RULES ON RUNNING THE MG NATIONAL MEETING

Note:** ***Italic bold type is used to highlight changes made in 2025.

Rules as agreed at Delegates' Meetings held following National Meetings since 1985.
Rules as updated at the Delegates Meeting Easter 2023.

If you have any questions or comments about this publication send E-Mail to gadamspl@hotmail.com An up to date copy of this document is located on the MGCC web site. (DM 2011)

NOTE: That small class entry numbers can be combined with similar class/s. **Refer to Section After Classes ZZ Page 5.**

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SECTION 1 - MG CAR CLUBS ELIGIBLE TO COMPETE

- Invited Clubs. At a decision taken in 1992, only CAMS Affiliated Clubs were invited as participating Clubs at National Meetings. However, from 1995, any member of a non- Motorsport Australia Affiliated Club may, upon payment of the appropriate CAMS membership fee, become an honorary member of the host centre, but retain the right to compete in their own Club's name. (DM 1994)
- Overseas visitors are able to join the Host Club. (DM 1992)
- The list of Australian MG Car Clubs is:
  MG Car Club Sunshine Coast
  MG Car Club Queensland Inc
  Gold Coast MG Car Club
  MG Car Club (Newcastle)
  MG Car Club (Hunter Region)
  MG Car Club Ltd (New South Wales)
  MG Car Club Wagga Wagga
  MG Car Club Canberra Inc
  MG Car Club of Victoria
  MG Car Club Geelong
  MG Car Club of Tasmania Inc
  MG Car Club of South Australia
  MG Car Club of Western Australia Inc
  TC Owners' Club
  MG Owners' Club (Western Australia)
  MG Restorers' Association
  MG T Type Owners and Restorers **(DM 2022)**

SECTION 2 - RULES BINDING ON CENTRES

- Following circulation to all Clubs of this set of rules of decisions taken at Delegates' Meetings, and approval by a majority of Clubs, this set of rules has become binding on all Clubs for the running of a National Meeting. (DM 1996)
- A maximum of two Delegates are allowed from each Club; but only one voting Delegate per Club. (Added 2016)
- The Delegates' Meeting acknowledged the power of delegates in conference to adopt rules, which are binding upon organisers of National Meetings. (DM 1989) (Ratified DM 1993) Any rule that goes beyond a correction or addition of an extra feature that may impact on a centre or competitors requires to be circulated to all clubs at least three months prior to the next Natmeet. (DM 1998)
- The Meeting agreed in 1992 there was no point in going beyond the 1985 minutes in the compilation of this set of rules. (DM 1992)
- The complete record of Delegates' Meeting Minutes is to be forwarded to the next year's NatMeet Organising Committee as soon after the NatMeet as possible.
- Invited Clubs. At a decision taken in 1992, only Motorsport Australia Affiliated Clubs were invited as participating Clubs at National Meetings. However, from 1995, any member of a non- Motorsport Australia affiliated Club may, upon payment of the appropriate Motorsport Australia membership fee, become an honorary member of the host club, but retain the right to compete in their own Club's name. (DM 1994)
- Retention of 1994 National Meeting Rules and Definitions. The Rules and Definitions used at the 1994 National Meeting are to be retained and any subsequent changes to rules and definitions are subject to consensus of all Clubs, either at a Delegates Meeting or by correspondence. (DM 1995)
- The Delegates at the 2011 meeting formed an understanding that the meetings were getting harder to run and agreed that an "alternative" meeting would be acceptable with less competitive events but that a "full" meeting had to be run at least ever second year.

- To ease the results burden it was general accepted that the only major trophy that would be available would be the NUFFIELD TROPHY and an alternative event to the Motorkhana could be substituted and that attendance numbers to such meetings may well be limited.
- The approval of an "alternative" meeting will be at the discretion of the Delegates accepting the club's proposal. (DM 2011)
- The Host Club for a National Meeting in any year may, at its sole discretion, resolve to hold that National Meeting at any time during the months of March, April or May as an alternative to the Easter period. Where the Host Club so resolves, the dates of the National Meeting will be advised 2* years prior to that National Meeting. [DM 2016]
- *The 2 years notice may be waived if there are no other meeting proposals (DM 2019)

SECTION 3 - LEVY ON ALL CLUBS

- $1 per head levy of the maximum 1992 membership on all Clubs to be paid by January 1993. With the enormous amount of money needed 'up front' in the organising of a National Meeting, a fund is to be set up, with all Clubs contributing a one-off levy of $1 per head of maximum 1992 membership, these funds to be passed to the organising club for the following National Meeting, through the New South Wales Club which will administer the fund. Current Fund stands at $13,000 (DM 2019)
- Following the National Meeting, the Organising Club will reimburse the amount originally received, to the New South Wales Club, which in turn will forward the money on to the following Organising Club. (DM 1992) Confirmed that this fund is a float and is not to be used to make up any meeting shortfall. There is also no obligation on the host club to add to the fund, but can if they wish from the meeting profit. (DM2008)
- The Organising Club of the following National Meeting must apply in writing to the New South Wales Club for the release of the Levy Monies held in trust. This money is a loan only and must be returned to the New South Wales Club following the National Meeting. (DM 1995)
- The fund is to be maintained at a minimum level, which is reviewed each year at the Delegates Meeting. (DM 1992)

SECTION 4 - BULLETINS

It is recommended that ALL Clubs publish the bulletins in their respective magazines and on websites, in order to reach as many people as possible. (DM 1998)

Bulletin No. 1 - issued at the National Meeting immediately preceding the event.

Bulletin No. 2 - Details of accommodation options available and booking procedures.

Bulletin No. 3

a) Registration Form - should go out at least four to five weeks before the closing date for registrations. (DM 1986)

b) Closing date for Registration should be 30 days before Registration Day. (DM 1987)

c) The policy adopted in 1996 by the MGCC Victoria in confirming registration details to a registrant prior to their departure from home for the National Meeting, proved beneficial in Registration running very smoothly on Good Friday. (DM 1996)

Bulletin No. 4

a) It is preferable for a map on location of events to be sent out with Bulletin 4 rather than be included in the Registration Pack.

b) It is recommended that Bulletin No. 4 be sent directly to registrants two weeks before Easter. (DM 1996).

c) The Motorkhana Courses to be used are to be published. (DM 2007).

