



Bulletin

PO Box 3135, Wellington, NZ.

Oct-Nov 2018



Historic Muscle and Saloon Cars



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**THE SOUND
MG CAR CLUB
CLASSIC
MOTOR
RACE
MEETING**



TranzAm



NZ Sports Cars and Formula Libre



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Cover: This year's MGCC Classic Motor Race Meeting poster, see page 14.



MG Car Club - Wellington Centre
MG Classic Racing



Coming Events

Sun 14 Oct	Vintage Car Club (Wairarapa) 50th birthday Car show, Masterton. Contact: Bill Denize - email: bill.denize@xtra.co.nz
Mon-Sat 22 - 27 Oct	Targa NZ-Vintage Car Club South Island Time Trial 2018
Thu 25 Oct Sat 3 Nov	Old Speckled Hen Run - 10-day Tour to the Bay of Islands and other gems. Contact: Michael & Elaine Anderson - email: michael.anderson@xtra.co.nz
Sat 3 Nov	Prize Giving Dinner - Backbencher. 34 Molesworth St, Thorndon. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Mon 5 Nov	MGC50 - Magical Grand Cruising Tour of New Zealand, Southwards Museum visit. Contact: Ian Grant - email: thegrants@actrix.co.nz
Wed 7 Nov	Noggin N Natter, Waterloo Bar & Grill, 27 Waterloo Quay. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Fri - Sun 9 - 11 Nov	MG Classic Race Meeting, Manfeild. See page 14. Contact: Ron Robertson - email: ron@mgcarclub.org.nz
Sun 25 Nov	Surgery Sprints, Manfeild Contact: Ron Robertson - email: ron@mgcarclub.org.nz
Thu 29 Nov	Old Speckled Hen Run - End of Year BBQ Lunch Contact: Michael & Elaine Anderson - email: michael.anderson@xtra.co.nz
Fri 30 Nov Sun 2 Dec	MGCC (Auck) Far North Run. See page 31. Contact: Paul or Bronwyn Walbran - email: paul@mgparts.co.nz
Sat 1 Dec	Tawa Lions Christmas Parade. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sat 1 Dec	MGCC End of year BBQ (after the parade). Contact: Ross Armstrong - email: arfmg@mgcarclub.org.nz
Sun 10 Feb	British and European Car Day, Trentham Memorial Park. Contact: George Walter - email: gwalternz@gmail.com
Sat - Sun 23 - 24 Feb	6th Annual MG F/TF Festival at Mangaweka. See page 19. Contact: John & Viv Eames - Email: mangaweka@hotmail.com

Committee meetings are held on the first Monday of the month, 5.30pm,
Meeting room, Wellington Bridge Club, 17 Tinakori Road, Thorndon.



Vice President's Column

Hello fellow club members.... For those that do not know me, my wife Rae and I have been members of this MG club for 30 years. During that time we have both held positions within the Main Committee and also the Classic Race Committee. We have been active members in most of the club activities over the years including both Easter and National events as and when time permits.

I have recently retired from part time employment and felt that it was time to come back on the committee in order to assist with the running of the club. We have just attended the annual Daffodil Day to Middlerun, Gladstone where we had 26 attendees on the day which was an excellent turnout despite the cold wind in the Wairarapa. Prior to this event we also attended the Vintage Car Club's Daffodil run in the Wairarapa starting in the Martinborough Square, stopping off in Greytown, Carterton and finally for lunch in Masterton. These events were run throughout NZ by the Vintage Car Clubs of NZ, raising money for the NZ Cancer Society. Some of you will also have attended the Wellington event which was held at Queen Elizabeth Park near Paekakariki. What a fabulous turnout of cars and it was great to catch up with some of our friends in the Wairarapa including MG club members Willie and Sharyn James. Willie is president of the Wairarapa Vintage Car Club and many moons ago Willie and I were at Primary School together.

In the past two months we have attended the Monthly Club dinner. Unfortunately our numbers attending these dinners were very low and this may well have something to do with the colder winter weather and perhaps some reluctance by club members to go out on a winter evening.

In late October we are off to Cape Reinga for 10 days with some of the OSH (Old Speckled Hen) members... six couples along with their cars with all the organising having been undertaken by our club members, Michael and Elaine Anderson. The OSH Group has a monthly run on the last Thursday of each month with the exception of December and any one from the Club is welcome to attend these events so please come along if you are able.

Our President, Ron Robertson (along with Ron's wife, Naomi Bray) are busy organising the November MG Classic Meeting at Manfeild with the racing to be run over two days being Saturday 10th and Sunday 11th of November. Ron advises that they are expecting around 300 driver entries. This will be the 33rd running of this event and it is a great day out and we are always pleased to see club members attending this event.

Please remember this is your club and the Committee welcomes ideas from you all on events/trips you would like to see in the future.

Until next time, drive safely and enjoy driving your MGs.

Bill and Rae Denize





Editorial

I would like to welcome another new advertiser with Lamberts Engineering on page 40.

I hope members support our advertisers or at least consider them first when making inquiries.

On the home front, you may remember that the head had failed again on my red MG. Instead of trying to fix this head. I selected a spare head and rebuilt this. I just choose one and the valve guides seemed to be tight. I resealed the valves and cleaned and painted the head. I did a quick check to see if the block was flat. Apart from a slight high spot around one of the studs, all seemed well. The head with new gasket was torqued down and the moment of truth arrived.

