

MG CAR CLUB (CANTERBURY CENTRE) INC
THE CANTERBURY MaG
August/September 2018



THE MARQUE OF FRIENDSHIP





MG SERVICE CENTRE



Lawrie is delighted with the facilities and space in his new workshop

We have been operating from our new purpose built workshops since 1 September 2010. Situated at 32 Pinewood Close, Mandeville, it is just 20 minutes from the city.

Pinewood Close runs off Tram Road, and is approx 1 km further on past the intersection of Bradleys and McHughes Roads at Mandeville North.

Aside from the location, nothing else has changed. the same friendly team you have grown to know and rely on will continue to offer all your servicing and overhaul requirements for anything MG related.

We continue to hold many new and used MG F parts, having dismantled more than 40 of these fantastic little cars.

If you are looking to purchase an MG or other marque we can assist you in finding one.



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*South Island agents for
Paul Walbran Motors*

CLUB EVENTS

August

Friday 3	Club night
Wednesday 15	Triple M run
Sunday 19	Snow run
Sunday 26	Daffodil rally fundraiser

September

Friday 7	Club night & AGM
Wednesday 19	Triple M run
Sunday 23	Spring garden run
Sunday 30	Spring forward dinner/ Prizegiving

October

Friday 5	Club night
Fri/Sun. 12/14	VCC Swap meet
Wednesday 17	Triple M run
Sat/Mon 20/22	Labour weekend away

Cover photo

Colin & Jenny Poynton at Cave in South Canterbury.

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Life in the slow lane - or 2 weeks anyway!!!!

Barbara and I have just had a couple of weeks on a narrowboat on the Leeds and Liverpool Canal in Yorkshire and Lancashire. 4 miles an hour max speed offers lots of opportunity to reflect on where you are and life in general. The scenery and history in the area are quite remarkable but I certainly don't intend to write a travelogue.

Of the highlights on the canal, the town of Saltaire has the most interest for Barbara and I. Many of you will know of this town and its unusual history. Sir Titus Salt was an industrialist and philanthropist in the 19th century who had made much money owning a woollen mill in Bradford but was appalled at the state of accommodation in which his workers had to live. He built a new mill beside the Aire river and canal, initially bringing his workers by train from Bradford and subsequently offering them much better quality in the new town he built called Saltaire - funny that!!!! Some 4000 workers operated the mill and lived in the new town which took from 1851 to 1876 to complete. The mill itself took only 3 years to build. Reflecting on this - from the tiller of the narrowboat - I couldn't help comparing the speed of this to the speed of our own city rebuild.



However, an editorial in the *Telegraph* talked about the new runway at Heathrow which has just been approved and the HS2 high speed rail line which was approved back in 2013 and which has yet to have the first sleeper laid. Opinion is that both of these projects are in serious danger of never happening because of environmental issues et al. So we aren't the only country to experience delays in getting things done.

Away from the slow lane we met up with Peter Cook from the MG Car Club UK at Kimber House in Abingdon. Walked in the door and lo - who was there but the Castles and the Poyntons and we had a tour around Oxford to see all the MG and Morris historical interest points - much as the team visiting last year experienced, except that it was VERY hot and we were forced to stop for liquid refreshments. An amazing city full of young people and all the university colleges and libraries that we've only heard of.

A bit of talk about the 2023 centenary of MG. We'll all be 5 years older by then!!

Roll on spring and the longer days.

Ted Clarke



We have another huge issue of the Canterbury MaG and I am sure there is something for everyone.

There are two fascinating stories on the history of specific cars. Allan Grant traces the history of his TF and Stu Moore talks about recycling of cars in the club and includes youthful photographs of himself and Eric Wright. The MG community is very small as these articles confirm!

Our archives expert, John McDonald, visits Southward's Museum on the Kapiti Coast and as usual uncovers lots of interesting history. Dren Errington celebrates the MG Midget ninety years on.

Bruce Airns is the subject of our member interview and he has an amazing MG story to tell as well as details of his Alfa Romeo racing. Allan McLaren noticed the race track at Wandle Downs near Waiau while heading to Hanmer on the Queen's Birthday run and has researched the Rodin FZED for us. Peter Cook has facilitated and helped write an article on a very famous Japanese actor and his beloved MG TD. In addition we have our normal event reports this time written by Sandra Frame, Tony Reid, Allan McLaren, Terry & Lyn Faulkner, Roger Foy and David & Shirley Johnson. Several of our members have also put together the main points from the recent presentation by the AA driving instructor which I am sure will be good for us all to read from time to time.

I thank all of the above for their articles and the considerable amount of time spent preparing them.

It has been very satisfying recently to receive a number of unsolicited articles for the magazine from members, some having to be kept for future MaGs. These articles add considerably to the MaG. Please keep them coming!

We have a number of loyal advertisers in the MaG but in order to keep the costs as low as possible we could easily include several more new advertisers. If you have a business or a connection with potential advertisers please do not hesitate to phone or email me. With many hundred readers each issue we have lot to offer advertisers.

The September club night, as usual, will also be the annual general meeting. This year, as I understand it, at least two committee members will not be seeking re-election meaning there will be an opportunity for prospective new members to stand for election and obviously add a new dimension to the committee. Please give consideration to making yourself available and do not hesitate to contact Ted Clarke if you need clarification on what tasks you might be expected to undertake.

Again thanks to Val and Judith Bain for their valuable behind the scenes input into the MaG. It would be a much lesser magazine without them involved.

I will catch you at an MG event very soon.

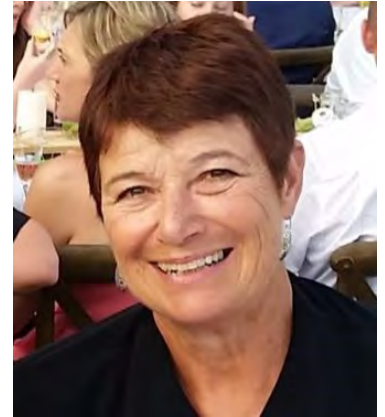
David Blackwell



CLUB CAPTAIN'S REPORT



Royal weddings claim media attention and the recent Harry and Meghan event was no exception. I am not a wedding watcher but did gape at the day-after-the-event news item showing the couple climb into a curvaceous and beautiful E-Type Jaguar to leave Windsor Castle. This car, suitably labelled a Jaguar E-Type Zero, was an appropriate 'electric' blue colour. Just stunning. That was until the car rolled down the drive like an expensive (£350,000) golf cart. No sound! No little spurt of gravel from under the tyres to reflect the once mighty British Motor Industry.



Think what you like about the quickening pace of electric cars entering the market, there have been some bright car enthusiasts who have already been-there done-that with an MG.

I recently read about a Mr E J Potter, also known as the Michigan Madman, who in 1960 created a MG 1100 'slot car' racer. Yes, based on the slot car table racing of our youth, but a grown-up drag version. He equipped this car with 4 x 200hp jet-engine starter motors. One to power each wheel, making it 4WD. Two electric cables unspooled down the ¼ mile drag track from a trailer holding Mr Potter's power source, an Allison V8 aeroplane engine and generator. Attached to the MG these delivered a massive electric charge to each wheel, hurtling Mr Potter down the ¼ mile in his "super slot car" at a trap speed of 120 mph. Sign written on the boot were the words '*Smog Free Performance*'.

Seven years ago, and closer to home, a Cantabrian with a blog name of 'Alex the Kiwi' set about converting his turquoise MGB GT to an electric vehicle. On a web site called '*Do It Yourself Electric Car*' you will find a link to Alex's blog about his project. It reads like a detailed car restoration diary. I understand very little of the technology he used but can admire his tenacity.



MGA 1500 E-Drive Retro.

Since Alex gained certification for his DIY electric MG, EV technology has evolved. In Helsinki, Finland, an American entrepreneur with a passion for classic cars has teamed up with a well-qualified restoration garage and established a partnership called E-Drive Retro. Their goal is to create the world's most collectable electric vehicles. The second car to get E-Drive Retro make-over is a 1959 MGA. This restoration used as many original but restored parts as possible, but there is a long list of modernisations to make the vehicle safer and better able to handle the software limited top speed of 180kph. Unlike the E-Type Zero driven down Windsor Drive, this MGA maintains its analogue dashboard and you open the petrol cap to insert the power charge cord. E-Drive Retro promises to 'future-proof' your classic car.

Personally, I will wait for MG to confirm it will bring the E-Motion concept car to market and get this new electric MG. Although I will have to win Lotto first.