SECTION 5 - SUPPLEMENTARY REGULATIONS, GENERAL COMPETITION RULES, AND CLASSES

Supplementary Regulations

The Supplementary Regulations issued in 1990 were adopted as a good basis from which to work for future meetings. (DM 1990)

Retention of 1994 National Meeting Rules and Definitions

The Rules and Definitions used at the 1994 National Meeting are to be retained and any subsequent changes to rules and definitions are subject to consensus of all Club's, either at a Delegates Meeting or by correspondence. (DM 1995)

Motorsport Australia Approval of Supplementary Regulations

Regulations must conform to the requirements of, and are approved by, Motorsport Australia before they are issued. (DM 1997)

Entrants should have their Motorsport Australia licence available at all competition events during a National Meeting. (DM 2006)

Right of Appeal

Authority is given to the Host Club to appoint a representative panel to vary rules to alleviate any idiosyncratic unfairness on a one off basis. (at that meeting) (NM 2006)

Consultants to National Meetings

A panel of 3 or 4 people from various Clubs to act as consultants to National Meeting organisers. (DM 2007)
Facilitator: Don Woods (Vic)

General Competition Rules

General Conditions for Entering

- Single Entries: One Driver/One Vehicle - A single entry is one competitor driving one vehicle for all competition events.
- Double Entries: two Drivers/One Vehicle - A maximum of two drivers may compete using the same vehicle (a vehicle may be double entered). Where double entry occurs, those two drivers must drive no other vehicle for the entire meeting (i.e. any competitor who is double entered will not compete in more than one vehicle).
- Family Entries: One Entrant / Three Competitors / One Vehicle. A maximum of three family members may compete using the same vehicle, providing that all drivers are from the same immediate family. These three drivers must only compete in this vehicle and no other for the entire meeting. At least one of the drivers is to be 20 years or younger.
- Multiple Vehicle Entries: Competitors who are single entrants (that is they are not involved in double or family entries) may enter a maximum of two single entrant vehicles (with the exception of the Concours).
- Concours Entries:
  - a) In the case of the Concours there is no limit on the number of cars that may be entered by one person.
  - b) Each vehicle in the Concours must be entered by one person only.
  - c) a separate class of either Competitor – Concours only or Social Entrant with Concours entry (including payment of the additional car cost) be allowed (DM 2022)
- Entered vehicles will retain the same competition class for all events.

- Entered vehicles will compete in all events in the same form as they are presented for scrutineering. The alteration or removal of any functional components is not permitted after scrutineering. Wheels and tyres are accepted, providing they are in accordance with the requirements of the Supplementary Regulations.
- Perpetual Trophies. There must be a minimum of TWO in a Class before someone in that Class can be considered for the awarding of any Perpetual Trophy. (Ref detail in Section 7 of this document) (DM 2009 Sydney)

Classes

Class A **Pre-war Touring MG's - Vintage, S, V and W, and four seater Midgets, Magnas and Magnettes** (DM2015)

Class B **Pre-war. All MG's under 1000cc including Supercharged cars and cars not in Class A** (DM 2015)

Class C **Pre-war All MG's over 1000cc including Supercharged cars and cars not included in Class A** (DM 2015)

This takes the TA/TB Tickfords out of Class A, (Touring) and leaves them to be classed by capacity with their fellow TA/TB cars (Class C). The TA Airline logically falls into Class C by capacity in the same way. The change also adds the word Midget to Class A so that there can be no way in which a 4-seat car can fall outside Class A. (Used and agreed 2015)

Class D **MGTC**

Class E **MGTD**

Class F **MGTF**

Class G **MGA Roadster (Single Cam)**

Class H **MGA Twin Cam Class**

Class I **MGA Coupe (Single Cam)**

Class J **MGB Mk I (Pull out door handles)**

Class K **MGB Mk I (Push button handles)**

Class L **MGB Mk II**

Class M **MGB BL & Later**

Class N **MGB Rubber Bumper**

Class O **MGB GT Mk I & Mk II**

Class P **MGB GT BL & Later**

Class Q **MGB GT Rubber Bumper**

Class R **MGB GT V8 & Costellos** (Definition of Costello paper added: DM 2006)

Class S **MGC GT & Roadster**

Class T **MG Midget**

Class U **MGY Saloon & Tourer**

Class V **MG Magnette ZA to Mk IV**

Class W **Front Wheel Drive & MG Metro**

Class X **MG Specials (pre MGA)**

Class Y **MG Specials (post MGTF)**

Class Z **MG Super Specials** May be split as for Specials, ie. pre-post. (DM 2005)

Class ZA **MG RV8**

Class ZB **MG-F**

Class ZC **MG TF** (DM2005)

Class ZD **All MG sedans after 1st Jan 2000 – 2010.**

Class ZE **MGs post 2010**

Class ZG **Rolling Chassis**

Class ZZ **Development Category: NON MG Engine Cars Ref: 2.4 (DM 2019)**

- **Classes of sufficient size may be split or combined at the organiser's discretion. (DM 2011)** The possibility of class combination based on class entries received at close of registration will be mentioned in the supp regs. (DM 2022). The expectation is that small, like classes, are the areas that will be reviewed based on actual entry numbers. (DM 2011).

  If class Y is to be split it should be up to 2000cc and above 2000cc. (DM 2003)
- (In 2010-11 the ZR's were taken out of Class ZD and into a separate class due to numbers.)
- Refer to Observation Run for Classes for that event. (DM 2010)

Definition of Classes (ALL NEW SECTION DM2005)

1. Pre-War Vehicles

Classes for Pre-War cars were determined by the Pre-War Register and ratified at the 2006 National Meeting Delegates conference. (DM 2006)

2. Post-War Vehicles

2.1 Production Vehicles

Authors Note: The MGCC of Queensland has a comprehensive document on MG car specifications as they relate to Concours and is used as a guide to the checking that a car is in its correct Production Class. (DM 2006.)

All vehicles should have all equipment to make the vehicle road registrable; "notwithstanding the fitting of safety equipment" in every Class excluding Class Z and Rolling Chassis (DM 2022)

2.1.1 Body

a) The body shape shall define the vehicle class.

b) MGB definition - Mk I: Narrow transmission tunnel Mk II: Wide transmission tunnel

c) Two or more seats must be retained.

d) The original shape and dimensions of the body and standard production windscreen shall be retained. (DM 2011)

e) The use of after market panels in fibreglass, aluminium or the like must retain the original shape and dimensions of the body or the vehicle will move into Specials.

f) The removal of the windscreen will move a vehicle to Specials. (DM 2022. Was Super Specials)

g) Where there is original provision to lay the windscreen down, this may be done but it shall not be removed.

h) Bumper bars may be removed or replaced; however all other panels are to be standard factory profile.

2.1.2 Engine, Gearbox and Final Drive

a) The original engine block and cylinder head, or one derived from or of similar configuration with the same basic silhouette, in three views, (DM 2011) must be employed. For example, the following engine blocks are equivalent: MGA = MGB; Wolseley 4/44 = MGTC-MGTF. Alloy head of the original porting design is allowed. (DM 2012)

b) The original type of induction must be as specified by the factory specifications for that vehicle, i.e. vehicles must run with carburettor(s) where standard factory specifications nominated carburettor(s). The number and size of carburettors is free. (DM 2012)

c) The use of non-standard cylinder head castings (ie not produced by MG, BMC, Leyland or British Leyland) other than the exception in a; places the vehicle into Specials.

d) The gearbox and final drive are to be in their original location and the use of a limited slip differential is permitted. The use of alternate gearbox ratios and alternate final drive ratios (or alternate final drive) is permitted.

