copying requirements.

Kwik Kopy Printing Unley

A National Meeting Sponsor

WELCOME TO SOUTH AUSTRALIA

On behalf of MG Car Club members in South Australia, I extend a very warm octagonal welcome to our visitors from around Australia and overseas to the 2023 MG National Meeting.

A huge number of hours goes into organising a Meeting like this, with such a diverse range of social and competition events. As Chairman of the Organising Committee, I am fortunate to be backed by Bev Waters as Deputy Chair, Sandra Cardnell as Event Secretary, Chris and Wes Bray as Registrars, and a dedicated and committed National Meeting Committee. My sincere thanks to all of you.

So, after a couple of years of meetings, discussion and planning, the curtain is about to go up on the big event. I'm sure it will be well worth the effort, and I trust that each of you, whether you are a social or competition participant, will have a great time and enjoy the South Australian hospitality.

So, whatever event you are in, enjoy it! The spirit of the marque – now approaching its centenary – is one of friendship and cooperation. National Meetings are always a great time to catch up with old friends and make new ones, and I'm sure 2023 in Adelaide will produce more of the same.



Have a wonderful time, success in whatever you are taking part in, and a safe trip home.

Tim Edmonds
Chairman, 2023 MG National Meeting
Organising Committee

Natalie O'Rielly | Consultant

Prospect and Adelaide CBD

Shop 2, 316 Main North Road
[corner of Henrietta St]
Prospect
Adelaide, SA 5082

☎ 08 8342 9422

☎ 08 8342 9433

✉ prospect@embroidme.com.au

🌐 www.corporateuniformsandworkwear.com.au

**YOUR LOCAL POLO
& BUSINESS SHIRT
SPECIALIST**

Proudly Celebrating 15 Years of Business

Huge range on display,

Friendly Staff and Expert

Suppliers of
National Meeting
Regalia

OUR GREAT RANGE

Corporate Uniforms
& workwear

FULLY PROMOTED

GREETINGS FROM THE PRESIDENT

A very warm octagonal welcome to all participants in this year's MG National Meeting – whether you have come from overseas, interstate or here in South Australia. I can assure you that you will have a great time, whether you are taking part in competition or social events.

This is a very special National Meeting for me. I wasn't a member of the MG Car Club of SA when Adelaide last hosted the event in 2017. I've never been to a National Meeting and, as you read this, I will have been President of the MG Car Club of SA for less than a month. But I've been a member of the Organising Committee for the past 12 months or so and I've been constantly amazed at the depth of knowledge and extraordinary attention to detail that the more experienced members of the Committee have demonstrated throughout that time. It's been a pleasure and a privilege to be part of it.

I single out Tim Edmonds who's been through this process as Chairman on previous occasions, as well as being our Club's President until last month, for ably leading an amazing team. Thanks Tim – and all of you.



I'm hoping that Adelaide will turn on wonderful Easter weather for plenty of hood-down driving. Most of all, enjoy whatever you're doing!

Safety Fast!

Stephen Marlow, President
MG Car Club of SA



MG ANNIVERSARIES IN 2023

MG ZA MAGNETTE, MGTF, MGBGTV8

MG ZA MAGNETTE

By Anthony Pearson

This year we celebrate the 70th Anniversary of the MG ZA Magnette.

Built by MG between 1953 and 1968, the Magnette was manufactured in two build series - the ZA and ZB of 1953 through to 1959 and the Mark III and Mark IV of 1959 through to 1968 - both using a modified Wolseley body and the new BMC series "B" engine and 4 speed gearbox.



The Magnette was designed by Gerald Palmer, designer of the Jowett Javelin, and was announced in October 1953. It debuted at the London Motor show, and deliveries started in March 1954. ZA production continued until 1956, after 18,076 had been built. It was the first Monocoque car to bear the MG badge. Total ZA and ZB production was 36,000 vehicles.

It was initially fitted with the new 4 cyl 1,489 cc. B series engine, fitted with a pair of 1 1/4 SU carburetors. The running gear featured independent front suspension and a live axle with half elliptic leaf springs at the rear. As with the previous Y series, TD and TF Midgets, rack and pinion steering was fitted and it became the first MG to be equipped with telescopic shock absorbers. The ZA was also the first MG to have, as an optional extra, the recently developed textile-braced, radial ply Pirelli-Cinturato tyres.

The car had leather trimmed individual front seats and rear bench seat with folding armrest. The dashboard and door capping's were in polished page matched Burr Walnut wood. All in all, a very sporty and well-handling car, with a luxurious touch. A very worthy partner to its production line stable mate, the MGA.



MGTF MIDGET

By Russell Garth

The MG TF Midget was introduced in October 1953. It was controversial from day one. While often referred to as the last of the "square riggers", we owe the existence of the TF to internal politics. In 1952, MG was developing the sleek-looking experimental roadster that would eventually become the MGA, but the managing director, Leonard Lord, of parent company BMC, wouldn't sign off on it, instead favouring production of the Austin-Healey, thus forcing MG engineers to quickly create this intriguing stopgap.



Essentially the TF was based on the same chassis and mechanical components as the TD Mark II. The centre section of the body shell remained virtually the same as that of the TD. The most significant change was to adopt a sloping radiator grille that, for the first time, concealed a separate radiator. The bonnet also had a marked forward slope, achieved by lowering the radiator shell by 3 1/2 inches (90mm) in relation to the scuttle top. The front mudguards were also restyled to accommodate faired in headlamps instead of the traditional bolt on fixings on the wing stays as on the TD. The mudguards, in turn, were faired into the bonnet sides which, all-in-all, helped to create a new streamlined image. The rear of the car received some general restyling, with modifications to the fuel tank and spare wheel mounting. The end result was a car very pleasing to the eye, but still a little dated compared to the offerings of other manufacturers of the era.

Interior-wise, and in keeping with the external modifications, the cockpit layout was quite radically changed to that of its predecessor. A combination of items taken from the Y series saloons, the TD and some items exclusive to the TF, formed a comfortable and pleasant cockpit. Individual adjustable seats were provided in place of the normal bench type seating. The fascia panel was completely new with a welcome return to octagonal instrumentation. This was positioned centrally to allow easy construction of either a left or right hand drive model. Despite being advanced over its predecessors with many innovative additions, there was still no fuel gauge, which surprised many. Otherwise the instrumentation was quite comprehensive, with an oil pressure gauge, temperature gauge, ammeter and clock. One other source of irritation was the fact that the bonnet sides were fixed and only the top of the bonnet could be hinged up to work on the engine.

While cosmetically different, the mechanicals were a carryover from the TD "Mark II", with the 57-hp, 1,250cc four cylinder engine giving a top speed of 83 mph (134 km/h). This engine was later supplanted by a new 63-hp, 1,466cc engine that gave the TF 1500 a boost in performance with a top speed of nearly 90 mph (145 km/h). While 10,000 TCs were built, followed by nearly 30,000 TD Midgets, 6,200 1,250-cc TFs left the Abingdon works, followed by only 3,400 TF 1500s through May 1955. While the TF was a stop gap, it is now quite sought after as arguably one of the "prettiest" T Types.

MY MGBGT V8 STORY

by Wayne Rushlon, MGCC Victoria

I purchased my first MG, a brand new 1968 MGB GT, from Peter Manton Motors in Melbourne, which led me to enjoying time with the late Paul Trevethan, a very knowledgeable and avid MG enthusiast, at his service centre and enthusiastically following his racing exploit.



Like me, he became interested in the new MGB GT V8, of which only 2,591 were produced between 1972 and September 1976. British Leyland came up with a V8 response to popular conversions of MGB's and GT's, by independent engineer Ken Costello, who saw the potential of fitting the relatively light alloy eight-cylinder V8 into a Buick-derived engine.

Paul was keen on obtaining a factory V8 as the basis for his new race car. We both discussed the matter, but things did not progress, from my perspective, at the time no dealers were interested in importing the cars because the regulatory bodies advised it would be impossible to register due Australian Design Rules.

In early 1975, I attended a race meeting at Calder where Paul was competing. Paul came up to me saying his usual greeting... 'G'day bloke'. Then he said, 'Guess what? I've imported a factory V8, and what's more, its road registered, and Pamela is driving it as her road car'. He invited June and I to check it out. We were very impressed and couldn't believe that Paul had planned to convert this unique import into a race car.

My parents were due to go to the UK on an extended holiday and planned to buy a cheap car to drive around then sell it on. By this time I had become keen on a Triumph Stag and had discussed financing one that my parents could buy, use, then ship back to Australia. Two weeks before they left, and after viewing Paul's V8 I dropped my enthusiasm for the Stag deciding to stick with the marque that I loved.

To reduce import taxes, I didn't want a new one and ideally, it should be Damask red and less than a year old. I wanted to avoid the risk of rust; a common problem due to road salting. Due to low production number of the V8's, it took three months for my father to find what he thought was suitable. In the UK, he was advised, 'These cars are not registerable in Australia'. And he sent me a concerned telegram. I replied, 'Ignore advice, deposit on its way. Full funds to follow'.

My new car, a 1974 Damask Red, had 14,000 miles on the speedo, was ten months old and one owner. Had it been produced later in the year, it would have been a rubber bumper version.

Having acquired the car, my parents set out on their tour around the UK. Due to the V8's rarity, they enjoyed the attention and many conversations ensued. Eventually the car was handed over to British Leyland in September for shipping with other privately owned and new exports. It arrived at Appleton Dock in Melbourne on the 6th of November 1975.

June and I went to view the ship the car was transported on. When we arrived, we were stopped by an official asking about our business. To our surprise he said all the vehicles were off the ship and in a storage shed and we were more than welcome to have a look. Staggered by this, we proceeded in and found it. So much for security?