The engine started and is running well, better than it has for years! Starts first turn of the key, which it never has before. It was booked in for a WOF which it passed. Now I could get the green MG out of the garage. It too needed a WOF, as it had been trapped behind the red MG for so long. That too was booked in, I dropped the car off to Craig at Karori Auto Services on Sunday, so it could be tested on Monday.

Monday morning it didn't start, the battery was flat. I had trickle fed the battery the night before driving over. The car passed but Craig tried to charge the battery up and the battery would not hold a charge, so a new one was ordered.

It was a battery I inherited with the Morris, when I bought that and it turned out to be a Lead-Calcium battery. These can not be charged on a trickle charger or even with a car alternator. They require a Calcium battery charger! Trickle charging it did it no favours and a 1970s era alternator can keep it topped up, but if it gets discharged, it cannot be recharged.

I have now bought a six stage battery charger capable of charging Lead-Calcium batteries. As a result of this I will do an article in the next issue on batteries.

Safety  fast!



Articles

Articles, letters and events write ups for publication in the Bulletin should be sent to editor@mgcarclub.org.nz.

Closing date is now the 20th of each odd numbered month, for publication in the following two monthly Bulletin, six issues per year.

Typed in the body of the e-mail or in a Pdf format attached to the e-mail would be great, but hand-written on anything clean is equally as welcome. Pseudonyms will be used if specifically requested, but please supply a name and address.

Committee members will each contribute a minimum of two per year by roster to ensure a 'wider editorial style'.

Disclaimer: The opinions expressed in this bulletin do not necessarily reflect those of the Club or the Centre Committee.



MG 3 2018 Review



17 August - Aggressively priced supermini steps up interior game, but lacks performance of major rivals, From £8,6957

What is it?

Examine the Society of Motor Manufacturers and Traders' sales figures for July compared with last year and you'll discover MG's rate of growth has been spectacular.

No less than 167%, in fact, at a time when most marques are experiencing a slight sales slump — not least value-proposition opposition Dacia.

MG, it seems, is flying, but that Bentley recorded 103% growth gives some indication of the underlying reasons for such a statistical surge. The truth is that it's taken four long years for the Chinese-manufactured MG 3 to amass 10,000 sales in an out-and-out volume segment, and so the only way truly is up. Ford, for reference, sells the British public around 5000 examples of the Fiesta every month.

But if the 3 is some way off the pace in sales, the lightly revised version tested here also remains some way off the price. Even in top-spec Exclusive trim, it comes in at only £12,795; and if that's not thrifty enough, consider that in entry-level Explore guise this car costs a mere £9495 — almost a match for the basic Volkswagen Up, which is a full segment below the 3.

You'll need mid-ranking Excite trim if you're to enjoy 16in diamond-cut alloy wheels instead of 14in steelies, reverse parking sensors and a sharp new 8.0in touchscreen (with-





MG 3 2018 Review



out navigation, but with Apple CarPlay and a DAB radio), and only Exclusive comes with part-leather sports seats.

The infotainment display is sleekly integrated into the dashboard (although it still sits awkwardly below your eye line) and, in fact, the entire interior is more credible than you might expect both in terms of materials and fit. Along with exterior design tweaks, chief among them the adoption of a larger, chromed-rimmed grille, the 3 cuts an attractive figure.

What's it like?

Indeed, although the cars are now built entirely by SAIC Motor in China, the original design was British-conceived and remains handsome by the standards of the segment. The most noticeable tweak is the way the headlights (equipped with DRLs) are integrated into the grille, as you'll also find in everything from a BMW 5 Series to the new Mazda 6.

Out on the road, it's quickly clear that MG's tickling of the car's naturally aspirated 1.5-litre DOHC engine — now at 115bhp, although torque remains unchanged — has done nothing to address a conspicuous lack of performance. It is, alas, the only engine in the range.

Not only is pick-up exasperatingly blunt, but the delivery is faintly uneven, and in a straight line progress often feels every bit as lethargic as the 10.4sec haul to 60mph suggests, if not more so. It drives through a five-speed manual gearbox that's accurate enough but just a bit woolly.

Elsewhere, this is a surprisingly impressive package. The steering column lacks telescopic adjustment but there's satisfactory weight and accuracy in the driving controls, the sports seats are well bolstered and this European-spec chassis — firmer than that for the domestic Chinese market — tackles a British B-road with pleasing relish.

With no major mechanical alterations, the 3 still uses MacPherson struts at the front with a torsion beam rear, and body control is tight and grip good. There's a pervasive fidget largely absent from most of the established players, but the fact that a 3 will gently rotate through corners with a well-timed lift of the throttle shows its heart is in the right place — at least far as Autocar readers are likely to be concerned.

In the end, the chassis isn't a dynamic match for that of a Fiesta, although there's a likeable



MG 3 2018 Review



sparkle common to both. The Chinese car is also creditably capacious both in terms of passenger space and luggage capacity, but can't quite compete with Dacia's Sandero on the latter.

Along with an extremely low insurance rating, there's also the matter of a seven-year (or 80,000-mile) warranty, with which MG is aiming to mimic Kia in order to placate reliability concerns.

Should I buy one?

If MG could only find a more genial engine while maintaining the 3's aggressive pricing, it might give those on the hunt for more established (and expensive) rivals serious pause for thought.

As it is, this supermini is still worthy of your consideration, because it does so much of the basic stuff well. We'd go for the range-topping Exclusive model, which offers the best value for money by virtue of its cabin technology and higher-rate exterior trim.