Note: Vehicles with 5-speed gearbox remain in their normal production class.

2.1.3 Suspension, Brakes and Wheels and Tyres

a) The original configuration of the suspension shall be retained.

- Modifications to the method of location or control (such as anti-roll bars and panhard rods) are permitted.
- Shock absorbers and attachments are free.
- MG F; Replacing the suspension from hydrolastic to springs will not be a points deduction in the Concours. (DM 2017)

b) The original configuration of the braking system shall be retained.

- Discs replacing drums are not acceptable, except where variations of the model within the same class have disc brakes, and then disc brakes may be fitted.
- If a vehicle is fitted with an additional set of disc brakes, then that vehicle becomes a Special.
- The hand brake shall operate equally on both rear wheels.

c) Wheels are free, but all wheels and tyres must be street legal.

- The use of racing tyres is not permitted.

d) The vehicle track must not be increased by more than 50 mm.

2.2 MG Specials

These cars will compete in one of two classes and classification will be by body type. (Modifications allowed in production class carry over to MG Specials).

a) The MG chassis or the complete monocoque body must be retained. (Note: Buchanan style bodied cars or similar would run as a Special).

- Cycle guards, removal of bonnet sides and mudguard flaring is permitted.
- Bumper bars are not required.
- A windscreen is NOT required for both front seats. (DM 2011)

b) Non-standard cylinder head castings (ie not produced by MG, BMC, Leyland or British Leyland) are permitted.

c) Supercharging/turbo charging is permitted.

d) Two or more seats are to be fitted.

e) The original type of suspension must be used and mounted by the original fixing points.

f) Shock absorbers and attachments are free.

g) Wheels are free.

i) **Pre MGA Specials** –

- Will retain 4 wheel drum brakes if fitted with a solid front axle and use an appropriate MG or silhouette engine built before 1972.
- Tyres must comply with the Motorsport Australia Manual – Section 8 – Historic Cars.
- Parts d) and e) of s2.2 do NOT apply for Pre MGA Specials. (DM 2006)

Post TF Specials –

- The type of MG or silhouette engine is free.
- The brakes are free. Rear discs if fitted are free.
- Tyres are free. (Racing Tyres permitted)

j) If a P76 V8 engine is in a MGB it is classified as a Post TF Special.

In the event of any disagreement, the scrutineering team will decide the final classification.

2.3 MG Super Specials

a) Super Specials is a class over which the Directors of the meeting have an overall discretion on eligibility. Any potential Super Special entrant must complete the details of the vehicle's modifications on the entry form.

b) Any vehicle not qualifying as a production vehicle or MG Special

The vehicle must be based on a MG chassis or MG monocoque body and must be powered by a MG engine (or appropriate silhouette).

c) Brakes, suspension, wheels and tyres, gearbox and differential are free. (Racing tyres permitted)

d) Only one seat needs to be fitted.

Note: Under these new rules we may have to split Super Specials into two classes like Specials. (DM 2005)

2.4 NON MG Engined Cars

Vehicles must use either a MG chassis or MG unitary body powered by a non MG or silhouette engine. They will be allowed in a Development Category where the entrant and/or driver is not eligible to score points for their Centre towards any perpetual trophies nor will they be eligible for any class awards. These entries cannot displace MGs which are acceptable under current class definition i.e they can be accepted only after all other MG entries in classes A to ZG have been received. They will be allowed to compete in the speed, motorkhana and observation run and display their vehicle at the Concours. (DM 2019)

Fudge Factor

The Fudge Factor is used in calculating the inter-Club Wratten Trophy, the Golden Gudgeon Perpetual Trophy and the TC Owners Club Perpetual Plate for Pre War MGs and is the multiplying factor given for each Club. Wratten Trophy points are calculated by multiplying Concours, Motorkhana, Speed Event and Observation Run points gained for each Club (ie: all points awarded) by that Club's Fudge Factor.

The concept of the Fudge Factor takes into account the distance travelled by members of the Centre to the National Meeting, and the number of MG owning members, as at 31 December. This information to be supplied by Clubs to the host Club early in January.

MG owning membership is defined as no more than three members of the family to be attributed to one MG car. For the purposes of the Fudge Factor, every member of a Club over the age of 18 is to be defined as a full member. (DM 1994)

The formula adopted for calculating the Fudge Factor is:

$$F = (Fd + 1)\, Fc$$

where

- F is the Fudge Factor
- Fd is the "distance component" of the Fudge Factor where the base distance is the distance from the Home Club to the Host Club (e.g. Melbourne to Adelaide). This figure is to be modified to allow for the actual "place" the meeting is held. (DM 2003)

  Fd = shortest road distance to Nat Meet venue/Distance Melbourne - Adelaide
- Fc is the "Club component" of the Fudge Factor:

  $$Fc = \frac{K}{\text{Log 10 (approx. MG-owning membership)}}$$

  K being selected to give Fc = 1 for Host Club

The current Fudge Factor, based on distance travelled, is fair in all respects except when applied to Tasmania, because the ferry crossing is a cost, not a distance. This cost should be converted to a distance. Australian Taxation Office cost figure for a 1601-2000cc car could be used for this conversion but as it includes a

component for car replacement and depreciation, which does not (generally) apply to MGs, it is proposed that the cost figure, which the Tax Office revises annually, be halved.

The figure at the time of the 1994 National Meeting was 0.581 cents per km, which when halved equals 0.29 cents per km, or 3.44 kms per dollar.

The average entry from Tasmania is 2 persons and one MG, the ferry cost at 1994 National Meeting being $189 per person and $140 per car, a total of $518. Applying the 3.44 kms per dollar this equates to 1782 kms but to be fairer an additional 200 kms, being the average distance travelled in Tasmania to board the ferry, is added. Thus the distance travelled is 1982 kms. **Refer Clarification Below.**

Applying this figure in the existing Fudge Factor Formula for a National Meeting in Adelaide, would give Tasmania MGCC a Fudge Factor of 5.625. This would compare with other Fudge Factors as follows - SA/1; WA/5.256; NSW (Sydney)/2.479; Newcastle/3.941; Hunter Region/3.137; Queensland/4.640; Gold Coast/4.679; Victoria/1.596; Geelong/2.428. (DM 1994)

The Fudge Factor for each Club should be included in the official programme. (DM 1995)

Clarification of the calculation for the equivalent mileage for the crossing of Bass Strait.