For those interested, further information about these vehicles is available on the internet.

Sandra Frame



MEMBER INTERVIEW - BRUCE AIRNS

“The cars I have had and the people I have met.” - Bruce Airns

I thought I would write about the cars I have had and the people I have met over the years of belonging to the MG Car Club Canterbury and attending Pre '56 MG rallies.

*My first MG was a 1934 MG PA which was up for tender in **The Press**. I viewed the car and found it was a MG PA body and chassis but the original engine and gearbox had been replaced. The engine and gearbox I found fitted was from a Ford 100E. The brakes had been modified to hydraulic all round. This was a very common thing to do in the early days. Two people ended up in a Dutch Auction for this car, Clarrie Berryman and me. I ended up buying the car and proceeded to purchase parts to return the car to original condition. I collected parts from UK and NZ over many years but I never started work on this car as we shifted house to Scarborough Road, Sumner, and had only a very small garage. I then sold the car off to a vintage car man in Christchurch.*

I joined the MG Car Club and met some very good people there and was helped a lot by them on the MG PA project.

At work at NAC at Harewood Airport was an engineer, Graham Britten, who owned a 1957 MGA which he had started to restore. Graham was the brother to John Britten of motor bike fame.

Graham's wife wanted a new kitchen and he offered the car to me "as is". I viewed the car and purchased it for \$800 and brought it home on pillars and all of the door sills. On picking up the car I collected the cut off pieces as I used these for measurements to manufacture the replacement parts. I never purchased any body parts as I manufactured all that were required. This was a major rebuild and took 5 years. The only work carried out on the car by someone else was the mudguard repair which was handled by a very well known panel beater, Malcom Campbell. I painted the car myself and I learnt a lot on completing this project.

The leather work was carried out by an airport security worker at home, as he was trained at the Addington Railways Workshop in leather work. I manufactured the car hood on Averil's sewing machine which never worked again after this.

I attended my first Pre'56 rally in this car at Dunedin in 1986 and this was my first experience of



Competing in the Motorkhana at the MG National Rally, Timaru, 2018.



Not Bruce's original MG PA but a similar car.



one of these rallies. It blew me away as it was so much fun and I have attended many since then. At the Pre'56 rally at that time the MGAs were allowed to attend but not be involved with the Pre'56 prizes which were for the older cars. MGA owners got together and we started our own competition and prizes. This worked very well and is still going on today at the rallies. I was the first to turn up with a fully restored MGA and started off many who have since restored their MGA to a very high standard. The last rally I attended there were more MGAs than any other models.



A youthful Bruce in the MGA at Hagley Park circa 2000.

Paul Wilson was the major MGA man about Christchurch and at one time had four or five MGAs in his collection. Paul and David Craig had completed many rallies in David's MGA coupe. Paul found a car in the North Island and purchased it. He wished to have this car restored to its original condition so I took on this project for Paul with the objective of having it ready for the next Pre'56 rally in the North Island. I stripped the car down completely and started work on the restoration. Some rust was found so I had this repaired, the engine and gearbox overhauled and diff repaired. The car repainting, in the light blue original colour, went very slowly but I finally received the car back with two weeks to run prior to the start of the rally. I worked day and night to finish the car to concourse condition, completing it at 12 am with a midnight 'check' run around Christchurch. Next morning we drove to Picton and on to the rally. The car went well.



Ouch!!! The aftermath of the keas at Arthur's Pass, June 2012.

Working at NAC I had met many MG owners and one of these was Derrick MacDonald who for his 21st birthday his parents had purchased him a MG TF 1500. Derrick had this car for many years and one day phoned me as he was going to sell the car and he knew I was interested in MGs. I advised Paul Wilson on this sale and Paul flew to Wellington to view and purchase the car. Paul had too many MGs and offered the MG TF 1500 to me as he knew I was very interested in the car. I still have the MG TF 1500 and have attended many Pre'56 rallies in this car. Since owning the car I have overhauled the motor and gearbox and changed the diff ratio to a higher gear, as today cars are travelling much faster and you need to keep up with the traffic. I attended a MG Car Club trip to Arthur's Pass and ended up with a hole in the hood, compliments to the



MEMBER INTERVIEW - BRUCE AIRNS

keas. I had a new hood manufactured locally at great cost. I heard at the shop at Arthur's Pass that chocolate was not good for keas so went up and purchased two big cakes and fed this to the keas!

I had some rental properties in the early days and at one of these was a MG Midget Mk2 sitting outside looking very sad. I found the owner, who had won the car in a raffle, in Rotorua and purchased it for my daughter, Karen, to attend Canterbury University. She drove this car till it failed a warrant on rust in the floors. I still have this car and it is waiting restoration in the shed.

Some two years ago a lady asked me to restore a MG Midget Mk3 for her as she had a great attachment to this car which had been idle for 10 years. I took on the project and it turned out to be major. The head gasket was weeping and this had caused major bore corrosion and required an engine overhaul to fix. The car looked like it had very little corrosion in the body but when the paint was removed much more corrosion was found. I fitted a new hood, carpet and installed all new bushes and rubber moulding to the car. The front suspension had to have major bush replacement and the brake discs which were below legal limits had to be replaced. Looking back at the costs on doing this restoration it was not cheap and you really need to think about this before starting a restoration.

Car Racing

We, 'The Country Gentlemen Car Racing', started at Wigram with many from the MG Car Club entering this. It was one of the most enjoyable times I have had. Racing along side MGA, MGB, Alfa Romeo, Austin Healey and many other makes of cars was fantastic. It was very sad to see this finish.

This all stopped due to MANZ as they hated Country Gentlemen Racing. On the third Country Gentlemen's meet I entered I had modified the MGA engine by installing a high lift cam and a big valve head. This turned out to be a bad move as the big valves and high lift were touching the block on valve overrun and finally broke off the valve and damaged the engine and head. Not a good move.



In the Alfa Romeo Berlina at Ruapuna.



Also at Ruapuna, this time in the Alfa Romeo Giulietta Ti 1600, chased by Jenny Steere in the BGT.



In the MG TF at the Pre'56 rally, February 2011.



After this I found an old Alfa Romeo Berlina which was going to the dump and used this for classic racing for many years. While working on this car I meet Tim Stanton who had a 1965 Alfa Romeo Guilina Ti 1600 for sale. This car had racing history and was first raced at the very first BP Alfa Race Meeting. It was raced by Graham Mays at this meeting. I have raced this car for years and still have the car.



Pre'56 rally Yaldhurst, 2015.

I always had a great interest in Mallock Race Cars or the common name is U2. Paul Wilson had a very good friend, Errol Norris, who had the rights to manufacture these cars in NZ. Errol had some chassis which he had manufactured for Neville MacKay of Australia.

Years ago I purchased a Mark 14 chassis from Errol and started manufacturing parts to build this car. I am still working on this project and will finish it one day.

During the time working on this I have also purchased a Mallock 9a chassis from Auckland. The Mark 9a was Mallock's attempt to compete with the Formula Ford cars. I will also finish this car some time.



What the Mallock U2 will look like when completed.



It's been the people of the MG Car Club Canterbury which has made my association with MG a fantastic experience and I often think of the great rallies I have attended.

A big thank you must go out to the stalwarts of the MG Car Club Canterbury who have organised the National and Pre'56 rallies over the years. I know the amount of time this requires and you all have done a fantastic job each time.

Please accept my personal thanks for all your time and effort in organising these events.

Receiving the trophy for second in the teams event at the MG National Rally, Timaru, 2018.

L to R. Bruce Airns, Pat O'Connell and Andy Webster.





QUEEN'S BIRTHDAY WEEKEND - HANMER

SATURDAY

By Sandra Frame

Friday night prior to the QB weekend run, the forecast for Hanmer Springs read:

Saturday 5° - - 4° Cloudy

Sunday 4° - - 1° Light Snow

Monday 6° - Rain Showers

As the weather gods would have it, the weekend was much warmer and the light snow stayed on the hills, generally hidden by cloud.

It was heavy drizzle over our suburb when Tony packed the car and I did the dog-to-the-kennel run. Tony decided to put the hood up on the Lea Francis to avoid getting wet as we got caught at each traffic light on the journey across town to the Peg. 'Top Up' with the LeaF rarely happens, so it was no surprise he found the

roof vinyl cold and resistant to stretching to the LeaF's body buttons. Tony eventually, resorting to using a hairdryer, he managed to get the damned thing attached to the body buttons. A number of folk seemed surprised to see the car did actually have a soft top.