MG 3 specification

Tested Coventry - Price £12,975. On sale: Now. Engine: 4cyls, 1498cc, petrol.
 Power: 115bhp at 6000rpm. Torque: 101lb ft at 4750rpm. Gearbox: 5-spd manual.
 Kerb weight: 1200kg. Top speed: 108mph. 0-62mph: 10.4sec. Fuel economy: tbc. CO2: tbc.
 Rivals: Suzuki Swift, Dacia Sandero.

by Richard Lane - Autocar





London to Sydney Car Rally

The First London to Sydney Marathon Car Rally - November December 1968

Compiled by Richard Ashton

The London to Sydney Marathon event started in London Earls Court November 24 1968. One of the entrants was an MGB No. 47 being entered and driven by Jean Denton and co-driven by Tom Boyce.

Jean was no newcomer to long distance racing and rallying. She as a member of the BRDC racing in Cooper formula 3 racing in 1966, became British women racing champion in 1967 and 1968, and driving an MGB in the Nürburgring 1000 km sports car race in Germany.

The Rally was route through Europe. Paris, Turin, Belgrade to Istanbul across the Bosphorus by ferry, then on to Asia via Kabul, to Delhi on its way to Bombay India. On December 5, they were transported by sea to Fremantle, arriving at 10am December 13. The MG had had an uneventful run through to Fremantle. Here in Fremantle, just about all the members of the MG Car Club met the ship and convoyed the MGB to Winterbottom's service division. Later the MG was driven to Gloucester Park trotting ground ready for the restart the next day at 6pm.

Earlier in 1968 a call from the MG Car Club headquarters in England had come to the club, could we help entrant no. 47 while in Western Australia. The Club had enthusiastically agreed to be of service and provide assistance if required at check points for them all the way to the WA border. Here they were handed over to members of the South Australian MG Car Club to help them on their way to the finish in Sydney. In each state MG members followed the cars, progress and manned check points at each of the rally stages.

We divided up the crews depending on the time they had available. The first check point was at Youanmi, a deserted old mining town, seven hours away from Perth. Some of us went there to be on standby. The second group were split into two and three. One group was to go to the end of stage two at Marvel Lock for 5am onwards the following morning for an expected 7am arrival of the MGB.

The second group would go on to Norseman, to be on stand by for an anticipated 10am arrival. Although it was not an official check point, it was a stop for fuel and a service point, before the big crossing through to Ceduna in South Australia on the old road, a journey expected to be some 6 hour and 18 minutes.

From the start at Gloucester Park at 6pm for the first cars, it would be 1am for the MG to reach Youanmi. A further 4 hours to Marvel Lock by 5am. Then on to Lake King by 7am. Considering that it would take the field about an hour to get on their way, we had adjusted times for us to be in place. 50 kms after leaving Lake King on the way to Norseman, Jean and Tom and the MG became briefly air-borne over a "jump" section, they were going a little too fast and applied the brakes too suddenly, when the car hit the road, the engine kept going and the fan went through the core of the radiator.



London to Sydney Car Rally



MG Car Club President Peter Briggs talks to driver Jean Denton as co-driver and mechanic Tom Boyce fits my radiator. Standing at right is club member Pat Reid, John Keenan at the water supply canisters.

They patched up the radiator as best possible, and sent forward a message to us who were anxiously waiting at Norseman. Finally the message came through via another competitor that they were in trouble half way across from Lake King.

At the toss of a coin which I lost, my radiator was sacrificed to the cause, and quickly removed from my car. Away we went; about six suddenly MG Car Club radiator experts were sandwiched into two cars, complete with a dripping radiator a toolbox and water.

We found them about 30 miles into the Lake King Norseman track. Jean and Tom were running slowly toward us, after having blocked off the engine water pipes, they had had no success with trying to patch up the radiator. They had crawled along mile after mile with the heater going full bore. When the engine frequently got too hot, they would stop and wait for things to cool down and slowly move on again.

Found, the radiator team were happily greeted, and Tom who got quickly into action. With repair quickly made, MGB No. 47 was quickly on its way. We also reversed and made our way back the way we came. Back at Norseman, with Jean and Tom well gone; we caught up with our remaining MG crew. They had seen them through on their way to cross the Nullarbor.



London to Sydney Car Rally



The holed radiator is resting against Jean Denton's legs; it had been un-successfully repaired with Plastibond. Tom Boyce continues fitting my radiator to the MG. Next to Jean in the bright shirt is Club Treasurer Jeff Cohen

Ronda and I in my 'radiatorless' MGB were towed through to Esperance, after receiving promises that a new radiator would be sent down on the overnight trucking service from Perth. It's amazing how cold a car can become with no engine heat from up front. MGB No 47 got through to Sydney and finished in 42nd place.

After leaving Ronda and me to wait for the radiator, the rest of the MG Car Club team drove back home to Perth the next day. We had a forced but happy break at Esperance, even though we were on shanks pony and forced to live frugally owing to not having much cash with us, waiting for the R&I bank to open. Three days later a new radiator turned up, after much telephoning through to Perth. Radiator fitted we were on our way back home.

In April-May in 1970 Jean Denton entered the six weeks long World Rally London to Mexico Rally driving a Morris 1800. She and her two other lady crew were placed first women drivers and 18th place overall.

Jean Denton's title was Lady Denton of Wakefield. After motor racing and rallying, she became business woman in promotion and publicity companies with Heron Drive a car leasing company and marketing director Huxford Garages.

She became marketing director and external affairs director for the Austin Rover Group, and also connected with Heritage Motor Centre, Gaydon. Amongst other appointments she was a board member of British Nuclear Fuels.

Always interested in the women's movement she was honoured with a CBE in 1990 was appointed Baroness Denton in 1991.