The formula to be: Cost of an inside cabin for 2 people plus the cost of one (1) car (not to include a trailer or caravan) at the night crossing rate being the current rate at the date of sailing, 7 to 10 days before Easter. (DM 2019)

Registration Form

The registration form needs to seek more specific information on what modifications (if any) have been done to a vehicle, to enable a decision to be made before the Meeting on what class the vehicle will compete in. (DM 1991)

The policy adopted in 1996 by the MGCC Victoria in confirming registration details to a registrant prior to their departure from home for the National meeting, proved beneficial in Registration running very smoothly on Good Friday. (DM 1996)

Registration

a) Name Tags. Nametags should show the entrant's Club. (DM 1986)

b) Sighting of Licences. If the host club wishes to sight the relevant licences of registrants after Registration, the Supplementary Regulations must be worded accordingly. (DM 1992)

c) Dash Plaques. One dash plaque per registrant is to be included in the registration pack. (DM 1992) Any additional dash plaques to be made available for purchase by registrants. (DM 1994)

d) Scrutineering. Scrutineers must check both the eligibility and class of vehicles. (DM 1997) After 1 January 1997 all Host Clubs must use licensed (Motorsport Australia) Scrutineers. (DM 1996)

e) Scrutineering Sheets. Scrutineering to be conducted using a form suitable to the event being run. (DM 1996)

f) Unnecessary Queues. We need to avoid lengthy queues at Registration. (DM 1997)

g) Waterproof windscreen stickers. The use of waterproof windscreen stickers is recommended. (DM 1998)

Concours d'Elegance

a) All cars in all events are to be presented for scrutineering at Registration. (DM 1990)

b) It is recommended that all cars that are to be judged should have their hood fitted, [cars without a "hood" will lose points save for Specials Ref h. (DM 2005)] the bonnet lifted and the boot unlocked, to enable the judges to select the six best cars in that class for judging. (DM 1996)

MG-F/TF's shall be presented with all hoods for judging, the hardtop will be points neutral, ie not attract or diminish the points score. Failure to make the hood available to judges will detract from the final points score. (DM 2006)

c) Consensus Judging. With the adoption of consensus judging, and to eliminate confusion by judges unfamiliar with this form of judging, a single box only is to appear on the judging sheet from 1993 for the judging figure, rather than "Judges 1, 2, 3" as previously. A Concours Consensus Judging Sheet is included in this Manual under Section 10. (DM 1997)

d) The need for the judges working as a team is to be stressed at the judges' briefing. Tools may be displayed outside the car during judging. However, no other enhancements such as previous trophies, restoration records incuding photographs or information placards relating to the car model are to be displayed either outside or within the car until judging has been completed. [DM 2016]

e) "Originality" points allocation in the Specials Class. The subject of the relevant points to be allocated under "Originality" on the Concours Consensus Judging Sheet regarding the "Specials" Class is to be addressed to the relevant judges at the judges' briefing. (DM 1998)

Specials are judged on "the best car on the day". 'Originality' should not form part of the judging on Specials, e.g. they should not lose points for not having a hood. However, the car should have the equipment it is supposed to run with. (DM 1992)

f) Collection of Judging Sheets. It is imperative that these be collected from car windscreens so that attendance can be verified. The Judging Sheet should be inscribed 'NOT TO BE JUDGED' if judging is not wanted. (DM 1986)

g) Judges. Names of prospective judges to be obtained from other Clubs prior to the National Meeting. (DM 1990)

In order to ensure the continuing availability of experienced judges at National Meetings, all Clubs are to provide a list of experienced judges (who have judged at National Meeting level), with their preferred class/es, to the Host Club well before the National Meeting and that three judges would be used in each class. (DM 1996)

* **Three l**ots of three judges **(each "lot" judging one section)** to determine the three overall best cars of the Concours. (DM 1996) (DM 2022 wording update)

h) Rolling Chassis. To conform to the "Rolling Chassis" category, doors and bonnets must not be fitted. (DM 1987)

i) **Overall Best Car of Concours is split into three sections** - one section consisting up to and including TF and the MGY; with post-TF being the second class. (DM 1990) The third section being all vehicles manufactured after 23 October 1980. For this trophy the later FWD Metro, Montego Maestro and RV-8 are included along with the later sports, sedans and variants. (DM 2001)

Two lots of three judges would judge the three overall best cars of the Concours. (DM 1996) this is a repeat of wording above in point g) and doesn't make sense now there are 3 groups

i) Presentation of Concours trophies. At the discretion of the Host Club, trophies for the Concours can be awarded on the Concours Day rather than confining the presentation to the Presentation Dinner. (DM 1995)

Discovery Run Important Information (DM 2024)

The Discovery Run is an alternative to the speed event not the motorkhana.

At the 2024 National Delegates Meeting it was decided to replace the Observation Run with an event called the Discovery Run. The major change is that no questions are to be answered while driving, rather the entrants travel to checkpoints where they leave the car, are given question sheets and walk about the area to find answers to the questions before proceeding to the next checkpoint.
Please Note : the social component of the Discovery Run has now been fully subscribed.
Below are the new Rules for the Discovery Run.

Discovery Run Rules Adopted at the 2024 Delegates Meeting
The Discovery Run is an alternative to the Observation Run and is intended to encourage participation by meeting the requirements of Motorsports Australia (MA) for an event that does not require a MA competition license as would be the current case for a traditional observation run / touring assembly. The decision to hold a Discovery Run instead of an Observation Run rests with the host centre.

a) Questions are to be set that can only be answered after the entrant's car is safely parked and the navigator/passenger and or driver has alighted the vehicle.

b) No questions are to be set that can be answered while the vehicle is in motion, such as answers to road signs, distance poles or topographic features.

c) Answers to questions should only be in locations where vehicles can safely pull off the road, not be adjacent to double lines or blind corners, and where there is sufficient space for a number of vehicles to be safely parked at once.

d) A tie breaker question or task should be set to be completed before commencement of the run or at any stage in the event.

e) The departure of cars at the commencement of the run should be staggered to avoid as much as possible long lines of MG cars on the roads and congestion at stops.

f) The Discovery Run is restricted to a maximum of 100 kilometres and must be able to be comfortably completed by all entrants in under 4 hours.

g) Where practicable the Discovery Run should finish at one of the other events.

h.1) Points for the Discovery Run: – Points for results will be allocated per car regardless of the number of occupants of the car. Should the entrants win a trophy only one trophy will be allocated to the entrants. One extra point will be allocated for each car entered in the Discovery Run regardless of class position.

h.2) If the "navigator" in the car is a "Competition" entry, the same points as the Driver will be allocated to them. (DM 2025)

i) Entrants must be driving an MG for the entire Discovery Run to earn points.

j) The Discovery Run can also be completed as a social run, in which case the participants will be provided suggested route instructions but will not be provided the questions and are not awarded any points.