Given how cold and wet Queen's Birthday weekends can be, the line-up of MGs in the Peg carpark was impressive: 8 MGs, 1 Triumph and the Lea Francis. Accompanied by about 7 modern cars, no doubt all running their heaters.

Once onto SH7 and heading west, the traffic was light and more enjoyable for the now lowered speed limit through Weka Pass towards Waikari. It was not the weather for speeding although the cloud lifted slightly and view towards the ranges looked promising. Occasionally, a shaft of sunlight broke through the gloom, exposing a dusting of snow on the ranges.

A sight that always intrigues me along the roadside, just past the Ngai Tahu block; is a small domed concrete water tank, perched on a metal stand. Next to this is a very shiny and large set of pipes; a pumping station for the property's now modern irrigation system. It is the juxtaposition of these two technologies; the old way to deliver water to a farm v the new. Not so long ago agricultural water systems were incredibly simple and easily maintained by the farmer, now it requires a technician.



A selection of MGs and moderns assemble at the Peg.



Di & Dren Errington head through the North Canterbury foothills.



Reaching Red Post Café was time for lunch and a coffee. Leonid had ensured there were plenty of tables reserved for our large group. Most of us then meandered through to the neighbouring Art Gallery for a look-see. The quality of the food and art for sale at Culverden has improved since I last stopped by.

We drove on towards the grey clouds hanging over Hanmer. Crossing Ferry Bridge provided a postcard view of the braided Waiau; milky grey in colour and seemingly flowing out of the ominous rain clouds.

The Village welcomed us with NO Vacancy signs, confirming that it was a very busy weekend for the town. Tourists, family groups and quite a few dogs were out making the most of the early afternoon and the threatened rain never eventuated. After check-in, most MG folk seemed to disperse into the general fray of tourist activity.

That evening we all gathered for a 'long dinner' at the pub next to our motels. 36 or so of us seated at one long table. Excellent company, usual pub food and surprisingly efficient service to finish a pleasant day. An enjoyable day concluding with no sign of the forecasted overnight frost reaching - 4°.



Saturday night dinner at the 'long table'.

SUNDAY

By Allan McLaren

Being a complete novice and possibly a trifle ignorant, I had no idea why this was named the Kimber Run which is rather ironic that I have been asked to write about it. My initial thoughts turned to my childhood hero Kimba, the White Lion, and with possible whiteout conditions I assumed he would be well camouflaged.

I now know that Cecil Kimber is credited as the founding father of MG and this run is to celebrate his birthday of 12th April. I am told that his birthday was also celebrated at the National Rally, but there hadn't been time to celebrate it at club level, or were there more sinister forces at play, like an excuse to eat more cake?

After we had established where the 'here' was for the start, which Leonid had advised at dinner the night before in Hanmer, we were off on the run to Mount Lyford. Although it was a very grey day with spurts of rain the conditions were manageable.

Sandra and Tony who are adventurers from way back, were adamant that we should take the more adventurous Leslie Hills Road route. A lot of this road was unsealed but it was



Keeping warm by the fire at Mt Lyford. Trevor Ingham, Dren Errington, Ted Clarke and Allan McLaren.



QUEEN'S BIRTHDAY WEEKEND - HANMER

reasonably smooth with no major ruts.

The drive from Hanmer to Leslie Hills Road was reasonably tame, but on making the turn into it, my Chauffeur Lesley was confronted by all these vehicles that had come to an abrupt halt. Looking at the concertina affect, it appeared most of the vehicles had been caught out. Why the first car stopped so close to the corner, is one of those mysteries that may never be explained? Being a novice I enquired if this was a breach of club etiquette and was given a resounding, "It should not have happened."



Rocky Hamilton cracking the jokes with Jenny & Grant Sutherland.

We had another incident just before the Main Road near Waiau when Leonid came to a grinding halt. With the help of the Clarkes and a member of the public they discovered that a stone had managed to lodge in the brakes. *(There is a long-standing club tradition that if you loose sight of the MG in your rear vision mirror, stop and find out why. - Ed.)*

Moving on from the Leonid debacle, a bit of educational value for you. Waiau means, 'River of Swirling Currents.' In Maori tradition, this river, Waiau-uha is the female lover of the male Waiau-toa (The Clarence River). At first they are close together, but their paths separate. When Waiau-uha grieves for her lover, her tears melt the snow at the source of the river causing floods. These tears are important as I believe they were responsible for catching out our intrepid adventurers Sandra and Tony, who so eagerly insisted on this route. Not counting the true enthusiast practice of keeping the roof down, something a novice like me can't relate to, their light coloured LF was a very sorry sight, absolutely splattered in mud.



In the final run to the Mount Lyford, I was anticipating rundown farm houses, but to my surprise there were many spectacular houses in good condition. I recall passing the Avalon Store, which is everything alpacas, but the biggest surprise was what I thought at first sight was an airfield surrounded by modern buildings. It turned out this was a 2.8km motor racing track belonging to an Australian billionaire, David Dicker, whose vision is to build the world's fastest road racing car. His business is named Rodin Cars. So taken by this I have written a separate article on this enterprise. *(See page 14.)* Also in the



Graham Inwood, who joined the club in 1957, cutting the cake.



final run to our destination the Mount Lyford Lodge, the writer noted many trees in the valleys and due to them being deciduous, coupled with the grey day, it gave a ghost like appearance.

I am getting a bit ahead of myself as I forgot to mention there were two arms to the Kimber Run with another pod starting from the Peg Hotel at 10:30am. It is always pleasing when a plan comes together with the two pods merging seamlessly at the lodge. By now the weather had deteriorated further being very wet and cold.

The open fire that greeted us looked very inviting but unfortunately, did not radiate to the rest of the room. It was also surprising that in this day and age that there was no double glazing. It was at this point our beloved secretary, Jenny Steere, showed her true mettle, definitely going outside her job description, wrestling with the largest log she could find. After a titanic battle that appeared to go on for ages, the log finally relented to its fate. Jenny got so close to the fire that there was concern that she was offering herself as a human sacrifice for the better good of club members in the form of warmth. Jim Morrison was so taken by her battle, that it inspired him to write the lyrics, "Baby you can light my fire."

Our hosts at the lodge were very accommodating and had only purchased the lodge a few weeks previously. They had a rough start when they were burnt by a chef who had lied on his CV and from memory had given a false name. I can't remember exactly, but someone lent them a chef who I think you will agree did a superb job for us. Although there was not much choice on the menu, everyone I spoke to thoroughly enjoyed their meal.

It was then onto the formalities with Ted Clarke giving us a rundown on the life of Cecil Kimber. It was then the cutting of the birthday cake admirably performed by our longest serving member, Graeme Inwood who joined in 1957.

Thank you Leonid for a great day out and I am pleased to advise that everyone returned safely to their starting points.



Enjoying Cecil's cake by the fire. L to R. Peter & Gillian Russell, Jenny Steere and Graham Inwood.



A toast to Cecil. L to R. Sandra Frame, Lesley Robertson and Margaret Provan.





By Allan McLaren

As mentioned on my article on the Kimber Run, it is hard to believe that an Australian billionaire David Dicker has chosen the 1450 acre Wandle Downs, just north of Waiau, to build the world's fastest track car. His dream is to make a track-day car, obviously for rich people, that is faster than a Formula One car. He says this is not as ambitious as you would think as the Formula One guys are so heavily limited these days.

In 2011 he purchased all of the components and commercial rights to the Lotus 125 project. Sadly, the project really never got off the ground, but five were eventually sold. Under Dicker's ownership, Rodin Cars Ltd are busy redeveloping these cars which will be known as Rodin FZED.

David wanted to build his own car since he was 20, but being really expensive he needed to earn money first. Now aged 64 he has achieved this in Hi-Tech, with his hardware distribution company, Dicker Data, surpassing a billion dollars in sales last year. He chose New Zealand to pursue his dream instead of Australia because although the red tape is getting worse in New Zealand, it is still way better than Australia. He shares his time between Waiau, his native Sydney, Dubai and Italy.

He has laid out two race tracks of 2.8km. The original narrow circuit that snakes around and down the river valley and the full blown 12-metre-wide version which runs in part along the long flat paddock that borders the public road.

He has also built a factory that houses a Ferrari 458 Challenge car, Lamborghinis, Porsches and a GP 2 Series single-seater race cars. It also features an airport style control tower, satellite dishes, an industrial automotive robot, two autoclaves for making carbon fibre parts, 3D printers, high-tech milling lathes and other professional motorsport equipment.