After a life in business world she entered political life for a short time appointed Government Whip in the John Major government. She became Minister for Northern Ireland in the House of Lords.

Jean passed away 2000 aged 65 after a long battle with cancer.

Compiled by Richard Ash.

Originally published in 'The Octagon', The Official Publication of: the MG Car Club of Western Australia.



Old Speckled Hen - August

On Thursday 30 August 18 intrepid MGers set off for morning tea in the sunny conservatory at Ruth Pretty's cooking school. Our coffee and cake and scones were beautifully served with lemon water, and lots of chatter. Purchases were made in the intriguing store.

Then off to stock up with fresh fruit and vege at the Garden of York and more chatter. On to Murrayfield where Old Speckled Hen would have been impressed with the sparkling lineup of MGs and pretenders (who at least started with an M). Newcomers, Debbie and James came in a Mustang, Ron Mitchell and Shirley Kelly who arranged our run, came in a Mazda. The lineup included MGB roadsters, MGB GTs, an Abingdon MGF, an MG RV8, an MR2 Spyder, and my orphan Jazz hiding in a corner.

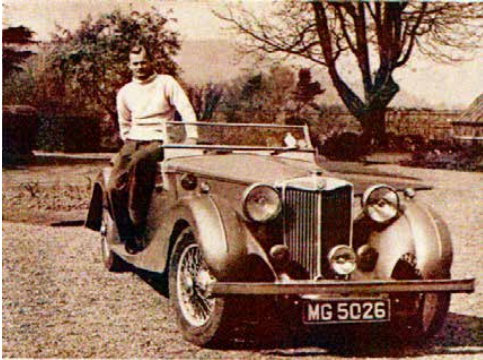
Murrayfield was a good choice for our large group, and a great place to show off the cars and compare notes. Thanks to Shirley and Ron for organising such a good day out.

Valerie Helberg, words and photographs.





19,000 Miles Across America in a SA



Owner Gerald Gordon showing off his new MG SA during his trip to the USA and Canada in 1936.

Photo courtesy of Jerry Froelich

1936 was a year of great significance. In the USA it saw the second of four presidential election victories by Franklin D. Roosevelt. The top grossing film that year was Charlie Chaplin's 'Modern Times' and the number one novel was 'Gone With The Wind'. You could buy a new house for the average of US\$4000. In Germany the Nazi Party increased its control on all areas of society by taking over all commercial radio broadcasting. It also ordered all book stores to obtain a Reich Booksellers License. Those who got the license could only sell approved books by approved authors. World War II in Europe was three years away. In the UK King Edward VIII abdicated the throne to

marry "The woman I love". He was succeeded by his younger brother as George VI. The new heir presumptive to the throne was 10 year old Princess Elizabeth who has reigned as Queen Elizabeth II since 1952.

On December 14, 1936 the liner "Queen Mary" docked on the west side of Manhattan. On board were two young British men about to begin an epic journey across the US and western Canada. In the hold of the ship was a brand new 1936 MG SA 6 cylinder automobile with a custom four seat convertible body by Charlesworth coach builders; owned by Gerald Gordon one of the two men. After offloading the MG from the ship the two men drove it into Manhattan and secured insurance, New York State registration and license plates for their journey. They left on their second evening in the US bound for Philadelphia their next stop. Driving at night gave them a chance to practice and become used to US roads if not US speed limits. Clocked at doing 85 miles per hour in New Jersey they were pulled over by a local police officer. However, he quickly became so interested in "The Limey Car" that the two young travellers were quickly demonstrating the telescoping steering wheel, Jackall system and more. Instead of a ticket the officer wished them bon voyage and sent them on their way!

Stopping for gas just outside of Philadelphia the car was attacked by three immaculate white overalled men who cleaned the windscreen, and checked the oil while the third tried gamely to unfasten the spring clip to the gas tank cap. In the UK the spring clip gas cap was well known but in the US attendants always tried to unscrew the whole unit. After a night in Philadelphia the duo drove straight on arriving the next evening in Savannah, Georgia. Next morning it was off again till they reached Jacksonville, Florida. After a full service the boys decided to head to Daytona Beach and try a little speed racing on the sand. Having set up an approximate one mile course they timed themselves over it with a flying start. Gordon's companion managed .85 MPH over the one mile while Gordon registered



19,000 Miles Across America in a SA

nearly 100 MPH. Surely, this must be the first time an MG appeared at Daytona!

After several days in Miami it was off to the Florida Keys. They then returned to central Florida and got jobs working at an orange grove. This pattern would repeat itself throughout the trip. Work for a week or two, make some money, learn about the lives of the locals and then move on. The longest drive of their trip was from New Orleans for two days and nights continuously across Texas via Houston and El Paso until they reached central New Mexico. On the open roads of Texas the MG SA would frequently reach 95 MPH. Gordon states that the SA's road holding was magnificent and the steering perfect. When stopping for a meal in Van Horn, TX a crowd gathered around the MG. The locals quickly spotted the RAC (Royal Automobile Club) badge on the car. One man whispered to the crowd the word "Royalty". With that everyone turned toward the luncheonette where the two travellers were enjoying their burgers and Cokes. Gordon reports, "Our faces were red from too much time in an open top car and our three day growth of beard made us look like a couple of desperados! But the fact that we had strange number plates and a right hand drive car seemed to prove that we must be something very special."