NOTE: At the 2011 Newcastle added extra Classes due to entry numbers; this made a total of 8 "better balanced classes. ***Extra trophies may be awarded as in 2025.***

At the 2012 National meeting MG Owners WA offered to supply a perpetual outright trophy for the event, which was accepted by the delegates. (DM 2012)

Economy Run

a) The Economy Run is included as a competition event. (DM 1989)

b) The Economy Run should start and finish at a service station. (DM 1995)

c) A map on how to get from the finish service station to any other event being run concurrently should be made available to the competitors. (DM 1995)

d) Clear definition on the length of time allocated for the running of the Economy Run must be included in the rules pertaining to this event. This will help the competitors in determining whether it is worth their while to continue in the event if the time limit has elapsed. (DM 1995)

e) Points allocation for the Economy Run. (if a competitive event) Even if two persons are registered as competitors and compete in the one car for the Observation Run/Rally/Economy Run, there will be only ONE lot of points allocated to the entrant/s in each car. (DM 1997) Also ref d) in Observation Runs.

f) Ref f) in Observation Run for classes.

Motorkhana

a) Organisers should request back-up timing equipment from other Clubs. Newcastle, South Australia and Victoria have timing equipment they are quite willing to lend in future.

b) WD times are to be taken from a similar class if not able to be established within a class at the club's discretion. [DM 2015]

Sprint/Speed Event

a) A third entry is allowed to compete in the one car, provided the third competitor is a direct child, aged 20 years or under. (DM 1991)

b) Strongly recommended that the minimum level of medical care for speed events be full paramedic care. (DM 2005)

Electronic Timing Devices

a) Electronic timing devices must be used in speed events at National Meetings. (DM 1998)

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 onward in each class/event for each competitive entry

Kimber Run

Each entered car (MG) participating in the KIMBER RUN will receive 1 point towards the Wratten Trophy. (DM 2017)

Note: Section f of the Discovery Run references maximum distance and time of the event. A suggestion is that entrants could be given a running sheet that would allow them to plan a time allocation for the run.

SECTION 6 - SOCIAL EVENTS

Presentation Dinner

a) In announcing trophy winners, the Club to which the placegetters belong, should be announced. (DM 1991)

b) Whether drinks are provided at the social events, BYO, or available for purchase, should be advised in either the bulletins or programme of events. (DM 1991)

c) It is traditional for a trophy to be awarded for each 1st, 2nd and 3rd placegetters in all Classes. (Ratified DM1995)

d) At the discretion of the Host Club , trophies for the Concours may be awarded on Concours Day. However, all other trophies must be awarded at the Presentation Dinner. (DM1995).

e) Catering - In order to eliminate queuing, caterers must have as many food serving points as possible at the various functions. (DM 1991)

Rocker Cover Race Guidelines (Added Sept 2008)

2018 Changes included in guidelines highlighted below:

1. With the exception of the event name, references to "Rocker Cover" in the guidelines is changed to "Rocker/Cam Cover" to include covers from overhead cam engines.
2. Clause (c) under The Racers, is changed to read: "The racer shall be no more the 40mm longer than the rocker cover, excluding wheels"
3. Clause (a) under The Races, is changed to read: "The competition will be conducted in best of three heats of two racers at a time"
4. Clause (g) under the Racers is added to read "Racers will be scrutineered for compliance to the above clauses, and may result in disqualification" (DM 2018)

The Racers

a) The racers shall have no power source. All motive force is provided by gravity.

b) Racers shall be based on a rocker cover from any MG or a rocker/cam cover of the same silhouette.

c) The racer shall be no more than 40mm longer than the rocker/cam cover excluding wheels.

d) Wheel track shall be no more than 200mm.

e) Racers shall have four wheels, no more than 155 mm diameter.

f) The maximum racer weight to be no more than 3 kg.

g) Racers will be scrutineered for compliance to the above clauses and may result in disqualification.

The Course

a) The course shall consist of a launch incline of 1.5m long, followed by a level run of 6m.

b) The launch incline shall be divided into two lanes, each 450mm wide & shall be 600mm high at the rearmost part & level with the course at the front edge. The front edge shall be bevelled to provide a smooth transition from incline to run-out area.

c) The official starting line shall be 600mm from the rear edge of the ramp. A mechanised starting gate may be employed.

d) The run-out section of the course shall consist of two clearly marked 900mm wide lanes.

e) The finish line shall be marked 6m from the front edge of the launch incline.

The Races

a) The competition will be conducted in **best of three** heats of two racers at a time.

b) The racers are to be launched with their leading edge on the starting line. The first racer to have the leading edge cross the finish line is the winner. If neither racer makes it to the finish line, the racer going the furthest in its lane wins. If the wheels of the racer should touch or cross over the lane markers the racer shall be disqualified. The remaining racer automatically becomes the winner.

c) Winning racers will advance to the next round until all are eliminated except one racer, which will be the outright winner.

NOTE: Above guidelines based on guidelines published by MGCC Hunter Region for the inaugural National Rocker Cover Racing Championships run at the 2005 MG National Meeting

SECTION 7 – TROPHIES

Guide for Presentation Dinner: Presentations *(Added DM 2019)*

This Guide is aimed at maximising the information, thus enjoyment of the attendees at the Dinner.

When presenting awards the procedure is: eg. Class L MGB Mk II 3rd NAME and CLUB . 2nd NAME and CLUB . 1st NAME and CLUB .

When presenting awards for the Major awards the procedure is: eg. Sprint Outright Awards: 3rd NAME and CLUB plus the competitors TIME. Repeat for 2nd and 1st Outright.

For other awards: the Award NAME plus description eg. Golden Gudgeon Trophy. Awarded to the T or Y-Typer who gains the highest aggregate point score, incorporating the fudge factor. Then NAME, CAR DETAIL and CLUB

The NUFFIELD OCEANIA is an index of performance of 2% of a Club's Membership and includes the Concours and Motorkhana; the maximum score is 18 Points.

The WRATTEN is for the club who scores the maximum points over all events at the meeting including the fudge factor (that adjusts for the club's total membership number and distance travelled to the meeting.)

It is usual to Count down to the winner of each of these awards.

Class Trophies

- **Trophies are to be presented to 1st, 2nd and 3rd in all classes in all competitive events at the meeting.** (DM 2017)
  Note that in 2011 Newcastle added:
- Extra Classes due to entry numbers; this made a total of 8 "better balanced" classes.
- Presentation of 2nd and 3rd outright awards in both the Motorkhana and Sprint.