The car was filthy and covered in a thick protective grease to protect its surface. Side mirrors and wipers were in a box in the back. It didn't look like what I envisaged, and for a while, I questioned my decision.

Several days later we finally got it home, and after many hours of bringing it 'up to standard', it was time to organise registration at the Motor Registration Headquarters and to hopefully pass compliance. This took a full day, including a visit to an Automotive Design Engineer who went over it with a fine-tooth comb. The problem areas were, the fully tinted front windscreen and the seat belts, which had no certification for deterioration in ultraviolet sunlight and the sun visors.

Because the vehicle was deemed to be a 'pillarless two-door ADR 4A coupe', it is consequently exempted from ADR 5A seat belt requirement and the windscreen was thankfully exempted. Although these issues were a problem at the time, it was so much simpler than today's standards?

The car was registered as WR 003, in November 1975, and became the second factory V8 registered in Australia. There was no V8 on the statutes, so they listed it as a four-cylinder. I transferred the plates from my 1968 GT, which was sold in immaculate condition to pay for the V8 with a difference of \$1,630.

Our V8 was first revealed to the public when we took it to the Tasmanian National Meeting in 1976. It caused a sensation. As time progressed, Roger and Bev Waters in South Australia, acquired a Damask Red like ours, then brother/sister combination of Chris and Rosemary Dodds from Newcastle purchased a white one. These were the only three V8s that regularly attended National Meetings for quite some time.

There was a lot of camaraderie within our little group of six, and this friendship continues 47 years later, sadly Roger and Chris left us far too early. The Waters were fearless and won most speed events. Chris was the polisher and won most concours events, but consequently, we shared the trophies around. June, Bev, and Rosemary had their own competition within a competition at events and were proud of the V8 ladies' tag.

I still have the car. It has carried our family of four over most of Australia and attended many National Meetings.

The First MG: 1923

Peter Cook, MG Car Club, UK Vice-Chairman and Overseas Director.

Cecil Kimber, with William Morris's permission, commissioned six special two-seater bodies to be mounted on a slightly modified Morris Cowley chassis in early 1923. There is some uncertainty as to which of the six was the first to be sold. One is clearly documented as being sold in August 1923 to Oliver Arkell, scion of a Hampshire brewing family, but there is a case for an earlier Raworth being sold to a Pembroke College undergraduate, Donald Jewson. The identity of the Jewson car (FC 5581) was stated in the February 2018 issue of *Safety Fast!* The same car was identified the previous month by a member of The Early MG Society in *Enjoying MG*, the MG Owner's Club magazine.

The only record of the 1st June car is the tax record which gives little detail.

Serial No.	Name.	Address.	Particulars of Vehicle.	Date of Registration.
FC 5581	<i>Donald Jewson</i>	<i>Pembroke College Staines</i>	<i>1923 - 1924 H.P. Motor Aluminium</i>	<i>19 June 1923</i>

While Jewson's address is given as Pembroke College, the car was purchased by his father, Thomas. The Jewson's home was in Staines, where there was already a Morris main dealer. The inference is that the Jewson two-seater sports was purchased from the Morris Garages' showroom because the Raworths were only available from that showroom. There is a claim that Lord Nuffield had a framed copy of the sales document for the August Raworth on display in his billiards room, indicating that the August Raworth was the first to be sold. The framed document was placed in Nuffield Place two decades after Nuffield's death, so has no bearing on the matter.



The above account is why the MGCC chose 1st June 2023 as the start of our year-long celebration of the MG centenary, starting with a small display adjacent to the original showroom in the centre of Oxford. As a club with many international affiliates across the globe, we decided that a full year would enable all our affiliates, wherever they are, to enjoy a summer event of their choosing. The culminating event for us will be in June 1924, in the meantime we hope that other MG clubs will come together for common purpose.



**RIMMER
BROS** EST 1961

A BRITISH COMPANY SUPPORTING BRITISH CARS



MGB - MGB GT - MGF - MG TF

MG MIDGET - MG ZR

MG ZS - MG ZT - MONTEGO - MAESTRO



ALL THE **PARTS** YOU NEED



FROM THE SMALLEST
NUT & BOLT TO AN ENTIRE
BODY SHELL & EVERYTHING
IN-BETWEEN

QUALITY PARTS & ACCESSORIES

FAST & RELIABLE WORLDWIDE DELIVERY

EXTENSIVE WEBSITE

VAST STOCKS AT 100,000 SQ FT HQ

KNOWLEDGEABLE STAFF

FREE COMPREHENSIVE CATALOGUES

ASK US FOR A
FREE CATALOGUE

PRICE MATCH

TRADE & WHOLESALE
ENQUIRIES WELCOME



WEB - www.rimmerbros.com
EMAIL - sales@rimmerbros.com
TEL - +44(0)1522 568000

SEE OUR
SOCIAL MEDIA



Rimmer Bros - Triumph House, Sleaford Road, Bracebridge Heath, Lincoln, UK4 2NA

FRIDAY

REGISTRATION & SCRUTINEERING

10am to 3.00pm

**KAURI COMMUNITY & SPORTS CENTRE,
Lipson Street, Seacliff**

Registration takes place at the centre and you must register before you line up for Scrutineering in the car park. All cars will be checked for class eligibility and scrutineered in accordance with the events in which they are entered.



A scrutineering check sheet will be provided at registration and you are to enter your details before presenting to the scrutineers. Cars on trailers may be scrutineered on their trailers depending upon access to the car.

Concours and all competition cars will be scrutineered. Social only entrants cars do not have to be scrutineered.

Registrants who have entered the competition Observation Run will then be required to go to the designated area in the car park for a specific skill test, the results of which will only be used to determine the winner in the event of an equal score.

REGALIA:

Ordered prior to the event is available for collection at Registration.

PHOTOGRAPHIC COMPETITION:

Entries are to be submitted at registration on Friday 7th April.

Note: Refer to the Supplementary Regulations for categories for the competition: the maximum size of any photographs is A4. Larger photos will not be judged. Photos will be placed on display at the Noggin'n'Natter Friday night.

EMERGENCY (FIRE, POLICE & AMBULANCE) 000

POLICE Non-Urgent Police Assistance 131 444

ACCIDENT TOW TRUCK (Metropolitan area only) 8231 5555

RAA (Royal Automobile Association) - Emergency Road Service 131 111

RAA 24hr Battery Service 131 111

FRIDAY

NOGGIN'N'NATTER

**From 6.00pm
FINDON FUNCTION CENTRE
292 Findon Road**



Platters of finger food will be delivered to tables of 10
Beverages to be purchased from the Bar
Admission by ticket only

Rocker Cover Racing from 8pm



SATURDAY

CONCOURS

9.00am to 3.30pm

WIGLEY RESERVE

Cnr. Anzac Hwy & Adelphi Terrace, Glenelg

PROUDLY SPONSORED BY SHANNONS



All vehicles to enter and leave the site via the roundabout at the end of Anzac Highway.

Cars on trailers are to be offloaded at the west end of Wigley Reserve, under the direction of marshals. All cars will be driven to their class area, excepting rolling chassis. Tow cars and trailers to be moved to a roadside park on Adelphi Terrace, north east of the venue. Spaces limited. Cars will be driven at walking pace whilst on Wigley Reserve.

A car will not be judged unless a completed Judging Entry form is prominently displayed under the windscreen wiper or on the driver's seat. Judging forms will be handed out by a marshal when arriving at the site. The vehicle must display the car/competitor label received at scrutineering/registration.

- No inducements, judging aids, photos, mirrors, ramps or stands shall be permitted.
- No cars to leave the event until outright judging has commenced at 2.30pm.
- Marshals will direct cars on how to enter and leave the reserve.
- Limited catering is available on the site. A hotel and bakery are near the reserve. Ask an organizer with a pink vest for directions.
- Please note this is a Dry Area.

SATURDAY

CONCOURS



Timetable

8.00am	Site opens
9.15am	Cars to be in place
9.30am	Judges briefing
10.00am	Judging commences
1.00pm	Judging finishes
2.00pm	Class winners to be announced and to form up for outright judging
2.30 pm	Outright judging commences
3.30 pm	Finalization of judging



SHARE THE PASSION

SATURDAY NIGHT

DISNEY THEME PARTY

From 6.30pm

STAMFORD GRAND HOTEL, GLENELG



Pre-dinner drinks on arrival from 6.30pm - 7.00pm

3 course dinner (from 7.00pm) and drinks on table to start (additional drinks from the bar)

Presentation of Concours Awards throughout the evening

Prizes for Disney costumes or themes

Music – Final Touch

Tables of 10 for MG Centres

Admission by ticket only

CAR PARKING AT THE GRAND

Special price of \$12 for those attending a social function at the venue, but upon leaving you must get your parking ticket validated at the front desk to reflect the price.

SUNDAY

MOTORKHANA

8.00am

THE BEND MOTORSPORT PARK, TAILEM BEND

PROUDLY SPONSORED BY NEWSPOT MG

Event Description:

Competitors will be grouped into three groups (see below). On arrival, please park in the designated parking area (a traffic marshal will be on site to direct you). Sign on and attendance at drivers' briefing is compulsory. Any driver not signing on and/or attending their allocated drivers' briefing will be excluded from the event. Cars will be run in class and number order as indicated in the final program, with the exception of double-entered vehicles.

Drivers will line up at the first test. When directed by an official, the driver will enter the skidpan and attempt the test. After the first attempt, proceed to the end of the queue for your second attempt. After your second attempt, proceed to the next test, and so on. Traffic marshals will be there to direct you. The procedure for double entered vehicles will be advised at drivers' briefing.