After a night in Phoenix the MG was off again through the desert pointed toward California. While even the winter heat in Arizona and California was enough to make the average car boil over Gordon reported the MG SA had no problems dealing with the temperatures. After spending a week in the winter oasis of Palm Springs, CA it was off to Los Angeles 120 miles away.

One of the first things Gordon did after arriving in Hollywood was to sign the MG up for possible use in any films that might have a modern day UK setting. Unfortunately, the car lost its chance for screen immortality as the owner was out of town when the phone call came from a motion picture studio asking about the use of the MG in front of the camera. Following a lengthy stay in Los Angeles the MG was put into storage and the two travellers left for a steam ship voyage to Hawaii and the South Pacific Islands. Gordon's friend decided to stay in Hawaii and he returned alone to Los Angeles. To escape the heat of LA Gordon and the MG went north driving into British Columbia where, ever the Brit, he stated "I had my first decent cup of tea in months".

Once back in the US there was just time for a quick visit with friends in Palm Springs and then it was off to the docks where in September 1937 the MG was loaded on a Norwegian freighter for a trip through the Panama Canal and back to the UK. In total Gerald Gordon's epic adventure took ten problem free months and covered over 19,000 miles all with no MG dealer network or parts support and without a cell phone - amazing!

Originally published in the Log Book of the MG Drivers Club, Summer 2018



33rd MGCC Classic Motor Race Meeting

The Sound/MGCC Classic Motor Race Meeting is the longest continuous running race meeting in New Zealand, now in its 33rd year. It is run over three days Friday 9th November to Sunday 11th November at the Manfeild Race track in Feilding. Friday is a practice day. The weekend is filled with back to back racing - with no delays between the bursts of excitement. Usually there are 40 races held over the weekend meeting, with lunch time rides on the track for a small donation to one of the organisers chosen charities, The Cancer Society and Karahands.

The event has become notable for its large classic grids, with the class divided into three broadly similar speed groupings. The popular Historic Muscle cars will be back with their colourful and noisy display as will the Historic Sports Sedans and Pre-65's. Also worth the admission is the NZ sports cars and Formula Libra class which put up a close racing spectacle with their purpose-built racing cars. For those who enjoy open wheel racing there is the Historic single seaters and sports car class, not forgetting the open class where more modern cars, not eligible in other classes can compete. For the first time there will be the TranzAm class of cars which will bring plenty of excitement and pace to challenge the Muscle cars for spectator popularity. The variety of the field is not matched at other meetings.

Admission is FREE for members, please contact Paul Chipp to get your complimentary tickets. Phone: (04) 586 8262 Mobile: 027 248 3430 Email: paul@netclinic.co.nz

Members will have the use of the Toyota suite, but you must show your Membership card on entry to the suite.



33rd MGCC Classic Motor Race Meeting



Action from last year's event, photos by Darryl Seymour and Barry Styles.

HORSEPOWER BED & BREAKFAST

Going to Manfeild?



Try our brand new fully self-contained Bed & Breakfast, five minutes to Manfeild, room for trailers, 2 bedrooms/ 2 bathrooms, double workshop with tools adjacent to B&B for working on cars, TV in each room, lounge area with 50" Sky TV, dining and kitchenette, generous continental breakfast and free Wifi.

HorsePower B&B

99 Reid Line West, Feilding, Manawatu.

Phone: Rod or Amber (06) 323 2654 Mobile: 021 434 694

Website: www.horsepowerbnb.co.nz

E-mail: horsepowerbnb@gmail.com



Owning a 2004 MG ZTT 260 SE



“Why buy one when we have a perfectly good VW Passat wagon in the garage”? Anne’s comment. Compromise was it’s getting to high Ks, “Okay, if the new car has heated seats, that is Okay.”

The decision to buy was based on

A: It’s an MG,

B: It’s rare,

C: It’s got a V8 and is a wagon.

Having had a Rover Vitesse for many years and grown up with American V8s it was a natural choice. Plus, we already had a Mustang, so an MG with a Mustang V8 makes sense.

Our daughter Lucy lives in UK, so was charged with finding one. April 2010 turned up a nice-looking Silver SE in Winchester. So, she was dispatched to look at it. Lucy has car sense having helped me when two years old to rebuild our 69 B and also competed at Intermarque Sprints in our MG Metro and MGB race car.

The car passed inspection and the owner was chuffed it was going to NZ as he had spent time out here skiing, etc.

Owners comments: “I have put the original pipes in the boot (has Zero mufflers fitted) along with some rubber mats I bought. Log book and handbook are all there along with two keys.”

All the recommended mods on the ‘two sixties’ website have been completed, the radiator 90 degree hose, a clip, something else. The car runs perfectly and has never given me any trouble. The only thing you will notice is the battery light flashing on occasionally for a split second. This is something that happens on all 260’s and MG never found why. Something to do with BMW meeting Rover electrics.”

Thanks to Andrew Walbran’s advice we used GT Logistics to arrange shipment to NZ.

Lucy had it checked out by local MG agent, new bonnet release wire, some new wheel nuts and spare bonnet release wire in for good measure.

Vehicle arrived in Wellington 23rd July 2010 and was put away in garage as we were



Owning a 2004 MG ZTT 260 SE

heading overseas. MGZTT 260 Vin/Chassis No. SARRXGTGB4D000608 was ours.

Had to sort out a new tow bar tongue as original was left in a garage in Scotland, plus some minor issues with the original documentation not arriving.

Finally got it on the road (legally that is) late September, after our overseas stint.

Let the fun begin...

Since then we have added some miles, now showing 62 thou. The first big outing was a club trip to Hawkes Bay for the MG 80th celebrations with first sunrise up Te Mata Peak, ohhhh the sound of those Zero exhaust systems is magic.