David approached the Canterbury University Motorsport division, which competes in the International Formula SAE motor racing. He has recruited students who work in what they see as their dream job.

The vehicles are produced by his company, Rodin Cars Ltd. The single-seater he calls the F Zero he describes as a "Formula One car with fenders." It will be light weight around 600kg and largely made of carbon fibre.

When asked why the name Rodin? Dicker smiled and posed like Auguste Rodin's most famous statue "The Thinker". How very appropriate.



Rodin FZED





Last May Club night Derek Cunningham, a local AA Driver Instructor, presented us with some sound driving tips and advice. A very timely reminder for us all to keep up-to-date with road code changes and to better cope with the increasing volume of larger vehicles out there.

Over very nice pastries and coffee at West Melton's Les Délices Bakery on May's MMM run, the following list was put together by Graham Baker, Terry Faulkner, Stu Moore, Steve Brown and David Johnson as a reminder of Derek's key presentation points.

Keep safe on the road. - Sandra

DRIVING POSITION	If your car has an airbag, then your hand position needs to be 9.00 ~ 3.00 or 8.00 ~ 4.00 to prevent wrist and arm damage on airbag explosion.
ATTITUDE	Stay off the road or get someone else to drive when you are stressed or distracted. Pull over and let other drivers pass if their driving behaviour causes concern
BE OBSERVANT	Gather information about your surroundings and maintain a defensive driving attitude. Extend your vision beyond the vehicles directly in front of you. Anticipate hazards.
USE YOUR MIRRORS	Develop a pattern of checking in all mirrors; 1 – 2 – 3 so you always know what vehicles are behind you or beside you. Turn your head to check blind spots.
FOLLOWING DISTANCE	The faster you are going, the longer it takes to stop. The older braking technology of your MG and a wet road increases your stopping distance. Drive to the conditions. For a modern car it is the 2 second rule for dry roads and 4 seconds for wet conditions. Adapt for your MG braking.
ROUNDBABOUTS	Simple. Slow down to feed into the intersection. Stick to your correct lane and indicate to show where you are exiting ie; signal left as you pass the exit before the one you wish to take. Indicate right to show you are continuing around the roundabout not driving straight through. Be courteous.
PARKING	Forward face into angle park spaces only. Leave 1 metre empty kerb space each side of a vehicle driveway
INTERSECTIONS	Has the other vehicle stopped? Check their wheels; if the vehicle is moving the wheels will be turning, if the wheels are stationary the vehicle is stopped = no danger to you.
YOUR CAR	When cleaning your car always check out and note loose bits that should be attached and fix accordingly. This may prevent an accident.
COMPULSORY DRIVING TEST — SENIOR DRIVERS	Once you turn 75 you now need to renew your driver's licence. If you are concerned about sitting a driving test, get a professional, such as Derek, AA Driving, to update your knowledge and skills.





TOSHIRO MIFUNE AND HIS MG TD

By Hideo Okane, Kenji Matsuoka & Peter Cook.

The exhibition entitled 'The World Famous Mifune' was held at Tokyu department store in Shibuya, Tokyo, from 19 October through to 31 October 2017. This exhibition was held to celebrate the 70th anniversary of Mifune's debut in movies; he appeared in around 150 films. One aspect of Mifune's life (1920 – 1997) was his attachment to his MG TD. Until his death Mifune was a member of the MGCC Tokyo Centre which has for a long time been affiliated to Kimber House. Mifune's liking of British cars also included his ownership of a 1962 Rolls- Royce Silver Cloud. But it was in the TD in which he was seen frequently on the streets of Tokyo and coming and going to the film studios. He owned the 1952 car for about 45 years and it is now in the family trust.



Not only was Toshiro Mifune probably the best known Japanese actor in the West, but in his most creative years he worked mainly with what many regard as Japan's finest film director – Akira Kurosawa. Some may remember him in three western-produced movies – *Hell in the Pacific* (1968), *Midway* (1976), and *Grand Prix* (1966). *Hell in the Pacific* can be described as a reconciliation film, although with a cast of only two. An American aviator (Lee Marvin) and a Japanese serviceman (Mifune) are stranded on a desert island during WWII. Initial antagonism develops into cooperation as each realizes that their survival depends upon the abilities of the other and working together. In *Midway* Mifune plays Admiral Yamamoto alongside a more familiar Hollywood cast which included Charlton Heston, Henry Fonda, Charles Coburn, and Robert Wagner. In *Grand Prix* Mifune's character is said to represent Sochiro Honda. The main star was James Garner, but there are cameo appearances by Graham Hill, Phil Hill, Juan Fangio, Jim Clark, Dan Gurney, Bruce McLaren, Jack Brabham, and Jochen Rindt.

Mifune's impact upon western cinema is not though the films mentioned so far. His biggest impact was to star in Kurosawa's *Yojimbo* (1961) as a *ronin* (a wandering Samurai with no master); a man with no name who appears out of the blue in trouble spots, and by using his sword disposes of villains, and disappears as mysteriously as when he arrived. The samurai character was the basis of many subsequent films of the same *genre*. It should be no surprise that *Yojimbo's* producers successfully sued the Hollywood producers of *A Fistful of Dollars*. While Clint Eastwood - who had

TOSHIRO MIFUNE AND HIS MG TD



seen *Yojimbo* - was careful not to emulate directly Mifune's acting style, nevertheless as the trilogy developed Eastwood became more silent, stoic, and mysterious as per the Kurosawa character. As Mifune's acting career was greatly helped along with the Samurai films, it may be argued that Eastwood's was actually started by the Hollywood equivalent.



In the spring of 2018, a documentary movie *Mifune : The Last Samurai* will be released, initially in Japan, but may well see wider distribution. This movie includes interviews with many Japanese and foreign movie people who worked with or were influenced by Mifune's appearances in films. These include Kyoko Kagawa, Yoko Tsukasa, Yosuke Natsuki, Koji Yakusho, Steven Spielberg, and Martin Scorsese. Look out for it. Who knows, there may be some film of Mifune's cherished TD.



(Stop press. The chassis number has just been discovered, TD-18336. Ed.)





TRIPLE M MAY

By Terry & Lyn Faulkner

The weather forecast was for wet weather and so my organising for a trip to Darfield Domain, with a picnic beside a little lake amongst trees and sheltered by a very high macrocarpa hedge on nicely cut grass, was a non starter.

After a phone call to Sandra I was instructed that cancelling was not on the cards, and that I would be tossed out of the club if this kind of talk continued, so I quickly agreed that just doing the stage 1 portion of the trip would suffice.

Stage 1 involved 5 lines of instructions so I knew it would not be too challenging.

20 hardy souls arrived at the Yaldhurst Hotel car park and just before Graham arrived, having been collected by David Johnson from the Cashmere Club, the instructions were handed out and cars slowly departed. The variety of vehicles was outstanding!

I made a quick courtesy call to the Les Delices Bakery and Patisserie to prepare them for the onslaught, and breathed a sigh of relief.

Lyn and I followed along and after turning up the Old West Coast Rd we watched as Sandra and Tony overshot the left turn into Weedons Ross Rd which leads directly to West Melton shops.



The café was heaving as we entered and after a few locals left, everyone found a seat, and the coffee and conversation flowed. Nice to see everyone appeared to enjoy the company, and after about an hour we slowly dispersed and made our way home.

Perhaps in the summer we may be able to do the complete trip, and enjoy a few more Km in our MGs.



A new personalised number plate? Rumoured to be Past President and former first lady, Frank and Iris Sin.



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COMING EVENTS

From time to time there is a need to change the date, time, and some other aspect of an event due to weather or some other unforeseen circumstance. Please check our website www.mgcarclubcanterbury.nz for any changes. **Internet banking details page 1**

Friday August 3

Club night

Cashmere Club 7.30pm

Our regular monthly meeting at the Cashmere Club, 50 Colombo Street, Beckenham. Dinner is just \$18 for a two course meal. If a committee member does not ring you and you intend to be there please contact Jenny so that correct numbers can be sent to the caterer.

Jenny Steere 365 0151

Wednesday August 15

Triple M run

Cashmere Club 10.30

A different organiser each time will take us on a ramble to a specific picnic spot, with an occasional visit to a place of interest on route. BYO lunch or pick up refreshments on route. Please check website or phone the organiser the week prior to the run for any alternative pick up point for those living on the outskirts of town.