Catering will be available at the nearby OTR or Welcome Centre.

Event Times:

Group 1: Classes A, B, C, D, E, F, G, H, I, V & W

Drivers' Briefing: 8.00am Competition starts: 8.30am

Group 2: Classes J, K, L, M, N, O, P, Q, ZB & ZE

Drivers' Briefing: 10.00am Competition starts: 10.30am

Group 3: Classes R, S, T, U, X, Y, Z, ZA, ZC & ZD

Drivers' Briefing: 12.30pm Competition starts: 1.00pm



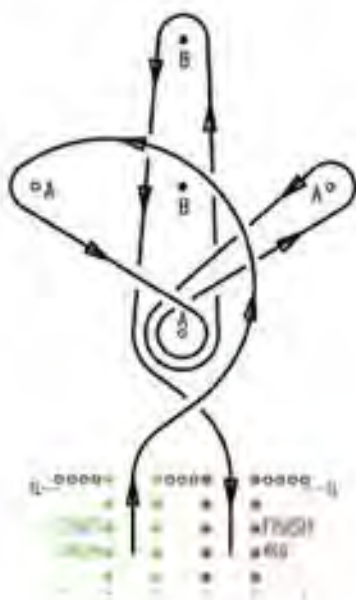
WWW.mgadelaide.com.au

SUNDAY

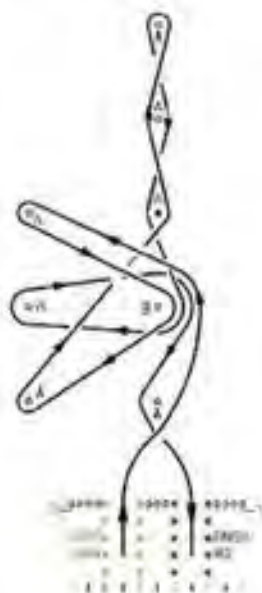
The Tests:

The tests on the day will be Happy Birthday, Try Angles, and Loopy Slalom.

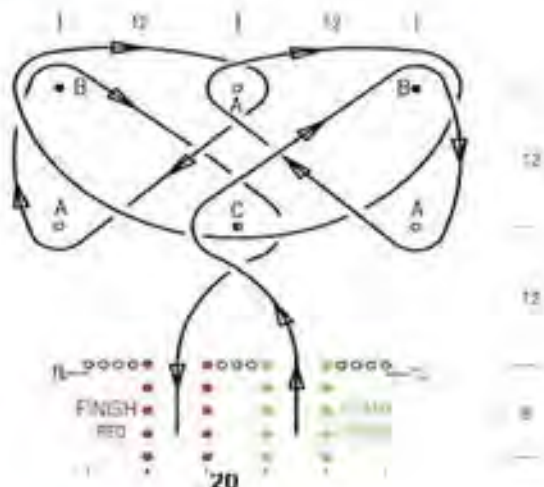
Happy Birthday



Loopy Slalom



Try Angles



SUNDAY

THE BEND MOTORKHANA SITE



SUNDAY

KIMBER RUN

From 10.00am

Description

The event is a non-competitive social run enabling participants the opportunity to enjoy a casual drive through the Scenic Adelaide Hills ending in the historic town of Hahndorf for a sit down lunch. Don't forget your lunch tickets. There will be an MG teardrop sign and a marshal at the entrance to the oval for parking directions.



Start

The Kimber Run will start from the carpark of the **Marion Fitness and Leisure Centre** at the corner of Oaklands Road and Rosedale Avenue, Morphettville.

It is located on the north side of Oaklands Road between Morphett and Marion Roads, both of which can be accessed from Anzac Highway. There will be an MG teardrop sign and a marshal at the Oaklands Road entrance.

Entrants should arrive from 8.15am to sign on and collect your run bag with route instruction book, car plaque, cable ties, and other items of interest. Tea and coffee and toilets will be available on site. A drivers' safety briefing will take place at 9.45am and cars will depart from 10.00am.

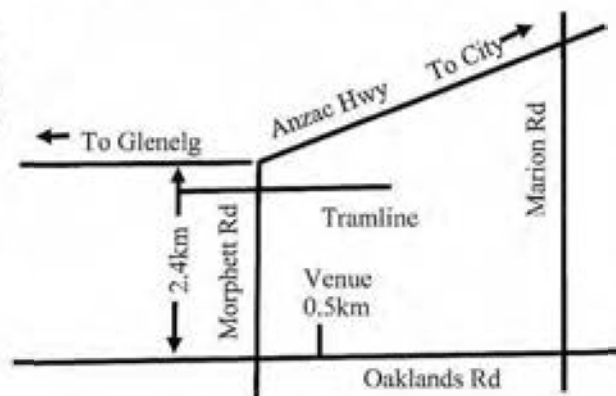
As you cruise up into the Adelaide Hills there is an opportunity to stop at the summit of Mount Lofty, the tallest peak in the surrounding hills. From here, over some light refreshments if you so wish, you can take in the view of the whole of Adelaide, extending out to the waters of the Gulf of St. Vincent. This is a great photo opportunity. Note: A \$4.00 carpark fee applies at this location, but the view is well worth it if you have not been there before.

Ample time has been allowed to take in the sights along the way and for you to enjoy a leisurely drive among a significant group of fellow MG enthusiasts and their sparkling MGs.

Event Organizers:

Mike Greenwood 0412 701 850

Ken Burke 0488 541 646



OUR MAJOR SPONSOR



The team at Newspot MG would like to congratulate all members and participants involved in the 2023 National Meeting. Adelaide will certainly put on a great show for all.

I would like to take this opportunity to introduce ourselves, Newspot MG, and MG Australia.

Newspot

Newspot MG, recently purchased, October 2022, by Adtrans Automotive Group (South Australia based), a division of Eagers Automotive (National Based). The Newspot Motors has been serving the community for more than 40 years. A strong combination of history and new resources come together to provide the best Automotive experiences.

Newspot Motors employ over 70 staff members, with 3 great locations throughout Adelaide

MG Adelaide 61-69 West Tce, Adelaide

MG Salisbury 2020 Main North Rd, Salisbury

MG Hampstead Gardens 247 North East Rd, Hampstead Gardens

MG Australia

For over 90 years, MG has been making cars people love to drive. Grip the wheel of any MG and you can feel generations of good times built into its DNA.

MG Motors Australia and New Zealand was officially launched in 2016, relaunching the much loved brand back into the Australian market. In 2021 MG Motors broke into the top 10 selling brands in Australia.

Three models are currently available, the sporty and affordable MG3, the ZS SUV (now available as 100% electric) and the larger HS SUV. All with a 7 year unlimited km warranty.

The all new MG4 EV will be arriving in our showrooms soon in 2023.

Lookout for future models, and yes, I believe there will be an MG sports car in the near future.

The Team at Newspot MG is proud and excited to be involved with the MG Car Club. We hope you all enjoy the Adelaide National Meeting.

Regards

Peter Scherer

Dealer Principal

Newspot Motors

MONDAY

SUPER SPRINT

8.30am - 4.30pm

THE BEND MOTORSPORT PARK, TALEM BEND

PROUDLY SPONSORED BY NEWSPOT MG

Event Description:

On arrival, please park in the paddock area in front of the pit building. Sign on and attendance at drivers' briefing is compulsory. Any driver not signing on and/or attending the drivers' briefing will be excluded from the event. The drivers' briefing will commence at 8.30 am for all competitors, outside of pit garage number 32 (look for the MG sign).

A full-field sighting lap (one lap only) will be allowed for those not familiar with the circuit, immediately after the drivers' briefing. Cars will follow the safety car around the track. Where a car is double entered, both drivers need to be in the car for the sighting lap – one as driver, the other as a passenger. Yellow lights will be displayed and yellow flags will be waved during the sighting lap. Please keep up with the car in front of you, otherwise session times may be cut.

Timed sessions will commence at 9.00am and finish at approximately 4.30pm. It will include a minimum 3 sessions on the track, time permitting. All runs will be official. The red, green, yellow, black and chequered flags will be used during the event, with their uses being explained at drivers' briefing.

Cars will be released in groups, by an official, from the Form-Up area, onto the track behind the safety car. At turn 12, the safety car will extinguish lights and accelerate away.

DO NOT CHASE THE SAFETY CAR.

Overtaking is not permitted until cars pass the green flag.

Note: this is a flying start. DO NOT STOP ON THE GRID.

Sessions will be 15 minutes long. This includes the out lap. The chequered flag will be displayed at the end of the session at which time you should continue around the track at 80- 90kph, exit the track at pit entry, and return to the paddock. The process for double entered vehicles will be advised at drivers briefing.

Catering will be available at the nearby OTR and Welcome Centre.

MONDAY

WEST CIRCUIT

DISTANCE 3.41 KM

URNS 12



THE BEND WELCOME CENTRE

OBSERVATION RUN & SOCIAL RUN

THORNDON PARK RESERVE

Gorge Rd & Hamilton Terrace, Paradise

THE EVENT

An interclub touring event on public roads conducted within South Australian Road Laws, following a prescribed route starting at Thorndon Park Reserve and finishing for lunch at the Lobethal Bierhaus. Route instructions will be issued at the start for the complete event.

Timing

- 8.30am Cars start arriving at Thorndon Park Reserve
Coffee van and rest rooms on site
- 9.15am Driver's briefing
- 9.30am Observation cars start leaving, Social Run cars will leave shortly after
- 12.00pm First cars arrive for lunch at the Lobethal Bierhaus
- 2.00pm Observation run ends, cars arriving after this time may be disqualified

The Observation Run

Takes approximately 2.5 hours and is less than 100kms. There are many inviting places to have a coffee or two along the way. Lunch is provided at the destination for all registrants so don't forget your meal ticket. It is not a race and the quickest time won't necessarily win. Route instructions and question sheets will be given to you before you leave the Thorndon Park Reserve.