Then we introduced it to the track as the "1st MGZTT 260 Safety Car world wide" at our MG Classic Race meeting in November.

I should point out that the rego is ARFMG. I use that to wind up the Mustang lot who call me a cross dresser also. Actually, my initials and was first used on the Rover. Lots of meanings but 'A Real Fast MG' is good to go with.

It's enormous fun to drive as Jeremy Clarkson noted:

"Think of it as the Merlin they used to put in P-51 fighters, an Anglo-American joint effort that is in no way as sophisticated as the creamy-smooth jets fitted to the German opposition, but a whole lot more charismatic and loveable nonetheless."

"Twice, in the last run of Top Gear, I took this car onto the track simply to wake myself up, ready for the show. It got the adrenaline pumping and served as a reminder about why I fell in love with cars in the first place."

Does it have issues, not major but yes. The



MGs at 80th Sunrise
Te Mata Peak Hawkes Bay



MG New Zealand added 3 new photos.

13 May at 10:38 • 🌐

Is this the worlds only ZTT 260 safety car? Making appearance at the MG Charity classic this Sunday at Manfield.





Owning a 2004 MG ZTT 260 SE

worst one was the leak due to the flimsy plastic pipe used as drainage for the sun roof. Carpets sodden, full strip out and days to dry out. A \$1 bit of proper pipe fixed this.

TV no longer works, as we're now digital, who cares. CD never worked but the V8 burble makes up for that. Haven't paid BMW the \$500 for the SatNav CD either and don't worry about the MPG it's better than the 67 Mustang.

Fan for radiator is also the A/C one, A/C side packed up as did the washer motor(s) but easy fix, just had to pull the front off. A 20-minute job that takes about 2 hours first time up.

Managed to get some NOS front rotors and pads very cheap from local MG agent closing down, so they are in garage. Car can be hard on tyres also but it's fun!

Otherwise just so much fun to drive, 50/50 front to rear balance and still looks great as a 14-year-old car. I still get a buzz just flooring it all the way to 100 kph. Great tow car also.

Top Gear test

VITAL STATISTICS

Model: MGZT 260

Engine type: V8, 4601cc

Power: 260bhp@ 5000rpm

Torque: 302 lb ft @ 4000rpm

Transmission: Five-speed manual, rear-wheel drive

Acceleration: 0-60mph: 6.2sec

Top speed: 155mph (party trick, can go from 0 to 155 in fifth gear)

Price: £28,495 new, that is NZ\$55,565 in 2004 but sold here at over \$60K I recall.

Verdict: Confidence-inspiring, brilliantly involving, and exciting to drive. But could you cope with being a Rover driver?

Not for sale.

Cheers

Ross Armstrong.





6th MGF/TF Festival at Mangaweka

Attention MGF and TF Owners

Don't miss the Sixth Annual MGF/TF Festival at Mangaweka

When: Weekend of 23/24 February 2019

Where: Awastone Riverside Haven - stunning venue by the beautiful Rangitikei River

This gathering specifically for these nifty little cars is the perfect opportunity for owners to socialise, share ownership experiences and gain valuable advice for the successful management of their cars.

If you own an MGF or TF, mark your calendar now for 23/24 February 2019

Go to www.mangaweka.co.nz to check out the fantastic venue

For full entry information and accommodation options contact:

John and Viv Eames

Phone: (06) 382 5717 Mobile: 027 782 5717 Email: mangaweka@hotmail.com



2019 Pre56 Rally

ATTENTION PRE'56 MG OWNERS

IT'S TIME TO GET YOUR
ENTRY IN NOW!



An opportunity to:

- enjoy the company of Pre56 MG'ers from all over the world
- motor on some of the South Islands fabulous scenic roads
- rediscover the beauty & benefits of Central Otago (fruit & wine)
- get some track time at Highland Park, NZ's most exciting race circuit
- enjoy Highland Park's other fine motorsport attractions

ENTRY FORMS ARE NOW AVAILABLE FROM YOUR MGCC WEBSITE

Auckland: www.mgclub.org.nz Wellington: www.mgcarclub.org.nz

Canterbury: www.mgcarclubcanterbury.nz Otago Southland: www.sporty.co.nz/otagomg

Or: Entry Enquiries to

Dren & Di Errington:

Phone: (03) 942 0251 Mobile: 204 090 3510 Email: errington.didren@gmail.com



VCC Daffodil Rally - August

The Vintage Car Club (Wellington) Daffodil Rally for Cancer was a car display at Queen Elizabeth Park, Paekakariki.

The weather was fine after a week of rain and approx 150 vehicles arrived in the paddock, with some soggy areas roped off.

Eleven MG's were spread out through the eclectic mix of vehicles which spread from the early 1920's through to the latest Ferrari.

There were plenty of interesting vehicles to view, from all the traditional car producing countries: Australia, France, Germany, Italy, Japan, UK, and the USA. Some to note were a bullnose Morris, the earliest SS Jaguar still in existence (chassis no.27), a TR2 with streamline cover, 1960's American muscle cars, an immaculate Datsun 1200 and a wealth of Ferrari models.

The usual sausage sizzle was available, doing a roaring trade, as did the cake stand, which made over \$600 on its own.

George Walter was helping behind the scenes, but as his MG TF is currently stuck behind the MG A which is being tidied up and not road worthy, George didn't bring a MG. Rather like the Editor, who turned up in his Morris, as the Green MG was stuck behind the Red MG, see editorial.