Perpetual Trophies

ALL trophies MUST be returned to the host club at the following Nat Meet so they are not lost, as has happened with the Oceania Cup in the past. (DM 1990)

- It is the responsibility of the winning member's club to return the trophy, clean and in good condition in its box, to the host club two months before the event. A reminder will be given in the appropriate Bulletin. (DM 2002)
- In the case of PERPETUAL TROPHIES (**awarded to individuals**), there must be a **minimum of two competitors in a Class and the competitor must have competed in three different events** before someone in that Class can be considered for the awarding of any Perpetual Trophy. (DM Sydney 2009)
- **In the case of a tie**, then the entrant who competes in the larger class will be declared the winner. The larger size will be determined by the number of Concours entrants per class, however there must be a minimum of two entrants in the class in the Concours for the entrants to be eligible. (DM 2011)
- It is the responsibility of a person receiving a PERPETUAL TROPHY to have the trophy correctly engraved. (DM 1996)

a) **New Zealand Plate.** Awarded for the best aggregate point score excluding the fudge factor achieved by a T-Series MG. (Ratified DM 1997)

Classes: D, E and F; plus check T-Types in X and Z.

This trophy was first awarded at the 1977 National Meeting held in Katoomba. The trophy, in the form of a silver tray, was brought to Katoomba by a group of MG enthusiasts from New Zealand. It was first

awarded to Ross Taylor from the Newcastle Club. Although not a first-place winner, Ross competed in every event in his TC. For his efforts, Ross was rewarded with the New Zealand Plate.

b) **Golden Gudgeon Trophy.** Awarded to the T-Typer or Y- Type* who gains the highest aggregate point score, incorporating the fudge factor. (Ratified DM 1997) *Super Specials are excluded from competing for this trophy.

Classes: D, E, F and U ; plus check T and Y - Types in class X.

The Australian T-Series Association (ATA) at the 1978 National Meeting in Perth instigated this award. The ATA traditionally presents a Golden Gudgeon Trophy for the best aggregate point score achieved by a T or Y - Series MG.

Since the 1984 National Meeting in Tasmania, a perpetual Golden Gudgeon Trophy has been presented to the best aggregate point scoring T or Y-Series MG, equipped with a T or Y - Series chassis and engine, taking into account the National Meeting Fudge Factor. (DM 2019 Y-Types included)

c) **MG Mastermind Quiz.** First awarded in 1988 by the MGCC Canberra, this trophy is awarded annually for the best-displayed knowledge of MG technicality and trivia. The holding of this event is to be left up to the Host Club. Noted that this event has been dropped in favour of the rocker cover racing on the Noggin and Natter night. (DM 2008) The trophy is being held by Newcastle (DM 2015)

d) **Cecil Kimber Centennial Trophy.** This trophy was presented by the MG Car Club (United Kingdom) in 1988 to recognise the 100th anniversary of the birthday of MG marque founder, Cecil Kimber.

Awarded to a registrant who has competed in all the main features of the National Meeting, in a MG, and has totalled the highest percentage of points from each event main feature, all events to be judged equally, with the fudge factor not being taken into account.

e) **The John Wratten Memorial Trophy.** A trophy has been awarded since the first MG National Meeting held in 1970. The trophy, donated by the Sports Car Dealers of Sydney, was awarded to the State with the highest aggregate of points gained in competition.

At the second National Meeting held at Easter in 1971, tragedy struck the speed event at Calder Raceway, when John Wratten, the secretary of the Victorian Centre rolled a borrowed P-Type. John died in hospital before the Delegates Conference began.

At that Delegates Conference, it was suggested that, with the agreement of the Sports Car Dealers of Sydney, their trophy be renamed the John Wratten Memorial Trophy.

This trophy, presented to the club achieving the best aggregate score (taking into account the Fudge Factor), is keenly fought for by competitors from all centres.

The awarding of the Wratten Trophy is to continue, but discussion on suggestions or recommendations on how to work out an alternative award system could possibly be discussed at a future Delegates Meeting. (DM 1989)

f) **The Chris Dodds Memorial Trophy** - MGB GT V8 Register; **Class R only.** This trophy was inaugurated by a gathering of V8 Register members at the 1982 National Meeting in Canberra. It is in recognition of Chris Dodds' contribution to the MG Marque and the V8 Register. Chris, along with Steve Foldhazy of Sydney, established the register with the aim to list all owners of factory produced V8s in Australia, and to provide an interchange of technical information.

Chris was an enthusiastic member of the MG Car Club (Newcastle), and his tragic passing in 1981 was a great loss to his family and many MG friends throughout Australia and the United Kingdom. A Chris Dodds Perpetual Trophy also exists in the UK and is competed for annually by members of the V8 Register in the UK.

g) **The Joan Richmond Trophy.** This trophy is awarded to the woman who **achieves the highest aggregate score over all competition events.** (Fudge factor not included.) This trophy honours one of motorsports' past competitive ladies. Awarded in 1989 by the MG Car Club Victoria Ladies Class.

h) **The TC Owners Club Perpetual Pre-War Trophy.** This trophy, donated by the TC Owners Club, recognises the efforts of owners of Pre-war MGs. It is awarded to the Pre-war MG attaining the highest aggregate point score in competition (including the Fudge Factor).

Classes: A, B and C.

i) **The Jean Kimber Cook Perpetual Trophy** for Junior Drivers who are under 17 years of age at January 1st on the year of the meeting, (DM 2019). Following the presentation of a toy TC by Jean Kimber Cook to Harry Pyle in 1995, it was proposed at the Delegates Meeting that Harry Pyle (TC Owners' Club) have this TC mounted, to form a perpetual trophy, for presentation to the junior drivers at future National Meetings.

The Jean Kimber Cook Perpetual Trophy for Junior Drivers is awarded to the junior driver who achieves the **fastest time in the motorkhana only.** (DM 1997)

j) **Nuffield Oceania Trophy.** In the early 1950s, Lord Nuffield commissioned and presented to the MG Car Club (in the UK), four prestigious trophies, so that each year the Home Centre might recognise the Overseas Centres that achieved greatest growth, enterprise and initiative in Europe, South Africa, USA and Oceania.

The trophy is engraved, Nuffield Challenge Trophy for Annual Competition between all Centres of the MG Car Clubs in the Pacific Area. (Now restricted to Australia).

The Awards record shows the following: 1953 New South Wales; 1954 New South Wales; 1955 Queensland; 1956 New Zealand; 1957 New South Wales; 1958 New South Wales; 1959 South Australia; 1960 Victoria.

Subsequent to 1960 the Cup disappeared and with the demise of Nuffield/BMC the competition faded out.

In 1988 the MG Car Club nominally awarded the trophy to the Hunter Region

An anonymous benefactor offered the return of the trophy if it was used for a worthwhile competition. In 1995 while attending MGs Down Under, MG Car Club UK Chairman Mike Hawke and Overseas Director Alan Kingwell agreed that the "Oceania Trophy" would be reserved for Australia's MG Clubs only and that we would decide the method of presentation.

Throughout 1995 the Victorian Club conducted nationwide negotiations with all MG Clubs and finally arrived at the following rules.