Scoring

The organisers' answers will be deemed to be the correct response/observation. One point for each correct answer. In the case of tied scores the winner will be determined by using the result from a specific driver skill test, conducted on Friday at the Registration venue, after scrutineering.

Comments

All answers to the questions are visible when viewed out the left side of vehicle, as per rules for running an MG National Meeting (2016 update). Some answers require getting out of the car and reading/looking at signs. There is ample safe parking at these locations.

On arrival at the Lobethal Bierhaus, hand your answers to the scorer. Present your lunch ticket to the marshal for your lunch.

THE SCENIC SOCIAL TOUR

The Scenic Social Tour is a non-competitive run following the same route as the Observation Run, to arrive at the same venue for lunch. Don't forget your meal ticket. There will be ample time for sightseeing and inviting places to have a coffee along the way.

MONDAY

The default speed limit in South Australia is 50kmh, unless otherwise signed. The Police are particularly hot on this. Watch out for 25km/h speed limit restrictions. Obey all other posted signs. In an emergency dial 000.

Organizers:

Dick Manning 0412 818 019

Gary Chapman



Directions

From the Glenelg area follow Anzac Hwy (A5) to the outskirts of the CBD. Turn Right into Greenhill Rd (A21) and then turn left into Fullarton Rd (1). Continue straight on and veer right at the 4 way intersection (2) onto Payneham Rd (A11). Proceed straight on, and veer left at the Glynde Hotel (3) into Lower Nth East Rd. Then turn right into Gorge Rd (4) and follow Gorge Rd past the reservoir. Turn left into Hamilton Terrace, and then left into the Thorndon Park Reserve car park.

Allow approximately 45 minutes.

MONDAY NIGHT

PRESENTATION DINNER

7.30pm - 11.30pm

FESTIVAL FUNCTION CENTRE

292 Findon Road, Findon



PRESENTATION OF AWARDS

3 course meal including beverages

MC – Neil Williams

DJ – Mr Ed

Tables of 10 for MG Centres

Admission by ticket only



A youthful Bob Bazzica receiving the
John Wratten Memorial Trophy in 1978 in Perth

TUESDAY

FAREWELL BREAKFAST

7.30am to 10.00am

STAMFORD GRAND HOTEL

Moseley Square, Glenelg

Buffet Breakfast (including hot dishes) is available.

Admission by ticket only



DELEGATES MEETING

Starts 10.30am

GLENELG NORTH COMMUNITY CENTRE

Kibby Reserve, Alison Street, Glenelg North

Two Delegates from each club are invited to attend.
Visitors will be limited, at the discretion of the host centre.
A light lunch will be provided for the delegates.

THANK YOU

The club would like to thank all our members who have contributed to making the 2023 MG National Meeting a success.

Committee Chairman	Tim Edmonds
Deputy Chair	Bev Waters
Event Secretary	Sandra Cardnell
Registrars and Results	Chris and Wes Bray
Concours	Anthony Pearson
Motorkhana & Super Sprint	Jason Edwards and Michelle Edwards
Trophies	Tim Edmonds
Treasurer	Leigh Albertson
Sponsorship and Website	Neil Williams
Regalia & Social Events	Sandra Cardnell
Observation & Social Runs	Dick Manning and Gary Chapman
Rocker Cover Racing	Geoff Glasson
Program Book	Laurie Houghton
Promotion	Stephen Marlow
Logo design	Tyler Edwards
Poster design	Anthony Pearson
Kimber Run	Mike Greenwood, Ken Burke and Peter Micklem

Thank you to all volunteers.

**Without you, events like this would not happen.
Volunteers don't get paid but their work is priceless.**

Thank you to all our Sponsors and Advertisers



**A SPECIAL THANK YOU TO NICK MICKLEM WHO
CONSTRUCTED THE TABLE DECORATIONS FOR
THE NOGGIN'N'NATTER AND THE THEME PARTY**

A NEW AWARD

In Memory of Ian Curwen-Walker

Ian was a foundation Committee member of the MG Car Club of SA. He held virtually every position on the Committee since being elected at the first meeting in 1956, until ill health forced him to stand down in 2020.

It would take too long to detail all of his work with the MG Car Club, Motorsport, and participation at events, however a short list would include making the Lanac Park dirt sprint track at Mt Compass a reality, involvement in the purchase of the SA Clubrooms at Brompton, and representing the MG Car Club SA at various Motorsport meetings, including Motorsport Australia (formerly Confederation of Australian Motorsport).

Ian was elected as the MG Car Club South Australia's first Life Member in 1975, a much deserved award, and in 2020 the meeting area of the Clubrooms was named the "Ian Curwen Walker Room". He was also made a Motorsport Australia Life Member in 2006.



He attended most MG National Meetings and was the designer of the Fudge Factor calculation, which was designed to give all clubs, regardless of size, an opportunity to be competitive for the John Wratten Memorial trophy and various other Perpetual Awards.

Until recent times, he still had the first MG he bought, a TC he purchased in late 1954 and his "Baby Poo" MGBGT that he bought in 1978. He had an unrestored MGA, and unfortunately he was never able to finish the restoration of his 1928 MG 18/80 Mk1.

His impact on the MG Car Clubs of Australia cannot be underestimated. In memory of Ian, the MG Car Club of SA will be making a special presentation at the 2023 MG National Meeting in Adelaide, to the male entrant with the highest aggregate score over all competition events during the National Meeting (using scoring similar to what is used for the Joan Richmond Trophy).

RULES & REGULATIONS

ANTI DOPING POLICY

Use of prohibited substances

During any event, consumption of alcoholic beverages in the paddock, pits or any other portion of the competition venue under the control of the officials is expressly forbidden until all practice or competition activity is concluded for each day. Any driver or crew member who is found to be effected by alcohol on the day of the event or practice therefore shall not be permitted to participate. In addition, the persons concerned will be subject to the Articles of the Procedure for Alcohol Testing and Motorsport Australia (MA) Anti-Doping Policy. Competitors crews or officials may be tested for alcohol or other drugs at any time during the events. This regulation serves as the required 24-hour notice to Competitors, Crew and Officials.

Other Prohibited Substances

The MA Drugs in Sport Policy, as appears in the MA Manual of Motorsport and as amended from time to time, is recognised as an integral component of the NCR and is duly authorised as such. In any areas where the National Competition Rules and the Drugs in Sport Policy conflict, the Drugs in Sport Policy will take precedence. There must be no alcohol in pit or paddock areas at any time.

INSURANCE

Public Risk Insurance has been effected by the Promoter (MG Car Club of South Australia) through MA. All drivers, all signed on crew, and all signed on officials at all events are covered by MA personal accident policy through the event permit and possession of valid competition or officials licences.

SAFETY

Speed event

Drivers must wear a helmet to a standard listed in the MA Manual of Motorsport, and be deemed by the scrutineers of the event to be in a suitable condition for motorsport use, non flammable clothing, suitable footwear, and goggles or visors with lens other than glass in open cars (Schedule D of the MA Manual of Motorsport).

Equipment

MA regulations state that all cars competing at The Bend Super Sprint will be required to be fitted with approved seatbelts or harnesses. These belts are to be in good condition and fitted in a workman like manner.

Cars shall be fitted with a Fire extinguisher that is new or serviced within three years.

Motorkhana

Special attention will be given to:

1. removal of all loose objects from the vehicle
2. minimum of 'lap' seat belts are required
3. suitable footwear
4. prohibited: open toed shoes and thongs.

NOISE

All competing cars must be fitted with a device that restricts the exhaust noise level to a maximum of 95db (A) measured at a distance of 30 metres on a drive-by test under full acceleration. Vehicles may be tested during competition on the day. Any competitors' cars that exceeds this limit will be warned. A second offence will result in expulsion from the remainder of the event.

AWARDS & TROPHIES

Perpetual trophies

- John Wratten Memorial Trophy
- Nuffield Oceania Trophy
- Jean Kimber-Cook Perpetual Trophy for Junior Drivers
- Joan Richmond Trophy
- Chris Dodds Memorial Trophy
- New Zealand Plate
- Golden Gudgeon Trophy
- Cecil Kimber Centennial Trophy
- The TC Owners Club Perpetual Pre War Plate
- National Magazine Trophy
- National Website Trophy

Other Trophies

- Outright Concours Pre MGA Trophy
- Outright Concours Post MG TF Trophy
- Outright Concours Modern MG Trophy
- Outright Speed Event Trophies
- Outright Motorkhana Trophies
- Outright Observation Run Trophies
- Hard Luck Trophy
- Photographic Trophies
- Rocker Cover Racing

Awards

Trophies will be presented for 1st, 2nd and 3rd placegetters in each class for each competition. In the case of perpetual trophies, there must be a minimum of two competitors/drivers in the class in each competition event before a competitor in that class can be considered for an award. The organisers reserve the right to make additional awards. In the case of a tie the entrant who competes in the larger class will be declared the winner. The class size will be determined by the number of Concours entrants per class.

Points Allocation – All Competitive Events

- 9 points - 1st place in each class/event
- 6 points - 2nd place in each class/event
- 4 points - 3rd place in each class/event
- 3 points - 4th place in each class/event
- 2 points - 5th place in each class/event
- 1 point - 6th place and onward in each class/event

AWARDS & TROPHIES

John Wratten Memorial Trophy

Presented as a perpetual award at the first National Meeting in Sydney in 1970, by the Sydney MG Dealer. At the second National Meeting in Melbourne in 1971, John Wratten was tragically killed in an accident at Calder in a P-Type. John was secretary of the Victorian Centre and one of the organisers of the National Meeting. It was unanimously agreed at the Delegates Meeting after the event that in future this MG trophy would become the John Wratten Memorial Trophy.