Talk is that it may be repeated again next year.

Dean Gray



Hans & Angela Brounts - T Car



Doug? - MG B



Steve Murrey - MG BGT



L-R: Mark Fleming - MG F,
Richard and Annette Kemp - MG F



Bullnose Morris Oxford



VCC Daffodil Rally - August



Anne & Ross Armstrong - MG TD



L-R: Scott Stevenson - MG BGT,
Peter Clark - Turner



John & Jenny Jackson - MG TF & Riley RM



Graeme Tulloch - MG BGT



Neville & Barbara Milby - MG TB



Brendan & Jenny Whitaker - MG Midget



VCC Daffodil Rally - August



L-R: Mike Burnside, Ross Armstrong, Neville Milby and Peter Clark. Mike suggesting it's a bit cramped in the TD



Early Jaguar SS



Streamlined Triumph TR2



Dodge Coronet Super Bee



Austin 7



Club Night Dinner - September

After two months offshore, Jill and I were looking forward to some MG camaraderie: what better opportunity than the Monthly Club Dinner. It was the turn of the of the northern suburbs to show what they could do. Topor located in Plimmerton and New Zealand's only Polish Restaurant was the selected venue.

Sadly the event was only supported by five club members:

- Lyndon and Rosalie Andrews,
- Neville Milby,
- Andrew and Jill Weeks

The quality of the dinner conversation and the simply excellent food certainly made up for the lack of numbers. I am certain that I can speak for all concerned in stating that the food was of the highest order: we are very sad that so many club members were unable to join us and thoroughly recommend that a revisit to this excellent restaurant be arranged so that more club members can share in its fare.

Jill and I had visited the restaurant before and had subsequently put a review into TripAdvisor that Topor deserved to be considered alongside the very best dining rooms on offer in Wellington region.

Four of us sampled the pate as a starter: all were in agreement with their superlatives regarding this dish. Four different mains were sampled with equal delight being expressed. As for the desserts – they were to die for. The vodka was pretty good as well!

Its great to be back. Many thanks to our co-diners for their excellent company and conversation. But most of all, commiserations to those of you missed an excellent evening: a real opportunity lost.

Andrew Weeks



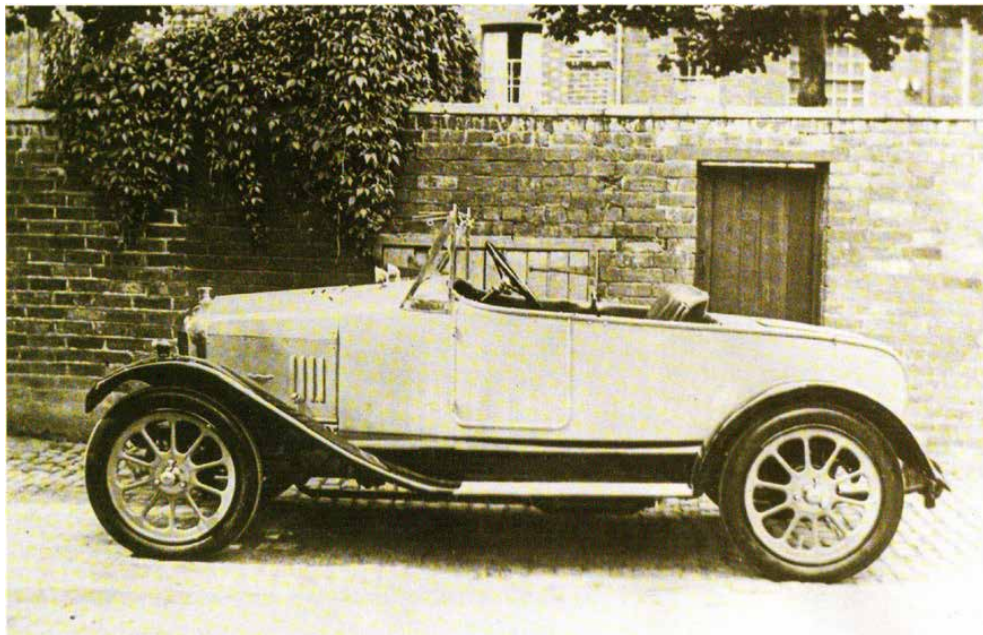
Found on the Web



These 1962 pictures shows welding the last of the MG A Chassis in the Abingdon Press Shop. In the second picture L-R are Fred Baxter, Len Carter (Foreman), John Herring and Dick Stevens (charge hand) - Photograph source Marion Stevens-Mills.



The Birth of a Marque



The two-seater Raworth body on the 11.9hp Cowley chassis can lay claim to be the first MG sports car. This example was photographed in Albert Lane.

The fascinating story of the rapid growth of the MG Car Company into the world's largest producers of sports cars really starts in the early 1920s in the Morris Garages premises at 36 and 37 Queen Street Oxford. William Morris had begun motor car production just before the Great War and once peace returned in 1918 he had to cope with a huge demand for the Morris Oxfords that were being assembled at his Cowley works on the outskirts of the city. Prior to making his own cars he had sold and serviced other makes from the Morris Garages premises in central Oxford. This business continued as a separate concern and, even when he was building his own vehicles, the garage sold rival makes alongside the Morris Cowley and Oxford models.