NUFFIELD TROPHY Insurance: The Centre awarded the Nuffield Oceania Trophy is to sign as having received it on a form provided by the MG Car Club UK Ltd, which will insure the Trophy. [DM 2016]

Nuffield Oceania Trophy Rules

1.0 Introduction

* The Nuffield Oceania Trophy is a perpetual Trophy award, which is to be presented annually to the Australian Centre having the best performance at the National Meeting.
* The awarding of the Trophy shall be covered by the following regulations.
* The spirit of this award is to fulfil the trophy engraving "Nuffield Challenge Trophy for Annual Competition between all Clubs of the MG Car Clubs in the Pacific Area" (now restricted to Australia). Thus encouraging maximum Club membership participation at the highest level of presentation and performance.

2.0 Regulations

* All Australian MG Car Clubs shall be eligible to compete for the Nuffield Oceania Trophy - No special nomination of teams is required.
* Competition for the award shall be based on the National Meeting Events of Concours and Motorkhana.

* All rules and regulations issued for the National Meeting shall be applicable. No special events or allowances are envisaged for the competition for the award.
* Each Club will be represented by 2% of their nominated membership. A minimum number of five (5) shall be used for the averaging. The maximum number is twenty (20) - hereafter called "the 2%". (In the calculation the number is to rounded down)
* The nominated membership is MG owning members - as used for the Wratten Trophy.

3.0 Scoring

* The total points scored by each Club, by the 2% from that Club, shall be totalled for the two nominated events.
* The resultant average score shall be the measure of the Club's performance, with the highest average being the winning Club, taken to 2 decimal places.
* No compensating factors (e.g. fudge) other than the 2% of membership shall apply.
* A Club with less than the minimum entrants is eligible to win but the 2% number must be used to divide back into the above totalled points score to obtain the average.
* Should two or more Clubs have the same average score per 3.2 then the Trophy shall be jointly awarded.

4.0 Trophy Presentation

* The Trophy will be awarded to the successful Centre at the National Meeting Presentation.
* The winning Club will hold the Nuffield Trophy until the next National Meeting, with the winning Club receiving a small trophy to retain. The winning Club's team will be known as "The Top 2%" for that Meeting.

5.0 Control of these Rules

* The National Meeting Delegates have the power to modify these rules as they see fit in the usual way.
* Any dispute arising out of the awarding of this Trophy shall be handled by the Stewards of the Meeting, in accordance with Motorsport Australia rules.

6.0 Clarification

* Five entrants shall represent any Club with a membership of 250 or less.
* Twenty entrants shall represent any Club with a membership of more than 950.
* Any entrant that is not entered in the Concours can be included because of their Motorkhana performance alone, but not Concours alone.
* To obtain the number to represent a Club, multiply the membership by 2% and round up to the next whole number (within 5 to 20), i.e. 367 members.

  367 members x 2 = 7.34 (Round up to 8)
* If in the above example, the Club had only 7 entries, all points scored in the Concours and Motorkhana would count, but 8 would be used as the divider to obtain the resultant average score.

  (DM 1996)

k) **Observation Run Perpetual Trophy.** Donated by the MG Owners Club of WA to recognise the outright winner of the Observation Run at each National Meeting, commencing from Tasmania in 2012.

l) **The Hard luck Trophy.** Although not a perpetual trophy, it is a custom at National Meetings to present a small token award to a club member who has the misfortune to suffer a mishap on the way

to the National Meeting. There have been many extraordinary tales of disaster over the years, and often it is a difficult task for the host centre to decide who is most deserving of the hard luck trophy.

m) **Magazine Competition.** This competition awards a perpetual trophy for the best presented MG Car Club Magazine. Consideration is NOT TO BE given to cost of production and the numbers distributed.
A suggested score sheet is attached as an aid to judging and can be used if required. (DM 2009)
Ref: q) iii Includes WEB Site Guide

n) **Photographic Competition.**

i) Photographs entered in this competition are judged in the following categories:
* Best Action Photograph
* Best Still Photograph
* Best Novelty Photograph
* Best Digital Photograph (added DM 2003) - This means "substantially digitally altered from the original" (DM 2008)

ii) Photographs entered in previous National Meetings are not eligible.

iii) Photographs must be the registrant's own work and taken within the last two years. The entrants name and details should be on the back of the entry.

iv) The maximum size of any photograph A4 with the maximum size of the mount 16 x 12 inches (400 x 300 mm) is to be emphasised in the Bulletin advising of the competition. (DM 1998) (Revised DM2003)

o) **Club Ambassador.** (Formerly "Miss MG" and "Junior Ambassador") (DM 1997)

i) The competition is open to both male and female. (DM 1994) (Ratified DM 1996)

ii) Open to either one male or one female representative from each participating Club and being a teenager as at the date of the National Meeting. The competitors for their part help promote the spirit of MG throughout the National Meeting weekend.

iii) Judging criteria (DM 1985) - Removed ref v) below. (DM 1998)

iv) The Club Ambassador feature is optional for each National Meeting. (DM 1998)

v) It was carried unanimously at the Delegates' Meeting in 1998 that there be NO OVERALL WINNER named for this event. (DM 1998)

p) **Web Site Trophy.**

i) A perpetual trophy presented by Geelong Club for the best Web Site as these sites will become the predominant communication medium for clubs in the future.

ii) To be awarded to the club with the best judged website having some regard for the membership numbers as given by the Magazine Competition. (DM 2009)

iii) CURRENT OUTLINE INCLUDED AS AN ATTACHMENT at end of this document.
MG National Judging Guidelines for Magazines and WEB Sites
*This is to be reviewed by SA who will pass on the details used at their Meeting for consideration at the 2023 Delegates Meeting to Ratify. (DM 2022)****NOT COVERED IN 2023***

q) **The Ian Curwen Walker Trophy.**

The Ian Curwen Walker Trophy. This trophy is awarded to the male who **achieves the highest aggregate score over all competition events.** (Fudge factor not included.) This trophy honours one of the foundation members of the MG Car Club of SA and well-known National Meeting participant. Awarded in 2023 by the MG Car (DM 2023)

SECTION 8 - ORGANISING CENTRE OF NATIONAL MEETINGS, VENUE, WINNER OF THE JOHN WRATTEN MEMORIAL TROPHY AND NUFFIELD TROPHY