It is presented to the Club obtaining the most points over all the four competitive events, adjusted by the "Fudge Factor". Points will be allocated for this trophy as detailed below, regardless of class size. In the case of tied places, both competitors will receive the points applicable to that placing.

Nuffield Oceania Trophy

Early in the 1950's Lord Nuffield commissioned and presented four prestigious trophies to the MG Car Club UK so that they would recognise the achievements of the overseas centres in four separate regions. These regions were;

1. Europe
2. South Africa
3. United States
4. Oceania

The Oceania Trophy was awarded to various Australian and New Zealand centres until 1960. In 1961 the Home Centre decided to review the award criteria but during the review period a key person left the team and the project was forgotten and the cup was placed into secure storage in Melbourne. In 1995 the combined Australian MG clubs agreed to a set of locally written rules which were then approved by Mike Hawke Chairman, and Alan Kingwell, Overseas Director of the M.G. Car Club Home Centre, while attending "MG's Down Under" in Fremantle and the trophy was given to the Australian M.G. Car Clubs for their use. This award is based on the Concours and Motorkhana only and each Club is represented by 2% of their nominated MG ownership numbers. A minimum of 5 and maximum of 20 shall be used for averaging. The total points scored by the Club's 2% shall be calculated then averaged. The resultant average shall be the measure of the Club's performance. The winner is the Club with the highest average score.

Jean Kimber-Cook Perpetual Trophy for Junior Drivers

Jean Kimber-Cook was in Fremantle in 1995 and presented Harry Pyle with a scale model of an M.G. TC which was mounted on a trophy to recognise the most successful Junior competing at the National Meeting. The trophy is awarded for the best score by a Junior in the Motorkhana Event. Entrants must be under 17 at 1 January 2009 and nominate their participation at time of registration.

Joan Richmond Trophy

Initiated and donated by the M.G. Car Club of Victoria in 1989, this trophy is awarded to the female entrant who achieves the highest aggregate score over all competition events during the National Meeting. The trophy is named in recognition of Joan Richmond, an Australian sportswoman who achieved International recognition in motorsport and was part of the 1935 M.G. woman's team at Le Mans.

AWARDS & TROPHIES

Chris Dodds Memorial Trophy

Inaugurated by a gathering of the V8 Register members at the 1982 National Meeting in Canberra the trophy was donated in recognition of Chris Dodds' contribution to the MG marque and in particular the V8 Register. Chris passed away in December 1981 at age 28 and an annual trophy in his honour is competed for both in the UK and Australia. The Chris Dodds Trophy is awarded to the entrant with an MGB GT V8 Class scoring the highest aggregate points over the National Meeting weekend.

New Zealand Plate

The New Zealand Plate was first presented at the 1977 National Meeting held in Katoomba. It was brought to Australia by a group of enthusiasts from New Zealand led by Bill and Gaye Baxter. It is awarded to the entrant with a T-Type with the best aggregate points score – Classes D,E,F and T-Types in Class X.

Golden Gudgeon Trophy

Instigated at the 1978 National Meeting in Perth by the Australian T Series Association, the trophy is presented to the entrant with a T-Type achieving the best aggregate score – Classes D,E,F and T-Types in Class X. Note that Class Z Super Specials are not included for this trophy.

Cecil Kimber Centennial Trophy

Cecil Kimber's daughter, Jean Kimber Cook, brought this trophy to Australia in 1988 from the M.G. Car Club in the UK. It is awarded to the individual competitor attaining the highest points in all events. All events judged equally.

The TC Owners Club Perpetual Pre-War Plate

Donated by the TC Owners Club to recognise the efforts of the owner of a Pre-War MG It is awarded to the driver of the Pre-War M.G. attaining the highest point score in competition.

National Magazine Competition Trophy

Donated by Gosford Shoplifters in 1982. The trophy is awarded to the Club judged to have the best magazine. Factors taken into consideration are presentation, content, cost and quantity printed.

National Website Competition

The Perpetual Award is donated by the Geelong MG Car Club. Judged by an independent IT Consultant.

Photographic Competition

Entries for this competition are displayed throughout the National Meeting weekend. Photographs are the entrant's own work, and taken within the last two (2) years - all feature an MG theme or cars and have not been displayed at a previous National Meeting.

Categories judged are:

1. Best Action photograph.
2. Best Still photograph.
3. Best Novelty photograph.
4. Best Creative Digitally-enhanced photograph.

A trophy for first place in each category only, will be awarded. All entries must be supplied as prints, maximum size of photograph is restricted to A4.

AWARDS & TROPHIES

Hard Luck Trophy

Although not a perpetual trophy, it is a custom at MG National Meetings to present a small token award to a National Meeting participant who has had the misfortune to suffer a mishap on the way to the National Meeting. There have been many extraordinary tales over the years and often it is a difficult task for the host centre to decide who is the most deserving of the Hard Luck Trophy.

The Fudge Factor

The Fudge Factor takes into account the distance travelled by members of a Club to the National Meeting, and the number of MG owning members as at 31st of December of the preceding year. MG owning membership is defined as up to three members of a family (over the age of 18 years) being attributed to one MG car. It is used in calculating the inter-centre points for the following trophies only:

- John Wratten Memorial Trophy.
- TC Owners Club Perpetual Pre-War Plate.
- Golden Gudgeon Trophy.

Note: Distance is calculated from the registered address of the Club to the event using the shortest route from www.whereis.com.

Centre	Distance	MG members	Fudge Factor	2% factor
MGCC Canberra	1173	230	3.18	5
MGCC Geelong	713	295	2.30	5
MGCC Gold Coast	2059	265	4.54	5
MGCC Hunter	1524	223	3.78	5
MG Owners Club WA	2688	70	7.31	5
MGCC Newcastle	1522	140	4.14	5
MGCC NSW	1384	585	3.01	5
MGCC Queensland	1994	320	4.29	6
MGCC South Australia	0	742	1.00	14
MGCC Sunshine Coast	2097	94	5.65	5
MG TC Owners Club	2690	98	6.78	5
MGCC Tasmania	2875	328	5.62	6
MGCC Victoria	760	1544	1.84	20
MGCC WA	2688	70	7.31	5
MGCC Wagga Wagga	905	40	4.02	5
MG Restorers' Association	1341	60	4.59	5
M.G. T Type Owners and Restorers	Unknown	Unknown	Unknown	Unknown

Previous Winners - John Wratten & Nuffield Trophies

Year	Venue	Host Club	Wratten Winner	Nuffield Winner
1970	Sydney	New South Wales	New South Wales	
1971	Melbourne	Victoria	Victoria	
1972	Adelaide	South Australia	South Australia	
1973	Oran Park	New South Wales	New South Wales	
1974	Melbourne	Victoria	Victoria	
1975	Adelaide	South Australia	Western Australia	
1976	Launceston	Tasmania	Victoria	
1977	Katoomba	New South Wales	New South Wales	
1978	Perth	Western Australia	South Australia	
1979	Ballarat	Victoria	Victoria	
1980	Gold Coast	Gold Coast	South Australia	
1981	Glenelg	South Australia	Victoria	
1982	Canberra	New South Wales	South Australia	
1983	Geelong	Victoria	South Australia	
1984	Hobart	Tasmania	South Australia	
1985	Newcastle	Newcastle	Victoria	
1986	Adelaide	South Australia	Victoria	
1987	Perth	Western Australia	Victoria	
1988	Canberra	Canberra	Victoria	
1989	Shepparton	Victoria	Victoria	
1990	Brisbane	Queensland	Tasmania	
1991	Nowra	New South Wales	Victoria	
1992	Launceston	Tasmania	Victoria	
1993	Adelaide	South Australia	Tasmania	
1994	Newcastle	Hunter Region	New South Wales	
1995	Fremantle	Western Australia	Victoria	
1996	Shepparton	Victoria	Victoria	South Australia
1997	Gold Coast	Gold Coast	New South Wales	South Australia
1998	Hobart	Tasmania	New South Wales	Tasmania
1999	Gosford	New South Wales	Victoria	Newcastle
2000	Newcastle	Newcastle	Queensland	Queensland
2001	Canberra	Canberra	Queensland	Queensland
2002	Adelaide	South Australia	Victoria	South Australia
2003	Shepparton	Victoria	Victoria	Queensland
2004	Warwick	Queensland	Victoria	Queensland
2005	Maitland	Hunter Region	Victoria	Queensland
2006	Launceston	Tasmania	Queensland	Tasmania
2007	Gold Coast	Gold Coast	Victoria	Queensland
2008	Tamworth	New South Wales	Queensland	Queensland
2009	Geelong	Victoria & Geelong	Queensland	Queensland
2010	Adelaide	South Australia	Queensland	Queensland
2011	Newcastle	Newcastle	Queensland	Queensland
2012	Hobart	Tasmania	Victoria	Victoria
2013	Toowoomba	Queensland	Queensland	Queensland
2014	Ballina	Gold Coast	N/A	N/A
2015	Yarra Valley	Victoria	Queensland	Newcastle
2016	Perth	MG Car Clubs of WA	Queensland	Western Australia
2017	Adelaide	South Australia	Queensland	Tasmania
2018	Cradle Coast	Tasmania	Victoria	Tasmania
2019	Redlands	Queensland	Victoria	Queensland
2020/21	Meetings cancelled			
2022	Lake Macquarie	Newcastle	Victoria	Queensland
2023	Adelaide	South Australia	?	?