Frank & Iris Sin 347 9338

Sunday August 19

Snow run

Yaldhurst Hotel 11.30 am

Back by popular demand! We are returning to Terrace Downs for a buffet lunch, and hopefully some snow. We will be departing from the Yaldhurst Tavern at 11.30 for lunch at 13.00. Please register your interest either at the August club night, or ring Stuart or Tessa. Please ensure payment (\$45 per person) is made into the club account by August 8 so catering numbers can be confirmed. See page 1 of this MaG for the Club account number.

Stuart & Tessa Castle 021 341 250

Sunday August 26

Daffodil Rally Fundraiser \$10 per car

Yaldhurst Hotel 9.40 am

This VCC nation-wide fundraiser was held for the first-time last year and attracted a huge turnout of vehicles. This event is open to 'all motoring clubs', including hot-rods and custom cars.

Registration on arrival at VCC Club Rooms 10am, with Devonshire Tea available. Entrants have choice of 'runs', approx. 1 – 1.5 hours long, to a variety of destinations of interest. Return to the VCC Clubrooms for BBQ lunch with all proceeds going to the Cancer Society (BYO picnic if you wish).

Sandra Frame 022 3022622

Friday September 7

Club night & AGM

Cashmere Club 7.30pm

Our regular monthly meeting and our AGM at the Cashmere Club, 50 Colombo Street, Beckenham. Dinner is just \$18 for a two course meal. If a committee member does not ring you and you intend to be there please contact Jenny so that correct numbers can be sent to the caterer.

Photo competition, judging organised by Leonid

Jenny Steere 365 0151

Wednesday September 19

Triple M run

Cashmere Club 10.30 am

A different organiser each time will take us on a ramble to a specific picnic spot, with an occasional visit to a place of interest on route. BYO lunch or pick up refreshments on route. Please check website or phone the organiser the week prior to the run for any alternative pick up point for those living on the outskirts of town.

Tony Reid 021 243 7412

COMING EVENTS



Sunday September 23 Spring Garden Run Yaldhurst Hotel Time TBC. early pm

Terrace Station gardens date back to the 1850s. The garden features wonderful mature trees and a formal garden. \$5.00 pp entry charge. After a picnic afternoon tea, you can walk through the outstanding woodland informal garden amongst the spring flowers; violets, crocuses, primroses, daffodils and bluebells.

Full details will be advised on club night, by email notice and on the website.

Stuart & Tessa Castle 021 341 250

Sunday September 30 Spring forward Dinner & Prizegiving Depart Cashmere Club 5.00pm

Celebrate both the beginning of 'spring-forward' daylight-saving and the success of our most competitive members. Their speed, driver agility and focus on following instructions will see a range of members being recognised as MGCC winners.

5 pm start to a run through the countryside to arrive at our dinner venue 6.30. The fire will be blazing for you to warm up and enjoy a 3-course pub roast. The evening will be concluded with the Club's annual prize giving presentation. Price \$35.00 pp, names and money on list at club night/advised to Sandra and money paid into the club account as usual please.

THIS IS A THEMED EVENT.... Come dressed as your interpretation of '**SPRING**'

Sandra Frame & Tony Reid 022 302 2622

Friday October 5 Club night Cashmere Club 7.30pm

Our regular monthly meeting at the Cashmere Club, 50 Colombo Street, Beckenham. Dinner is just \$18 for a two course meal. If a committee member does not ring you and you intend to be there please contact Jenny so that correct numbers can be sent to the caterer.

Jenny Steere 365 0151

Fri—Sun October 12, 13 & 14 Swap meet McLeans Island

An annual event run by the Vintage Car Club. Hundreds of stalls where you might find that elusive part for your car. The MG Car Club will again be having some MGs in the car display area.

Bob McIntosh 021 0871 8057

Wednesday October 17 Triple M run Cashmere Club 10.30 am

A different organiser each time will take us on a ramble to a specific picnic spot, with an occasional visit to a place of interest on route. BYO lunch or pick up refreshments on route. Please check website or phone the organiser the week prior to the run for any alternative pick up point for those living on the outskirts of town.

Murry & Marie Meyer 03 339 8070 / 021 683 547

Sat - Mon October 20 –22 Labour Weekend away TBC

Details not available at the time this MaG went to print. Details in the next issue or on the website.

Sandra Frame 022 302 2622

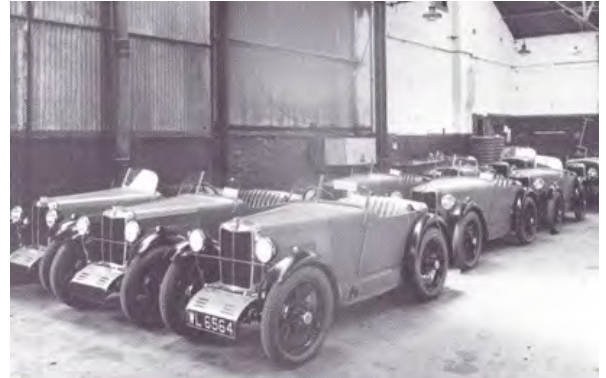


NINETY YEARS ON - CELEBRATING THE FIRST MG MIDGET

By Dren Errington

It is October 1928, the Olympia Motor Show and the MG Car Company have three models on display, the current 14/40, the new six cylinder 18/80, announced just two months earlier and the sensation of the show, the MG Midget or M type. A ground breaking 2 seater sports car of just 847 cc, priced at £175, half the price of its stand companions and only £50 more than the new Minor saloon, over on the Morris Motors stand.

With the development of this new Morris Minor earlier in 1928, Cecil Kimber had immediately seen the potential of the Minor chassis and running gear for the basis of a 'cheap and cheerful' 2 seater sports car. Plans were quickly drawn up, using a sheet of plywood as a drawing board. MG's new Edmund Rd assembly plant had no drawing office or even drawing board. And the first prototype finished in blue, was completed and running just 2 weeks before the show. The second, in red, was almost complete, just missing an engine, when it was placed on the stand alongside its two big brothers with the mobile blue M available at the show as the demonstrator. With its wooden framed, fabric-covered body (cost £6.10.0) and only slightly modified running gear, the M's performance was 'startling' and marginally superior to that of the significantly larger and more expensive MG 14/40 (£330 for the 2 seater). The third member of the MG trio, the new 18/80, was priced from £480 to \$550 depending on body style. Its appeal was to a much smaller if more well-heeled audience.



M Types at Edmund Road ready for delivery.

The demand for the Midget was instant with approximately 200 orders taken at the show. The company immediately ordered 498 bodies. However, before the first production models could roll out of the new Edmund Rd factory a dedicated assembly line had to be laid down. By March 1929 the first Midgets were rolling off the line. In the first year the Midget accounted for nearly 60% of total production and continued at such a pace that within two years production of the M and 18/80 (or A type) had outgrown the Edmund Rd factory and a new site was found in Abingdon. M type production numbers eventually climbed to 3235. Modifications were, with a couple of exceptions, minimal. Firstly engine output was raised in steps from 20 bhp to 27 bhp by the simple expedient of changing the valve overlap progressively from nil to, eventually, 35 degrees. The other significant change was the replacement of the ply and fabric body with panel steel for the last 230 cars. The total production also included some 350 Sportsmans coupes at around £50 more than the 2 seater.

This versatile little sports car paved the way for MG sports car design for the next 25 years, to the point where the name MG and the words 'Sports Car' became synonymous. M types were quickly pressed into competition in the hands of private owners and factory supported drivers. Just three months after the first M rolled off the assembly line, four Midgets were successfully entered in the Lands End trial, scene of Kimber's success in 'Old Number One' in 1925. Five Midgets obtained Gold Awards in the JCC High Speed Trials at Brooklands in June. Then in 1930 at the Brooklands 24 hour race meeting, the Double Twelve, six modified or 12/12 Midgets (now with a 7 degree camshaft overlap) entered - five finished and the top two finishers took away the team prize. Throughout its production life the M type continued in all forms of motorsport achieving success at all levels. Ms appeared at Le Mans and other continental circuits, in the Monte Carlo Rally and at almost every major trial and race meeting in the UK. Significant



successes were also recorded around the "Empire's outposts" such as Singapore, South Africa and Australia. Perhaps the ultimate success came with the record breaker EX120, developed from the M Midget. With engine capacity reduced to 750 cc this remarkable little car became the first car of that capacity to exceed 100 mph, a very significant milestone at the time.



Early MGCC days - members line up for a trial in typical English weather which shows the Ms rather rudimentary weather protection to (dis)advantage.