Year	Organising Club	Venue	Wratten Trophy Winning Centre	Nuffield Trophy Winning Centre
1970	MGCC New South Wales	Sydney	New South Wales	Restarted 1996
1971	MGCC Victoria	Melbourne	Victoria	
1972	MGCC South Australia	Adelaide	South Australia	
1973	MGCC New South Wales	Oran Park	New South Wales	
1974	MGCC Victoria	Melbourne	Victoria	
1975	MGCC South Australia	Adelaide	Western Australia	
1976	MGCC Tasmania	Launceston	Victoria	
1977	MGCC New South Wales	Katoomba	New South Wales	
1978	MGCC Western Australia	Perth	South Australia	
1979	MGCC Victoria	Ballarat	Victoria	
1980	MGCC Gold Coast	Gold Coast	South Australia	
1981	MGCC South Australia	Glenelg	Victoria	
1982	MGCC New South Wales	Canberra	South Australia	
1983	MGCC Victoria	Geelong	South Australia	
1984	MGCC Tasmania	Hobart	South Australia	
1985	MGCC Newcastle	Newcastle	Victoria	
1986	MGCC South Australia	Adelaide	Victoria	
1987	TC Owners' Club	Perth	Victoria	
1988	MGCC Canberra	Canberra	Victoria	
1989	MGCC Victoria	Shepparton	Victoria	
1990	MGCC Queensland	Brisbane	Tasmania	
1991	MGCC New South Wales	Nowra	Victoria	
1992	MGCC Tasmania	Launceston	Victoria	
1993	MGCC South Australia	Adelaide	Tasmania	
1994	MGCC Hunter Region	Newcastle	New South Wales	
1995	MGCC Western Australia	Fremantle	Victoria	
1996	MGCC Victoria	Shepparton	Victoria	South Australia
1997	MGCC Gold Coast	Gold Coast	New South Wales	Gold Coast
1998	MGCC Tasmania	Hobart	New South Wales	Tasmania
1999	MGCC New South Wales	Gosford	Victoria	Newcastle
2000	MGCC Newcastle	Newcastle	Queensland	Queensland
2001	MGCC Canberra	Canberra	Queensland	Queensland
2002	MGCC South Australia	Adelaide	Victoria	South Australia
2003	MGCC Victoria	Shepparton	Victoria	Queensland
2004	MGCC Queensland	Warwick	Victoria	Queensland
2005	MGCC Hunter Region	Maitland	Victoria	Queensland
2006	MGCC Tasmania	Launceston	Queensland	Tasmania
2007	MGCC Gold Coast	Gold Coast	Victoria	Queensland
2008	MGCC New South Wales	Tamworth	Queensland	Queensland
2009	MGCC Victoria	Geelong	Queensland	Queensland
2010	MGCC South Australia	Glenelg	Queensland	Queensland
2011	MGCC Newcastle	Newcastle	Queensland	Newcastle
2012	MGCC Tasmania	Hobart	Victoria	Victoria
2013	MGCC Queensland	Toowoomba	Queensland	Queensland

Year	Organising Club	Venue	Wratten Trophy Winning Centre	Nuffield Trophy Winning Centre
2014	MGCC Gold Coast	Northern NSW club (DM 2012)	Alternate Meeting Detail to be proposed by Gold Coast "**Spirit of Abingdon**" Trophy won by: Queensland	
2015	MGCC Victoria	Yarra Valley	Queensland	Newcastle
2016	MGCC Drivers WA	Perth	Queensland	Western Aust
2017	MGCC South Australia	Glenelg	Queensland	Tasmania
2018	MGCC Tasmania	North West	Victoria	Tasmania
2019	MGCC Queensland	Redlands QLD	Victoria	Queensland
2020	MGCC Victoria	Albury-Wodonga	Meeting postponed to 2012 due to Covid 19	
2021	MGCC Victoria	Albury-Wodonga	Meeting Cancelled due to Covid 19	
2022	MGCC Newcastle	Lake McQuarrie	Victoria	Newcastle/Hunter
2023	South Australia	Glenelg	Victoria	Queensland
2024	Sydney	Tamworth	Victoria	Newcastle
2025	Victoria	Albury/Wodonga	***Victoria***	***Newcastle***
2026	***South Australia***	***Hahndorf (Outside Easter)***		

SECTION 9 - NATIONAL MEETING RESULTS, DELEGATE MEETING MINUTES, ETC

National Meeting Results

a) A copy of results is forwarded to all competitors and Clubs.

Delegates' Meeting Minutes

a) A copy of Minutes to be forwarded to all delegates, as well as Club Secretaries. (DM 1991)

Co-ordinators

a) The name of each Club's National Meeting Co-ordinator for the ensuing year to be made available at the Delegates' Meeting, for incorporation in the Minutes. (DM 1988)

SECTION 10 - SAMPLES OF BULLETINS, JUDGING SHEET, SCRUTINEERING SHEET, ETC

Bulletins are up to the host club but a minimum is covered here:

* Bulletin No. 1 re activities to be held.
* Bulletin No. 2 re accommodation options.
* Bulletin No. 3 re Registration details.
* Bulletin No. 4 re location of venues, regalia, motorkhana tests etc.
* Entry Confirmation and Official Receipt.
* Judging Sheet. (Updated DM 2006)
* Scrutineering Check List

M.G. CAR CLUB NATIONAL MEETING

2006 CONCOURS D'ELEGANCE

LAUNCESTON, 15 APRIL 2006

JUDGES RECORDING SHEET

REGISTRANT'S NAME.....ENTRY NUMBER.....

CLASS.....MODEL.....REG. NO.....YEAR.....CLUB NAME .....

NOTE: A separate section has been provided for originality therefore points must not be deducted for this reason in any other section of the recording sheet.

CATEGORY		SCORE	
1 EXTERIOR			
PAINT WORK AND FIT	/20		
PAINT	/20		
BRIGHTWORK	/20		
RUBBER AND SEALS	/20		
WINDSCREEN AND GLASS	/20		100
2 INTERIOR			
SEATS AND TRIM	/20		
FLOOR	/20		
SOFT TOP or LINING	/20		
BOOT	/20		
DASH AND INSTRUMENTS	/20		100
3 ENGINE BAY			
PAINTWORK	/34		
CLEANLINESS	/33		
WIRING	/33		100
4 UNDERSIDE			
FLOORPAN AND CHASSIS	/30		
WHEELS AND TYRES	/30		
SUSPENSION	/30		90
5 MECHANICAL CONDITION			
CHECK LIGHTS, STEERING			
PEDALS, SUSPENSION, HORN			10
6 ORIGINALITY			
EXTERIOR incl UNDERSIDE	/100		
INTERIOR incl UNDER BONNET & in BOOT	/100		200
TOTAL			600

MG National Judging Guidelines for Magazines and WEB Sites

MG Mag comp:

Frequency	How many per year
Size	Page number
Quality	Cover, Paper, Print, Readability
Content	Original articles
	Interest to Members
	Adds Number Quality
Club	Membership Number (Membership Number Fudge factor)
General	Overall "vibe" of publication

WEB Site:

Home page	Look, Presentation
	Is it up to date
	Index and navigation
	Ease of use
Site content	Index separation
	Content, Information, Forward, Past, Technical, General
	Useful links to other Sites
Club	Membership Number (Membership Number Fudge factor?)
General	Overall "vibe" of site
	Consideration of Printed and / or On Line Publications