COMPETITORS

	Club	No.	Car	Colour	C	M	OR	SS	KR	SR
Class A: Pre-War Touring MGs - Vintage, S, V and W and 4-seater Magnas and Magnettes										
Tony Basham	Qld	400	1934 MG P type	Green	Y				Y	Y
Tony Basham	Qld	401	1931 MG M Type	Blue	Y					
Arthur Ruediger	SA	402	1934 MG ND	Blue	Y					
Keith Hickling	Vic	403	1937 MG SA	Red	Y				Y	Y
Class B: Pre-War Sports < 1000 cc										
David Morgan	Vic	20	1928 MG M Type	Maroon	Y	Y		Y		
Alexander Hick	SA	32	1934 MG PA S/C	Silver	Y	Y		Y		
Andrew Fock	Vic	63	1934 MG PA S/C	Black	Y				Y	Y
Class C: Pre-War supercharged racing & Sports > 1000 cc										
Peter Cundy	SA	34	1934 MG NA	BRG	Y			Y		
Ros Bastian	NSW	36	1937 MG TA	Yellow/Green	Y		Y		Y	
George Morgan	Vic	37	1932 MG F2	Grey	Y	Y		Y		
Jake Harris	NSW	404	1938 MG TA	Maroon/Silver	Y					
Robert Bazzica	SA	405	1934 MG KN	Red/black	Y				Y	
Andrew Fock	Vic	406	1938 MG TB	Blue	Y					
Walter Magilton	Vic	407	1937 MG TA	Black/Cream	Y				Y	Y
Class D: MGTC										
Peter Richards	Tas	41	1949 MG TC	Blue	Y	Y		Y		
Tim Grant	Tas	43	1949 MG TC	Red	Y		Y		Y	
Ian Duffin	Vic	45	1949 MG TC	Green	Y	Y				
Andrew Gali	Vic	49	1945 MG TC	BRG	Y	Y	Y			
John Lane	Vic	70	1947 MG TC	Green	Y	Y	Y			
Geoffrey Ross	Gee	408	1949 MG TC	Green	Y				Y	Y
Scott Humphries	NSW	409	MG TC	Red					Y	Y
Tony Jones	NSW	410	1948 MG TC	Red	Y				Y	Y
Brian Phillips	Qld	411	1948 MG TC	Green	Y				Y	Y
Ian Nelson	Vic	412	1947 MG TC	Green	Y				Y	Y
Ian Buckley	SA	482	1947 MG TC	Green	Y				Y	Y
Class E: MGTD										
Jason Edwards	SA	5	1952 MG TD	Ivory	Y	Y		Y		
Doug Hastie	Vic	13	1950 MG TD	Blue	Y	Y		Y		
David Thomson	SA	33	1952 MG TD	White	Y					
Brian Forth	SA	44	1950 MG TD	Green	Y	Y		Y		
David McNabb	SA	50	1951 MG TD	Red	Y	Y	Y			
Patricia Ziemer	Vic	225	1953 MG TD2	Black	Y	Y	Y			
Geoff Glasson	SA	414	1950 MG TD	Black	Y				Y	Y
Class F: MGTF										
Neil Hawthorn	Vic	60	1954 MG TF	Green	Y	Y	Y			
Ian Jenkins	Vic	65	1954 MG TF	Ivory	Y	Y		Y		
Matthew Magilton	Vic	71	1955 MG TF 1500	Grey	Y	Y		Y		
Megan Perrett	Qld	84	1954 MG TF	Green	Y	Y				
Geoff McLean	SA	415	1954 MG TF 1500	Red					Y	Y
Max Sierp	SA	416	1954 MG TF	Red	Y				Y	Y
Chris Guy	Vic	417	1953 MG TF	Black					Y	Y
Jason Edwards	SA	975	1955 MG TF	Ivory	Y					

COMPETITORS

	Club	No.	Car	Colour	C	M	OR	SS	KR	SR
Class G: MGA Roadster (Single Cam)										
Nick Wood	Gee	11	1958 MGA	Red	Y	Y		Y		
Murray Stephenson	SA	15	1960 MGA 1600	Green	Y	Y		Y		
Don Fraser	Tas	35	1956 MGA	Green	Y	Y		Y		
Geoff Short	SA	54	1956 MGA Mk1	White				Y	Y	
Sandra Cardwell	SA	61	1961 MGA	Gray	Y				Y	Y
Greg Manderson	Vic	74	1959 MGA	Red	Y	Y		Y		
Andrew Gowans	Hun	62	1962 MGA	Red	Y				Y	Y
Clayton Hunt	SA	91	1958 MGA	Blue	Y					
Karen Stephenson	SA	115	1960 MGA 1600	Green		Y		Y		
Cameron Howie	Tas	135	1956 MGA	Green		Y		Y		
Barry Simons	Gee	177	1957 MGA	White	Y	Y	Y			
Stephen McDonald	SA	419	1959 MGA	Red	Y				Y	Y
Arthur Ruediger	SA	420	1956 MGA	Red					Y	Y
Sharon Hunt	Vic	421	1958 MGA	Green					Y	Y
Matthew Sexton	NSW	483	1960 MGA	Red	Y				Y	Y
Class H: MGA Twin Cam (Roadster and Coupe)										
Ian Northcott	Vic	58	1958 MGA	BRG	Y	Y		Y		
Craig Ballinger	Gee	422	1959 MGA	White	Y				Y	Y
James Brown	Tas	423	1960 MGA	Black	Y				Y	Y
Wayne Beaumont	Vic	424	1959 MGA	Red	Y				Y	Y
Harry Hickling	Vic	425	1959 MGA	White					Y	Y
Steve Foster	Wag	810	1959 MGA	Blue	Y	Y		Y		
Class I: MGA Coupe (Single Cam)										
Ric Collett	Vic	57	1957 MGA	Black	Y	Y		Y		
Malcolm Spiden	Qld	92	1960 MGA	White	Y	Y		Y		
Peter Auld	SA	426	1959 MGA	Blue	Y				Y	Y
Class J: MGB Mk I (Pull door handles)										
Roger Townley	Vic	7	1964 MGB	Red	Y	Y		Y		
Ray Edwards	Qld	103	1965 MGB	Blue	Y	Y		Y		
Class K: MGB Mk I (Push button handles)										
Paul Stawinski	Vic	10	1966 MGB	Red	Y	Y		Y		
John Hastie	Vic	30	1967 MGB	White	Y	Y		Y		
Joanna Smith	Vic	101	1966 MGB	Red		Y		Y		
Glenn Kirk	Can	163	1966 MGB	Red	Y	Y		Y		
Gray Reynolds (Junior)	Vic	301	1967 MGB	White		Y		Y		
Nick McClaren	Gee	418	1967 MGB	Sky Blue					Y	Y
Dominic David	NSW	427	1967 MGB	White					Y	Y
Leigh Albertson	SA	428	1967 MGB	Blue	Y				Y	Y
Class L: MGB Mk II (Wide transmission tunnel)										
Don Woods	Vic	4	1968 MGB	Red	Y	Y		Y		
Steve Begley	Vic	42	1968 MGB	Primrose	Y	Y				Y
Adrian Azzopardi	Vic	96	1969 MGB	Gold	Y	Y		Y		
Nick Phillips	SA	120	1970 MGB	2 tone green	Y	Y		Y		
John Dawson	Vic	122	1970 MGB	White	Y		Y		Y	
Berry Treffers	SA	485	1971 MGB	White					Y	Y

COMPETITORS

	Club	No.	Car	Colour	C	M	OR	SS	KR	SR
Class L: MGB Mk II (Wide transmission tunnel) (Continued)										
Jim McKenzie	Vic	123	1968 MGB	Red	Y		Y		Y	
Jacques Valente	NSW	431	1969 MGB	Blue	Y				Y	Y
Judy Glasson	SA	432	1970 MGB	Red					Y	Y
David McNaughton	SA	433	1970 MGB	BRG	Y				Y	Y
Brian Stopp	SA	434	1968 MGB	White					Y	Y
Graham Aldous	TCO	435	1969 MGB	Green	Y				Y	Y
Heather Thomson	Vic	436	1969 MGB	BRG	Y				Y	Y
Class M: MGB BL and later										
Warwick Protheroe	NSW	17	1973 MGB	Blaze	Y	Y		Y		
Michael Gilmore	NSW	83	1972 MGB	Blue					Y	Y
Pamela Haynes	Vic	102	1972 MGB	Red	Y	Y		Y		
Greg Mouritz	Vic	111	1972 MGB	Red	Y	Y		Y		
Leslie Mervin	Gee	429	1972 MGB	Red	Y				Y	Y
Bryan Turner	SA	437	1972 MGB	Red					Y	Y
Gavin Brown	Tas	438	1972 MGB	Yellow	Y				Y	Y
Ray Smith	WA	439	1971 MGB	White	Y				Y	Y
Wayne Plant	Wag	440	1971 MGB	Blue					Y	Y
Class N: MGB Rubber bumper										
Alan Cardnell	SA	48	1978 MGB	Blue	Y		Y		Y	
Jane Vollebregt	Vic	80	1974 MGB	Blue	Y	Y		Y		
Mark Dilger	Tas	113	1977 MGB	White	Y	Y		Y		
Matt Pearson-Huijsse	SA	141	1977 MGB	White	Y	Y		Y		
Brian Kost	Vic	441	1978 MGB	White	Y				Y	Y
Peter Hillyer	Wag	442	1980 MGB	Bronze	Y				Y	Y
Class O: MGB GT Mk I and Mk II										
Hilary Wren	NSW	150	1972 MGB GT	Blue	Y		Y		Y	
Darren Beet	Vic	221	1969 MGB GT	Blue	Y	Y		Y		
Trevor Praite	SA	443	1971 MGB GT	White	Y					
Stephen Spong	SA	444	1969 MGB GT	White	Y				Y	Y
Class P: MGB GT BL and later										
Tony Lupton	Vic	46	1970 MGB GT	Blue	Y	Y		Y		
Ian Prior	Vic	144	1973 MGB GT	White	Y	Y		Y		
Tom Bullock	MGO	160	1971 MGB GT	Red	Y		Y		Y	
Leone Johnson	NSW	445	1974 MGB GT	Citroen	Y				Y	Y
Class Q: MGB GT Rubber bumper										
Tatiana Morgan (Junior)	Vic	21	1978 MGB GT	White	Y	Y		Y		
Amber Morgan (Junior)	Vic	121	1978 MGB GT	White		Y		Y		
Cara Pearson- Huijsse	SA	170	1978 MGB GT	Yellow	Y	Y		Y		
Class R: MGB GT V8 and Costellos										
Tim Edmonds	SA	8	1974 MGBGTV8	Blaze	Y	Y		Y		
Graeme Ruby	Gee	22	1973 MGBGTV8	BRG	Y	Y		Y		
John Clarke	NSW	446	1975 MGBGTV8	Red	Y				Y	Y
Bev Waters	SA	447	1973 MGBGTV8	Damask	Y					
Paul Gale	TCO	448	1975 MGBGTV8	Citron					Y	Y