However from our viewpoint one could argue the Ms greatest success was at the grass roots level as the model that was influential in the foundation of the MG Car Club formed in 1930 by a small group of enthusiastic mostly Midget owners. The Club's first secretary was M type owner John Thornley who shortly afterward was employed by the MG Car Company rising to General Manager in 1952. He quickly persuaded Kimber of the value of company support for the club, a relationship that lasted up until the Leyland acquisition of MG in 1968. The Club soon morphed into Centres around the country as the popularity of these first Midgets and subsequent Midgets, plus the larger Magnas and Magnettes rapidly grew. This growth continued post WW2 and beyond. Today the MG movement is truly worldwide, with MGCC Centres and other related MG organisations throughout Europe, the Americas, Asia, the Orient, Africa and the Pacific. All thanks to the vision of Kimber and his staff who, ninety years ago, created the M Type Midget the very first of MG's cheap and cheerful little sports cars.



Pat & Toni Widdup of Palmerston North, in their steel bodied M Type .



An Australian replica of the 1930 Le Mans entry for Sir Francis Samuelson & Fred Kimble.

The Triple M Register of MGCC UK lists 413 M types including, 29 coupes (when built). This represents nearly 13% of the original build. The UK total includes cars from not only the UK and Ireland but also France, Belgium, Netherlands, Sweden, Italy, the US and Canada, Japan, South Africa, Zambia and of course Australia and NZ. The Pre War Register of Australia has 26 M types recorded while there are 12 on the New Zealand Triple M Register. Some of the Australia & NZ cars are included in the UK number.





TRIALS AND TRIBULATION

By Roger Foy

Sunday 24 June started well – the car was running well, the sun shining, the Two Fat Possums at West Melton laid on delicious eggs bene and bottomless cups of tea and coffee: great; we were all fuelled and ready to go.

With Air Force precision David (Provan), ably assisted by Margaret, Sandra and Tony, declared that all we needed to do was line up at one minute intervals across the road.....simple he said with a wry smile!

This was our introduction to Tulip navigation – seemed pretty simple; more so that straight line that I have now navigated three times and feel I am used to (beginners level only).

The first part of the trial was Tulip and after the 6th directionsomething wasn't quite right (I found out when looking at the map at the end that a simple misjudge at one tricky intersection) was enough to put it bluntly, stuff everything up. The following 3-4 tulip steps seemed logical so we kept going, finding ourselves having a beautiful drive through Halkett and back to the Old West Coast Road - Hmmm.

We retraced our steps in West Melton, seeing a beaming Sandra walking her dog. The reason she was beaming was of course the entertainment of seeing us confused...but not lost! Of course what happens is that you make the same mistake again and then enjoy a different route through the local countryside. We did see some other (nameless) MGers looking much like we felt.

Finally we found the MGX clue and we were on the way to Kirwee....the rest of the navigation seemed easy and yes, the straight line proved to be straight forward.

So, all's well that ends well: thanks to David, Margaret and their team for a well organised, challenging event; better luck next time!



***Charles & Dorothy Rushbrook,
Anne & Les Whitfield,***



***Rocky & Jen Hamilton,
Garry & Barbara Palmer,***



***Roger & Chrissy Brandrick,
Murray & Marie Meyer.***





Results and setters notes

Fifteen bold crews set off on the Trial after breakfast at Two Fat Possums. Our Club Captain, who was walking a dog through Section 1, came back a little concerned that MGs seemed to be going in all possible, and some impossible, directions. However, twelve handed in their sheets for marking at the final control: three weren't marked. Results are below. A copy of the full CRIs is available on the website.



Trial setter, David Provan dispatching entrants at 1 minute intervals.

Analysing the sheets it seems that some entrants may have confused the Tulips, which do not necessarily have an instruction for every valid intersection, with the Straight Line Diagrams, which do. As usual, some starters wrote down information from the wrong side of the road, and some were confused about whether No Exit and No Entry roads existed. Some observations were missed by many – pity that the flag of the Isle of Man was hanging limply for most and flying bravely for others. We were surprised that more than one crew wrote down none of the letters on roadside MG check signs.

RESULTS

	Driver	Navigator/s	/300
1	Scott Errington	Chris Errington, Stu Moore, Trevor Ingham	284
2	Dren Errington	Di Errington	270
3	Murray Meyer	Marie Meyer	250
4=	Paul Arnold	Steve McGirr	241
4=	Charles Rushbrook	Dorothy Rushbrook	241
6	Terry Faulkner	Lyn Faulkner	220
7=	Rocky Hamilton	Jennifer Hamilton	210
7=	Lance Faulkner	Pauline	210
9	Garry Palmer	Barbara Palmer	200
10	Dael Foy	Roger Foy	170
11	Kate Shier	Ellis Shier	160
12	Shirley Johnson	David Johnson	108





TRIPLE M JUNE

By David & Shirley Johnson

The signs indicated that the mid-winter run would be NOT GOOD!

Christchurch had recorded the worst wet weather month ever, the roads looked wet again, the temperature was down again, the 'flu' was rampant and bed was so inviting for a bit longer.

Apart from a white MG V8 having to fill with petrol (as they do), a red MG TF faulty ejection button, plus a four car right turn that was four miles early, everything else was PERFECT!

Fifteen cars turned up seeking respite from garage fever. Drivers, navigators and two dogs bravely prepared for the unknown...



The Rolleston College.

Thanks to Charles and Dorothy Rushbrook's precise clear readable directions we followed a very enjoyable trail that regenerated our hearts. First stop we joined another wheeled club at Tai Tapu café for coffee or food break. Venturing on we turned off at Motukarara doubling back to Lincoln. Wonderful variation of roads from smooth, curving, to muddy and highways. The countryside gave pleasant winter views of fields, daffodils, trees, birds, goats, miniature horses, donkeys, llama, and even a unicorn!

Approaching Rolleston we were amazed at the building developments including the impressive Rolleston College.

All this time we had some blue skies showing, with nothing more than a hint of brief fine shower. We must admit that the short unsealed road section provided a challenge as we dodged some puddles. The mud pack face-lift was won by a non MG vehicle.

To top it off we were introduced to the Rolleston Sports Park. It was picturesque and we bathed in warm sunshine under the accommodating lean-to beside the pavilion.

Gone were all misgivings about the day. Home again with a smile as we look forward to other winter outings.



An eclectic group of MGs at Rolleston.





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MEMBERS OE.



At Kimber House UK. Ted & Barbara Clarke, Tessa & Stuart Castle, Jenny & Colin Poynton.



British Motor Museum—Colin with Old Number One.



British Motor Museum—Jenny tries a Rover.



British Motor Museum—Colin and the 'parting of the red MG'.

YOU THINK CHRISTCHURCH ROADS ARE BAD?



By David Provan

So you think Christchurch roads are bad?

Heather Provan, Sandra Frame's sister and David Provan's sister-in-law, is a volunteer on the hospital ship *Mercy*, which visits ports in Africa and treats local people who have no medical support. She just sent us a message about her arrival in Ethiopia and transit to the ship. Part of it reads:

"Sunday was an adventure - I went to a local church with eight other crew members. The roads were so bad we graded them.

- Level 1** = sealed road with potholes.
- Level 2** = unsealed road with potholes.
- Level 3** = unsealed road with potholes and surface water.
- Level 4** = Potholes with road.
- Level 5** = Potholes and surface water with road.
- Level 6** = Abandon car and WALK!

We met all levels as the 9 of us were bounced and bumped against the walls and roof of the Land Rover. Our vehicle had to be abandoned at the outskirts of the village and we walked to church down a deeply rutted dusty road."





WINTER WOOLLIES

By Tony Reid

29 people assembled at Yaldhurst Hotel on Sunday 8th July. A winter's day; well, not really. The previous day had been a mild 19° and Sunday was forecast 16°. None-the-less warm clothes in an open car was really mandatory. It was great to see so many open top cars on this run.

After the briefing and instructions being handed out by Shirley, with the comment "it was not a race", we headed out onto West Coast Road. I am not sure whose benefit that comment was for as Dave Provan is still running in his engine. The route took us via West Melton through the back roads of Templeton, where I had not driven before.

