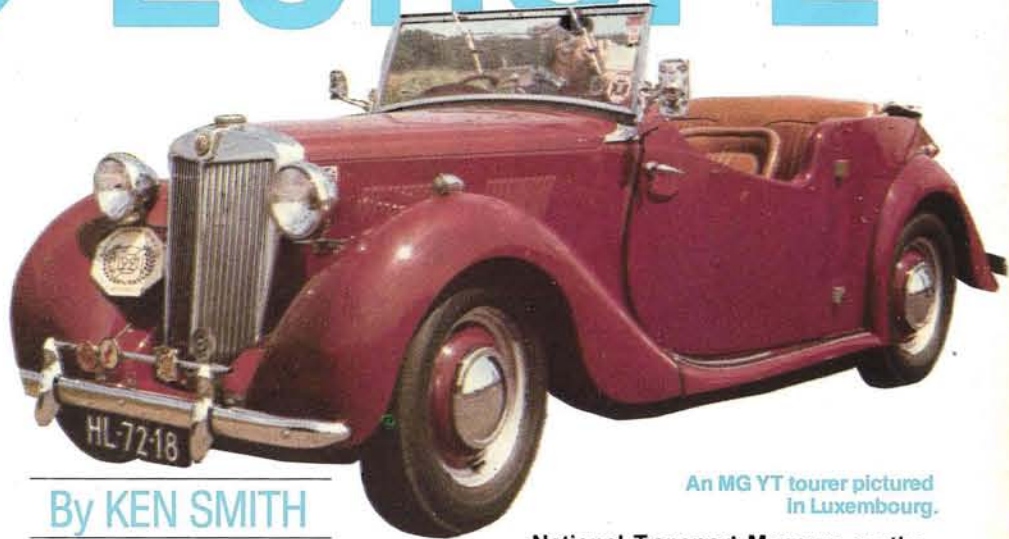


10 DAYS IN EUROPE

British MG enthusiasts looking for something a little different to the normal MG event in the U.K. took themselves off to Luxembourg and Switzerland this summer for two superb meetings organised by our continental friends.

Ton Maathuis – “Mr MG” in Luxembourg – hosted the first part of the 10-day European feature at the Mondecange Carting Piste, where MGs mainly from northern Europe entered a mild treasure hunt which took place around the beautiful countryside in the very south of the Grand Duchy. The evening get-together which followed was a spirited affair, aided by a tremendous seven-course Bar-B-Q! The weather remained hot and sunny throughout and on Sunday morning this aided the practising for the sprint event which was to be the main feature of the meeting.

Although short in length, the twisting go-kart track had ten corners which had been very cunningly set, and which tricked many drivers who thought it looked easy. Sophisticated electronic timing equipment made for split-second accuracy and a complicated form of handicapping involving the type of car, tyre and rim width as well as engine capacity meant that no one had an unfair advantage. The only casualties of the day were both non-MGs – a Golf GTi cabrio expired in a large cloud of blue smoke and a Morgan Plus 8



An MG YT tourer pictured in Luxembourg.

By KEN SMITH

insisted on performing Strauss-type manoeuvres and was off the track more than it was on!

The trophy presentation by Fredy Maathuis on the Sunday evening brought the meeting to a close but by then many of the participants were preparing to make their way South to Switzerland . . .

At Beromunster, some 13 miles north east of Lucerne, the welcome to Switzerland was in the form of 18 hours of continuous heavy continental rain. However, this was the prelude to five days of fantastic sunshine, during which time the Swiss MG Car Club made a superb effort and their hard work and planning ensured a really super meeting.

Many old friends attended including ‘Old No. 1’ and ‘EX 181’ plus an MG Metro 6R4 rally car, and these and many other fine examples of the Abingdon art were displayed in the Verkerschhaus, the Swiss

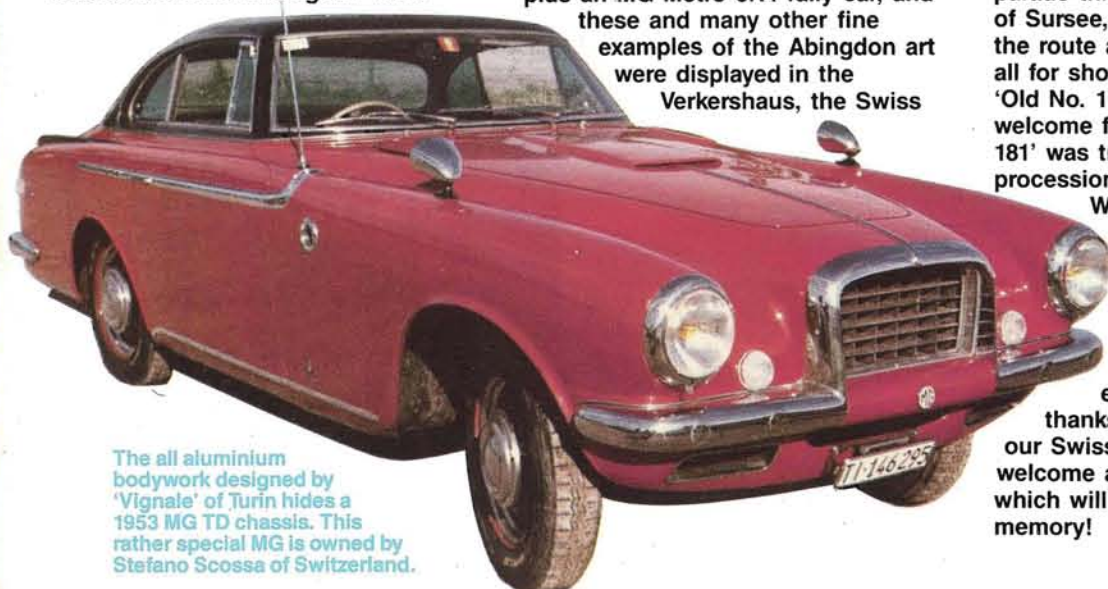
National Transport Museum on the shores of Lake Lucerne. The artistic use of auto visual aids and numerous video screens complemented the fine array of cars which included a K3 and a PA Airline Coupé.

The headquarters of the meeting was the ‘flugplatz’ (airfield) at Beromunster and a varied and flexible programme of exciting activities was complemented by hot air ballooning, parachute jumping and of course flying! Swiss members organised tours of the various Cantons and panoramic runs over the lovely mountains. To see 100 odd assorted MGs climbing 6,000 ft not once but twice in a day was really something.

Sunday was the big day for every entrant, and many others joined the parade through the historic township of Sursee, with large crowds lining the route and Swiss TV recording it all for showing later in the evening. ‘Old No. 1’ received a special welcome from the onlookers and ‘EX 181’ was trailed in the mile-long procession.

With headlamps ablaze on every car this was the high spot of the meeting which attracted entries from 14 different countries and at the farewell dinner later that evening

thanks were extended to our Swiss hosts for a welcome and a meeting which will long remain in the MG memory!



The all aluminium bodywork designed by ‘Vignale’ of Turin hides a 1953 MG TD chassis. This rather special MG is owned by Stefano Scossa of Switzerland.