COMPETITORS

	Club	No.	Car	Colour	C	M	OR	SS	KR	SR
Class S: MGC GT and Roadster										
Alan Heritage	NSW	89	1989 MGC GT	Red	Y			Y	Y	
Ian Hobbs	SA	189	1989 MGC GT	Red	Y	Y		Y		
Allan Fabry	Vic	191	1988 MGC GT	Red	Y		Y		Y	
Robert Smith	NSW	192	1988 MGC GT	Red	Y		Y		Y	
Mike Greenwood	SA	449	1989 MGC GT	Red	Y				Y	
John Frapp	Tas	450	1989 MGC GT	Green					Y	Y
Jensine Hough	Vic	451	1989 MGC GT	Red	Y				Y	Y
Ronald Hulton	Wag	452	1989 MGC GT	BRG	Y					Y
Class T: MG Midget										
Stephen Jones	Hun	14	1971 MG Midget	White		Y		Y		
David Norris	Vic	40	1971 MG Midget	Red	Y	Y		Y		
Bev Jones	Hun	114	1971 MG Midget	White	Y	Y		Y		
Ruth Norris	Vic	140	1971 MG Midget	Red		Y		Y		
Angela Howie	Tas	200	1988 MG Midget	Red	Y	Y		Y		
David Hall	Qld	453	1967 MG Midget	Red	Y				Y	Y
Alison Campbell	Vic	454	1970 MG Midget	Blue	Y				Y	
Alan Taylor	Vic	455	1970 MG Midget	Blue			Y		Y	
Class U: MG Y Saloon and Tourer										
Robert Aides	Vic	38	1949 MGY Tourer	Red	Y	Y		Y		
Peter Raymond	Qld	47	1948 MGY	Maroon		Y		Y		
Louise Crowther	Vic	138	1949 MGY Tourer	Red		Y		Y		
Delia Raymond	Qld	147	1948 MGY	Maroon	Y	Y		Y		
Elliot Burns	Hun	456	1949 MGY Tourer	Green	Y				Y	Y
John Hall	MGR	457	1949 MGY	Green	Y				Y	Y
Anthony Pearson	SA	490	1949 MGY	Grey	Y					
Class V: MG Magnette ZA to Mk IV										
Anthony Pearson	SA	220	1957 MG Magnette ZB	Grey	Y	Y		Y		
Laurie Scott	Gee	458	1957 MG Magnette ZB	Grey	Y				Y	Y
Ken Burke	SA	459	1959 MG Magnette MkIII	Red	Y				Y	Y
Peter Baldry	NSW	460	1958 MG Magnette ZB	Maroon	Y				Y	Y
Peter Baldry	NSW	468	1954 MG Magnette ZA	Green	Y					
Peter Baldry	NSW	469	1959 MG Magnette MkIII	Grey	Y					
Class W: MG Front Wheel Drive & MG Metro										
Bronwyn Zuber	Tas	53	1966 MG 1100	Green/Grey	Y	Y		Y		
Wes Bray	SA	110	1964 MG 1100	White	Y	Y		Y		
Milton McArthur	SA	481	1963 MG 1300	2 tone Blue					Y	Y
Class X: MG Specials (pre MGA)										
Wayne Kirwan	Qld	1	1954 MG TF	2 tone green	Y	Y	Y			
Lindsay Hick	SA	23	1949 MG TC	Red	Y	Y		Y		
Shelley Bazzica	SA	413	1952 MG Arnolt	Blue	Y					
Matthew Crawford	NSW	462	1951 MG Y	Maroon	Y				Y	Y
Paul Dallwitz	SA	484	MG TC	Silver	Y					
Class Y: MG Specials (post MGTF)										
Graeme Adams	Vic	16	1979 MG Midget	Green	Y	Y		Y		
Rob Wilson	Vic	59	1959 MGA	Green	Y	Y		Y		
Matt Johnson	Qld	84	1964 MGB	Red	Y	Y		Y		
Robert Bazzica	SA	88	1979 MGB V8	Green	Y			Y		

COMPETITORS

	Club	No.	Car	Colour	C	M	OR	SS	KR	SR
Class Y: MG Specials (post MGTF)										
Ian Fettes	Qld	250	1955 MG Magnette	White	Y	Y		Y		
Gary Julian	SA	463	1968 MGC GT	Blue	Y					
Peter Mathwin	SA	723	1973 MGBGTV8	Blue	Y			Y		
Class Z: MG Super Specials										
Stephen Riley	Qld	68	1977 MGB	Tiga Mica	Y	Y		Y		
Noel Clacher	Vic	76	1970 MGB	Red	Y	Y		Y		
Tony Vollebregt	Vic	148	2011 MG ZR	Grey	Y	Y		Y		
Ken McAllister	Gee	464	1969 MGC GTV8	Red	Y				Y	Y
Laurie Houghton	SA	801	1973 MGBV8	Damask	Y	Y		Y		
Class ZA: MG RV8										
Frank Weillman	Vic	86	1995 MG RV8	Red	Y					Y
Darren Hodgson	New	90	1995 MG RV8	Blue		Y		Y		
Fran Hodgson	New	190	1995 MG RV8	Blue	Y	Y		Y		
Stuart Boyd	Gee	465	1995 MG RV8	Red					Y	Y
James Lovett	NSW	466	1994 MG RV8	Green	Y				Y	Y
W J Daly	Tas	467	1995 MGR V8	Red	Y				Y	Y
Maxwell Wood	Tas	468	1995 MG RV8	Green	Y				Y	Y
Aidan Pavey	Vic	469	1993 MG RV8	Green	Y				Y	Y
Class ZB: MGF										
Suzie Hastie	Vic	31	1999 MGF	Mulberry	Y	Y		Y		
William Reynolds	Vic	130	1997 MGF	Grey	Y	Y		Y		
Casey Priester	Vic	131	1999 MGF	Mulberry		Y		Y		
Nick Micklem	SA	161	1997 MGF	Green		Y		Y		
Glenda Gilmore	NSW	224	1999 MGF	BRG					Y	Y
John Collins	New	280	1999 MGF	Green	Y	Y		Y		
Mark D'Atri	Vic	281	1999 MGF	Purple	Y	Y	Y			
Dale Powell	New	283	1995 MGF	Blue	Y	Y		Y		
Neil Williams	SA	470	2001 MGF Trophy	Red	Y				Y	
Phil Stapleton	Vic	471	1997 MGF	BRG	Y					Y
Class ZC: MG F-TF										
Bruce Fraser	New	290	2003 MGF-TF	Grey	Y	Y		Y		
Mark Harrington	Tas	291	2004 MGF-TF	Black	Y	Y	Y			
Leon Sims	Vic	292	2003 MGF-TF 120	Gray	Y		Y		Y	
Derek Trewarne	Vic	293	2004 MGF-TF 160	Red	Y		Y		Y	
Brian Hills	SA	472	2003 MGF-TF	Silver					Y	Y
John Irving	Tas	473	2005 MGF-TF	Red	Y				Y	Y
Max Irvine	Vic	474	2004 MGF-TF 160	Green	Y				Y	Y
Class ZD: Longbridge Saloons										
Tyler Edwards	SA	3	2005 MGZR	Grey	Y	Y		Y		
Jan Kirk	Can	118	2005 MGZR	Silver	Y	Y	Y			
Greg Carter	Vic	180	2004 MGZS	Silver	Y				Y	
Stuart Ratcliff	NSW	300	2005 MGZT 260	Red	Y	Y		Y		
Faye Edwards	SA	311	2005 MGZR	Grey		Y		Y		
Phillip Winn	MGO	475	2002 MGZT-T	Silver					Y	Y
Peter Mathwin	SA	476	2004 MGZT-T	Blue	Y					
Col Cleaver	Tas	477	2005 MGZS 180	Black	Y				Y	Y
Martin Osborn	Tas	478	2004 MGZT 190	Gray	Y				Y	Y