A side trip to Hornby for those who needed to buy fish & chips, then back to Yaldhurst onto the Rimu Scout Camp Park on Buchanans Road. Just as I was about to enjoy a sip of mulled wine, our Club Captain expressed concern that not everyone had yet arrived at the lunch venue. We had been the last to set off from

the start point and she was thinking some fate had befallen the stragglers. Leaving my wine behind I set off and managed to find 4 more MGs driving at random around Yaldhurst. (To be fair, a small error in the final instruction was at fault, not the navigators.) Everyone rounded up, it was back to the packed lunch venue to my food and now cold mulled wine.

Special mention to Keith & Lyn Pearce, new members attending the event from Blenheim. Driving down on Saturday in their MGF, then leaving straight after Winter Woollies lunch to drive back. All the more notable as Lyn had just had knee surgery on Wednesday. Hopefully the drive home was uneventful.

The weather looked to be deteriorating rapidly, so all those with open top cars hurriedly headed home before the rain arrived.

Many thanks to David and Shirley for organising the day and of course, the mulled wine.



MGs at Rimu Scout Camp



Lunch and mulled wine



NOTICE OF ANNUAL GENERAL MEETING



MG CAR CLUB CANTERBURY CENTRE INC

The Annual General Meeting of the MG Car Club (Canterbury Centre) Inc will be held at
Cashmere Club, 50 Colombo St, Beckenham, Christchurch, on Friday,
7th September 2018 at 8.30 pm to:

- Receive the Annual Report for 2017/2018
- Receive the Annual Accounts for 2017/2018
- Confirm the appointment of Auditor
- Elect Club Officers for the year 2018/2019
- Conduct any matters of General Business

ELECTION OF OFFICERS

Nominations are called for the election of President, Vice President Secretary/Treasurer, Club Captain and Committee (minimum of 5 committee members required).

Nominations should be received by the Secretary prior to the meeting and must be signed by the proposer, seconder and nominee.

A club member may be nominated for more than one position.

.....

MG CAR CLUB (Canterbury Centre) Inc

We wish to nominate

For the position of for 2018/2019

Proposer..... Signature.....

Secunder Signature.....

Nominee's Signature Date...../...../2018



ROUND SHE GOES!!!!

By Stu Moore.

You know how things go round and round, or cycle.... fashions, wheels etc. Well here is a bit of 'recycling' from the MG Car Club many years ago. In last month's MaG there was a picture of several MGs on a run at Motunau Beach, and in that photo were 2 Singer 9 Sports. One was sure to be Eric Wright's as noted. A bit later Eric saw the light and purchased

an MG TF 1250. In fact it was on the 11th January 1957. Eric was courting the love of his life about then and when they married in 1958 he and Beverley went off on their honeymoon in the TF. Recently while 'cleaning out' their house, an envelope turned up with the following interesting things.

While Eric owned the TF he was club captain of the MG Car Club. He applied for a permit from the 'Association of New Zealand Car Clubs' to run a Standing 1/4 Mile on the 12th July, 1958, on the Tai Tapu - Lincoln Rd between 8.00am and 12 noon...(see above). He recorded a time of 22.5 seconds and was 9th in the field of cars. (see below). Note the club secretary at that time was John Moulton whose car also featured on the Motunau photo. Eric and Beverley sold the TF in March 1960 to a fellow called Brian Gorrie, who just happened to live in Hoon Hay Road.

Roll on a few years and we get to 1982. I had been trying to find an MG TF and eventually came across one in a shed in Woolston and found out it was owned by a Roy Kay of Milestone Photos. I went to see Roy who was a delightful fellow, but he said he had promised to offer it back to a man whose card he had somewhere... Eric Wright!

Association of New Zealand Car Clubs Inc.
 Telegrams: "CARASSO," Dunedin. P.O. Box 971, Dunedin

— APPLICATION FOR ORGANISING PERMIT —
 Please first read instructions on the reverse side.

1 — Name of Club Making Application.	M. C. CAR CLUB INC. In Block Letters 115 SIMPSON ST SPREYDON
2 — Date of Application.	31/1/58
3 — Name of Officer of Club Making Application.	E. WRIGHT Designation: CLUB CAPTAIN In Block Letters
4 — Status of Event.	Restricted — Closed — Invitation — Open — International — Championship Record Attempt:
5 — Type of Event.	STANDING QUARTER Starting Time 8.00am Duration 12. NOON
6 — Date Requested.	(First Choice) 12 th JULY 1958 (Alternative)
7 — Venue.	TAITAPU - LINCOLN ROAD Lower beach
Length of Venue.	3/4 MILE
Width of Venue.	20 FT
Type of Surface.	SEAL
8 — Alternative Venue.	

THE MG CAR CLUB (Inc)
 NEW ZEALAND CENTRE

CAR CLUB

This is to certify that
 E. W. Wright 'C.E. 1250'
 OF THE CHRISTCHURCH SUB CENTRE COMPETED IN THE
 1958 Standing Quarter Sprint

Place Winton
 Time 22.5 sec.
 Secretary J. Moulton

ROUND SHE GOES!!!!



I told him I was a good friend of Eric's and he wouldn't mind if I owned it and that Eric had his eyes on an MGB GT V8, so I bought the TF off Roy. Other than car sales, there were 9 owners over those 22 years between Eric and 'yours truly'. So late in 1983 I was part way through restoring the TF and Eric came to my place (in Hoon Hay Rd) to help install the newly painted engine in the newly painted chassis.



Son Darryl, Eric on hoist, and 'yours truly'.



"Eric has disappeared but the red front guard is that of a certain MGB GT V8 which now resides in my garage next to the TF. Round she goes !!!"





By Allan Grant

As reported in an earlier edition of the mag, in November 2017 John McDonald accompanied me to Ashburton where I reacquainted myself with the MG TF currently in the care of Neil Holland and which had been my very first car owned, way back in 1967. My interest in “old MGs” had first been reawakened by spotting the late Ian Bradley’s 1937 MG TA for sale but after discussion with club stalwarts such as Stu Moore here and Ernie Martin in Auckland, I decided that this vehicle was not for me and at my time in life, something a little younger and where (preferably) someone else had already done the hard yards of restoration would best suit. An impossible aspiration, at least in a timely manner perhaps?

But not so, fate smiled in my direction and thanks to John’s diligence in keeping an eye on the market place, I was informed of a TF for sale in the Rangiora area and which looked to be much better than another I had spotted myself. I purchased a Carjam report on the vehicle which appeared to show it as having had only 4 previous owners.

One thing led to another, and this time accompanied by Michael Chirnside, we ventured out one fine December Saturday morning to view said vehicle. It looked every bit as good in the flesh as the photos so off we went for a drive, with Michael also giving it his seal of approval as a sound car (more on the Michael connection later). Upon return, Michael took a discreet walk and before very long, a deal was done and I was now the somewhat shell shocked owner of vehicle registration number MGT54.

Due to works then underway to replace our earthquake damaged driveway bridge, I was not able to bring the vehicle home at the time and the previous owner (Barry) kindly offered to store it for me until access was possible. In the meantime, I could come out whenever suited and take it out for a run. The first of these runs ended somewhat ignominiously, with me having to call Barry to be towed back as the car had overheated. This of course is all part of Murphy’s Law, it having performed flawlessly on the test drives! Back into storage went the car until finally, late in February, I was able to have it transported into town to have the overheating sorted. At that stage there was an end date for our bridge construction in sight so a timeline for repairs and bringing the car home could be established. My son-in-law (Darryl) has had his own garage business for many years and was keen to personally work on the car for me. First thoughts had been water pump failure due to lack of use but



Allan Grant and his MG TF.





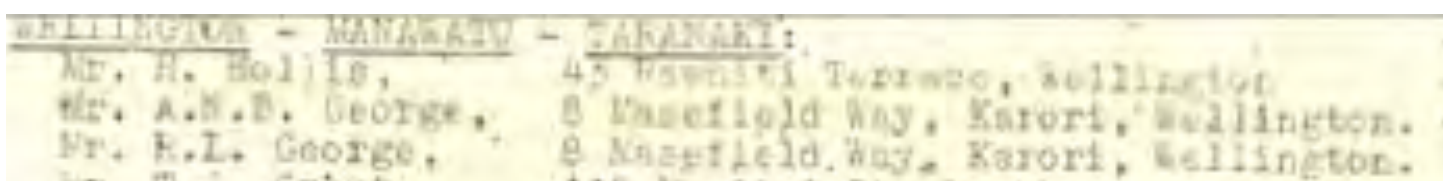
it transpired that a new radiator core was needed, though we replaced the pump in any case. Darryl gave the car a good general once over and recommended that we overhaul the carburettors so these were sent off to a specialist for attention. We also replaced the Morris Minor type handbrake with an original TF one, kindly supplied by Michael.