COMPETITORS

	Club	No.	Car	Colour	C	M	ORSS	KR	SR
Class ZD: Longbridge Saloons									
Lorraine D'Atri	Vic	479	2005 MGZS	Black	Y			Y	
Stephen Marlow	SA	487	2005 MGZT-T	Silver				Y	
Michael Fraser	New	606	2004 MG ZT 220S	Black	Y	Y	Y		
Class ZE: MG SAUC									
Tim Edmonds	SA	6	2013 MG8	Silver	Y	Y	Y		
Wes Bray	SA	100	2018 MGZS	Blue	Y	Y	Y		
Torquill Keiso	Vic	151	2022 MG4S	Silver	Y	Y	Y		
Catherina Berkey	Qld	312	2018 MGZS	Orange	Y		Y	Y	
Chris Bray	SA	333	2022 MG3	Skyo Silver	Y				
Stephen Marlow	SA	480	2021 MGHS+EV	Blue	Y				
Wenona Pearson	SA	481	2018 MG8	Silver	Y				Y
Gianvito Harris	NSW	486	2002 MG		Y		Y	Y	
David McNeill	SA	491	2018 MGGS	Orange	Y				

SOCIAL ENTRANTS

UNITED KINGDOM

Peter Cook

GEELONG

Paul Addison

Lorraine McAbister

Julie Ballinger

Denise Simons

Yvonne Boyd

Helen Wood

GOLD COAST

Andrew Regan

Roz Regan

Marjorie Vincent

HUNTER

Maryann Burns

MG OWNERS

Mark Ravenscroft

MG RESTORERS

Jo Hall

NEWCASTLE

Rose Collins

Raecheal Fraser

Beth Fraser

Donna Reil

Chloe Fraser

NSW (SYDNEY)

Ivanna Arpol

Charlie Frew

Aurora Jeffery

Claudia Lovett

Arthur Pugh

Jill Smith

John Sestian

Pam Frew

Gailinda Jones

Lilly Loving

Sally Ratcliff

Ana Valencia

Margaret Crawford

Shirley Heritage

Sarah Humphries

Juliana Protheroe

Sue Sexton

SOCIAL ENTRANTS

QUEENSLAND

Allison Drewler
Karen Fettes
June Phillips

Susanne Edwards
Stewart Freeman
Alan Quinan

Lorraine Eriksson
Lyn Hayward
Rozlyn Riley

SOUTH AUSTRALIA

Judy Alberson
Alden Edwards
Kerry Hugo
Joy Pearson
Wendy Turner

Christine Auld
Michelle Edwards
Ann McLean
Bev Sierp
Jenny Way

Heather Burke
Barbara Harrington
Jenny McNaughton
Joyce Stopp
Joyce Williams

TASMANIA

Cathie Cleaver
Susan Fraser
Daphne Osborn

Angela Diger
Chris Grant
Tony Van Tienen

Jane Forey
Dawn Irving
Margaret Wood

TC OWNERS

Susan Aldous

Cheryl Guppy

VICTORIA

Marg Anderson
Peter Bennett
Laraine Glacher
Michael Franklin-Jones
Doreen Goodger
Yani Hadisuwario
Cathy Hicking
Annette Irvine
Linda Lane
Lyn Martin
Marguerite Morgan
Glenda Nelson
Pam Prior
June Rushton
Laurie Smith
Chris Traynor
Douglas Wallace

Barry Beaumont
Zoe Bodley
Jenny Duffin
Stuart French
Uschi Gurney
Louise Hastie
Colin Hough
Tina Jenkins
Tony Lansdel
Louise McKenzie
Sarah Morgan
Chris Pavey
Jan Ratray
Wayne Rushton
Brendan Thomson
Jennifer Troward
Stefan Ziemer

Annie Beal
Lorraine Carter
Pam Fabry
Tui Gall
Brenda Guy
Maryann Hawthorn
Peter Hunt
Denise Keesle-Bedford
Sara Lupton
Helene Milbourne
Jenny Mouritz
Narelle Poloso
Glenn Renshaw
Susan Sims
Scott Townley
Stephanie Veyrinas

WAGGA WAGGA

Cohen Hillier
Megan Plant

Leonie Hillyer
Hannes Van Clay

Robyn Huston
Jacqui Walsh

WESTERN AUSTRALIA

Kerry Smith

This list of participants in the 2023 MG National Meeting was accurate at the close of registration.



NEW
MG ZS EV
HERE NOW

MAKING EV EVEN EASIER

Introducing the new MG ZS EV: a stylish, comfortable, intelligent and 100% electric mid-sized SUV.

With a sleek new design, the new ZS EV comes packed with future-forward features including leading-edge battery and motor technology and energy saving LED lighting.

With a choice of two exciting grades, the Excite and the range topping Essence, the new MG ZS EV is ready for your next urban adventure.

www.newspot.com.au





2024 MG National Meeting
Tamworth NSW
March 29th – April 2nd
Celebrating 100 years of MG



*The MG Car Club Sydney invite you to join us
in the Country Music Capital of Australia*

Tamworth is a thriving, buzzing country town in northern NSW almost equal distance between Brisbane & Sydney.

Situated on the Peel River, on the spur of the Great Dividing Range
& backed by the Wentworth Mounds.

Early explorer, John Oxley, said in 1817: "no place in the world can offer more advantages to the industrious settler, than this extensive vale."

Plans are well in hand for this exciting celebration of the Marque,
Motorhans & Speed Event, Concours & Tours around the scenic countryside
taking in historic gold towns and local attractions.

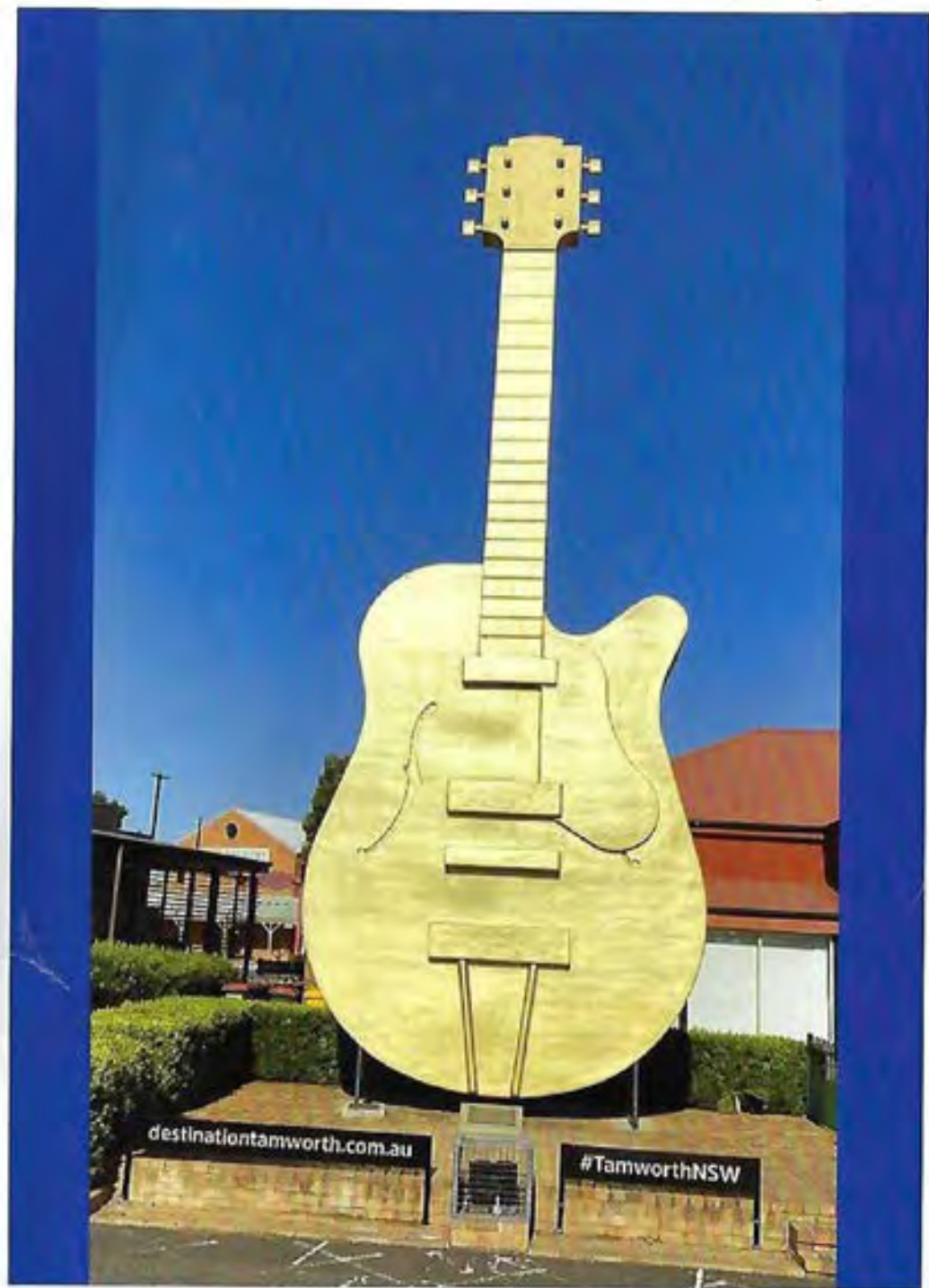
Lots of social activities including
Country B & S Ball, Rocket Cover Racing and a Ladies Luncheon

mgclubsydney.com.au



MG -Marque of the Century







Newspot MG

Proudly supporting the MG Car Club S.A.
Come see our range of new and demo MG vehicles



3 CONVENIENT LOCATIONS

ADELAIDE

61-69 West Terrace

Ph: 08 7009 4455

SALISBURY PARK

2020 Main North Rd

Ph: 8 8258 9677

HAMPSTEAD GARDENS

247 North East Road

Ph: 08 8266 5999

www.newspot.com.au