While all of this was going on, I had been trying to ascertain the ownership history. I had to jump through several hoops and apply to LTNZ for this to be provided to me, and pay a fee of \$15.00. I had expected, given what I had had to go through, that I would be supplied with the owners' names but in the event I received a redacted history which gave only the time periods of each four ownerships (that were on record!) prior to mine and the owners' general locations which were, in ascending order from 1954, Remuera, Auckland, Auckland, Auckland and Rangiora. Very disappointing. However, at least we had the car's prior permanent plate number. Armed with that, I got back in touch with Ernie and Sue Martin, Ernie remarking that the plate number, AO9033, rang a bell with him.

A couple of days went by and Ernie rang to say that the owner of my car had been one Charles Goldie, of 19 Ranui Road, Remuera. This according to old club records. Naturally I googled the address and aside from the street view, found a Stuff real estate page link dating from late last year <https://www.stuff.co.nz/life-style/home-property/86305737/Charles-Goldies-former-house-up-for-sale> which stated that this had been the home of Charles Goldie, the artist! Now the only issue was that the artist passed away in 1947, so perhaps a son? But no, the artist had no children.

I emailed this information to Michael and got an exuberant phone call from him shortly after in which he told me that he was 90% sure that my car was one he had owned circa 1976/77 and which he had later sold to a Charles Goldie of Remuera! While we were talking, Michael got onto the white pages and found a listing for a C. Goldie in Remuera, at a different address. I rang the number, listened to the cheery answer phone message and left my details with a short message as to the car. A couple of days later, Charles rang me and confirmed that he was the person Michael had sold to; though he had sold Ranui Road several years ago when he and his wife purchased a smaller property, also in Remuera. We had a very interesting and cheery conversation during which I learnt that the car's first owner had been a Ross George of Wellington. John McDonald trawled through old membership records and found the following:



John wondered if this could have been father and son perhaps.



TRACING A TF

We exchanged email addresses and I was very pleased to later receive an email from Charles with more information as to his rebuild of the car, which had taken him 13 years of his spare time! Charles has been retired for many years now. I let him know that a subsequent owner of his old home had assumed that the Goldie name on the title was that of the famous artist's and it appeared the real estate agent had promoted the home on the basis that it was. Charles said he was totally unrelated to C.F. Goldie, one hopes that any purchaser did not pay a premium for the property based on this mistaken representation!

Charles sold the car to Darryl Huffman in December 1998, Sue Martin confirmed that the Huffmans were active members of the Auckland club, further that they had been wonderful hosts for a super club event held at their country estate. After Darryl passed away in March 2014, the TF passed to his daughter who, 7 months later, sold it to Barry Stean of Mandeville, from whom I purchased it.



Now, back to the "Michael connection". My TF does not have the XPAG engine that it left the factory with. It does however have a genuine XPAG motor. Michael recounts that he purchased the car in 1976 from a John Travis or Travers of Eastbourne. The car wasn't running at the time and was forlornly parked at the kerbside with the passenger's door blowing in the wind. Michael had it towed to his parents place and after some work, got the XPAW (Wolseley 4/44 motor) fitted running. Michael then ascertained that Philip Redhead of Sports Parts at Thornleigh in Sydney had genuine XPAG blocks available and arranged to import one. This came by air to Auckland, packed in an ex-army heavy duty canvas pack with many layers of protective foam around it. Unfortunately, the loaders managed to drop it on the tarmac with predictable results!! Michael was able to get a partial credit for this misfortune and purchased another block from Phil, along with new cylinders and liners. That is the motor that is in the car today. What happened to the Wolseley motor? Michael gifted it to Peter Lawn for his MG YA and I understand it is still running with it today.

So all in all quite a story I feel. Currently I am tidying up a few details on the car to bring it back to peak condition. One task involved removing the black dash roll to have it recovered in red, to match the car interior as per factory. This involved lying at all sorts of contorted angles, often on my back and using one of Hildegard's compact mirrors to sight the bolt ends, thereby using a small spanner to loosen the nuts, often only a quarter turn at a time being possible. This exercise did refresh my recall of Australian and Anglo Saxon vernacular words!

So there we are, quite a story, not much thanks to LTNZ but many thanks to Charles Goldie, John McDonald, Ernie and Sue Martin and Michael Chirnside for their ready assistance and enthusiasm in helping me tie all the ends together!



PHOTO COMPETITION 2019 MGCC CALENDAR

After last year's popular photo competition for our 2018 Calendar, your committee has decided to do it all again for next year's MGCC Calendar.



This year's rules

- ◆ No limit on number of entry photos.
- ◆ Car year and model to be provided with photo.
- ◆ Photos can be action, still or have a novelty aspect.
- ◆ Photos not restricted to own car.
- ◆ Photos must be landscape page format to fit calendar page.

To enter

- ◆ Submit a digital copy of photos to Leonid by 4th September.
egglsi@yahoo.com
- ◆ Members will vote for best 12 photos on club night 7th September, when all entries will be printed and on display.



By John McDonald

Its been a decade or more since I have ventured north to the capital, preferring the warmer climes of north east Australia to the oft wind swept alternative of Wellington. But last month it was necessary to go there, and I consoled myself by making sure the Southward Collection further up the coast was a compulsory visit. I was not disappointed, it should be on every car enthusiasts must do list, and being a keen MG man, for me there were two versions of the marque that were of interest.



The PA at Southward's Museum.

The red 1936 PA has been an exhibit there for years, and the display card indicated it was "just" a PA with no compelling history, so we won't dwell on that particular car this time.

It was the small BRG racer prominently displayed that got my attention. Described as a 1935 R type MG, it was just one of ten cars produced, and one of three that were fitted with a DOHC cylinder head, designed by McEvoy and Pomeroy.



1935 R Type MG at Southward's.





On the right, Peter Stevens.

Copied from the Club's archives, poor quality but very relevant to this story.

All ten cars were initially sold to hand picked customers at a bargain price of £750, among them Sir Malcolm Campbell, George Eyston, and the Evans family, whose Bellvue garage had previously done much to enhance MG sporting reputation. This car, chassis number RA0253, was one of the Eyston team cars, and driven by Norman Black on the first outing of the R type, the Brooklands International Trophy Race on 6 May 1935. Like the other team cars it was brought by Bellvue Garage when MG withdrew from racing in July 1935, and was driven between siblings Kenneth and Doreen Evans. It ended up being rebodied in sports car form, and purchased by an RNZAF officer, Peter Stevens while based in the UK, before finding its way to New Zealand. It was purchased by the Southward Car Museum in 1971 and restored to its original form.

Things got interesting for me at that stage, as Peter Stevens was a very early member of the MGCC Canterbury, being the owner of a somewhat tatty M type that appears in the initial line-up of members taken at Spencer Park. Peter was a very keen MG man, as early MGCC newsletters testify, and did visit the UK, buying RA0253 in 1957.

Amongst the lean club archives are some 30 photocopied pages, some relating to this very car. The copies are poor, but it is possible to make out negatives of RA0253 in sports car form, along with fascinating correspondence from Peter to various firms such as the SU Carburetter Co Ltd, and Laurence Pomeroy of *The Motor* regarding specifications of his purchase.

Given the above facts it is intended that the story be followed through in greater detail, the good news is that a very rare MG survives in NZ, and the man responsible for its importation was an early club member.

Who said history is dull?





CLASSIFIEDS/NEW MEMBERS



For sale: 1974 BGT chrome bumpers

A little bit of rust but fair condition for the age. Front bumper has some damage but is repairable. Offers.

Gerry Hawes **03 310 2347**



For sale: MGB & Mini manuals

Best offer accepted.

Graham Inwood **338 1557**

New Members

Glenn & Paula Borrie
Wayne & Billie Marsh

North Beach
Central Otago

MGB 1977
MG TD 1952

A very warm welcome to the club.
We hope to see you often, enjoying the Marque of Friendship.



July's club night rocker box racing—a very competitive, rowdy event.





WHAT IS YOUR VEHICLE WORTH?

- Current market value for your insurance policy
- Pre accident valuations
- Matrimonial - relationship property
- Company Valuation - GST/FBT
- WINZ - asset testing
- Deceased estates
- Borrowing money - using your car as equity
- Customs - vehicle importation
- Private motor vehicles
- Modified vehicles
- Classic & collectable vehicles
- Caravans/campervans
- Trailers
- Motorbikes
- 4WD/SUV



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