The Queen Street premises had been acquired by Morris in 1913 to complement his original Morris Garage in Longwall Street; incidentally where the prototype Morris Oxford had been built. He replaced the original restaurant on the Queen Street site with a new building that still stands today, although no longer a car showroom. Just around the corner from the new premises was the Clarendon Hotel and there Morris also took over the stables and courtyard to give him some additional space. The car building side of the business at Cowley was expanding rapidly and Morris realised that he would not be able to manage both the production and retail branches of his enterprise. The solution was to delegate some of his responsibilities and he took on Edward Armstead as General Manager of the Morris Garages.



The Birth of a Marque

When Armstead was appointed, the staff he had at his disposal at Queen Street were few in number. There were a couple of drivers for the car hire side of the business, a salesman, someone to run the spares counter, and a general driver who was available to demonstrate cars and teach new customers how to handle their purchase in those days before tests were required by law. In addition there were also a couple of ladies to handle secretarial duties and the telephone. One of the first actions of the new manager was to appoint fourteen-year-old Albert Sydney Enever as a shop boy at the weekly wage of twelve shillings and sixpence. Syd Enever was later to be the company's chief designer and arguably their most important employee. Syd's first job was riding a bicycle to delivery parts and messages between the various Morris Garages premises and Morris Motors at Cowley.

In 1921 Cecil Kimber was given the job of sales manager at Queen Street when the company he worked for in the Midlands ran into financial difficulties. E. G. Wrigley Ltd. of Birmingham had been a major supplier of components to Morris Motors before they took their business elsewhere. Wrigley Ltd. then embarked on a venture to build their own car, the Angus Sanderson, and Kimber was one of those who lost most of their savings when the company failed. By the time he joined Morris Garages Kimber had amassed a fair amount of experience in the car business, having previously also worked for Sheffield-Simplex and AC Cars of Thames Ditton. In early 1922 Edward Armstead resigned as General Manager and a few weeks later committed suicide. Following the resignation a Mr. Andrews was appointed as manager on a temporary basis and shortly afterwards he was replaced by Kimber.

LEADER AND INNOVATOR

In making this appointment Morris could not have known that he was sowing the seed of a new marque of car that was to become both better known, and outlast, the cars that bore his name. He was undoubtedly a pretty shrewd judge of character and must have seen in Kimber the qualities of leadership, energy and enthusiasm that his business needed. It was not in the nature of the man for Cecil Kimber to be content with simply being an administrator, he was a born leader and innovator.

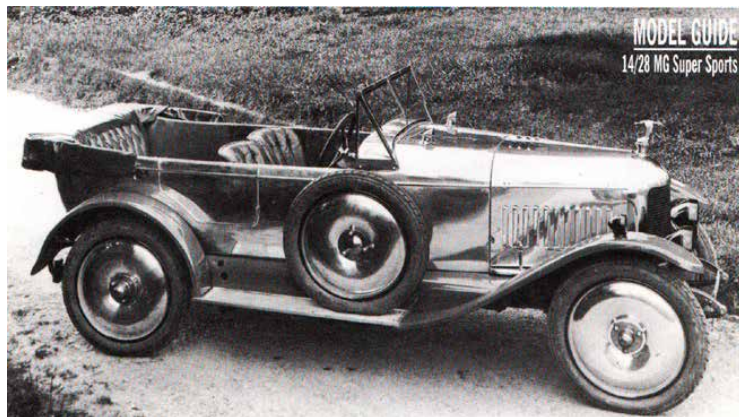
Another individual who was to play a crucial role in the MG story was Cecil Cousins. After leaving school at fourteen, Cecil first learned engineering at a firm of steam and agricultural engineers before moving to Morris Garages to work on servicing and repairing motorcycles at the Clarendon Yard



Some of the major players in the MG story are seen in this detail from a group photograph taken in 1930. On the left, towering over the others, is Cecil Cousins. In front of him is Cecil Kimber alongside William Morris (Lord Nuffield) who is clutching his customary pipe.



The Birth of a Marque



MODEL GUIDE
14/28 MG Super Sports

Model: 14/28 MG Super Sports

Production period: 1924 to 1926

Numbers built: 336

Body styles: two-seater and four-seater tourers, two-door and four-door saloons

Engine: four-cylinder, side valve, water cooled, 75 x 102mm, 1,802cc

Gearbox/final drive: Three-speed non-synchromesh, 4.42:1 20mph/1,000rpm

Suspension: Solid axles mounted on leaf springs

On the road: Top speed approx 65mph

Recognition points: Morris bullnose radiator

premises. In 1922 he transferred to the Longwall depot and it was there that he became involved with building the first Morris Garages specials, the Morris Garages Chummy. Kimber had sent Cousins to collect six brand new Morris Cowley rolling chassis from the factory and bring them back to the Longwall depot to be prepared for installation of open bodies by the coachbuilders. These Morris Garages Specials were fitted with refinements, like leather upholstery, and were painted in pastel colours. They cost about the same as the standard Cowley four-seater and sold extremely well; over one hundred examples were built. Dealing with these in the cramped Longwall premises caused problems and these were solved by moving production in February 1923 to a one-time stable yard in Alfred Lane, Oxford. There Cecil Cousins and two other mechanics, Stan Saunders and Jack Lowndes, carried on collecting rolling chassis from Cowley, carrying out any modifications, and then driving them, perched in the open air on a rudimentary wooden seat, to the coachbuilder for the bodies to be fitted.

The success of the Morris Garages Chummy led Morris Motors to produce their own version at a cheaper price, thus pinching the business from the retail outlet, but Kimber fought back by producing a more sporting version of the 11.9hp Cowley; he ordered six two-seater bodies from coachbuilders, Charles Raworth of St. Aldates, Oxford and these were fitted to modified chassis by the team at Alfred Lane.

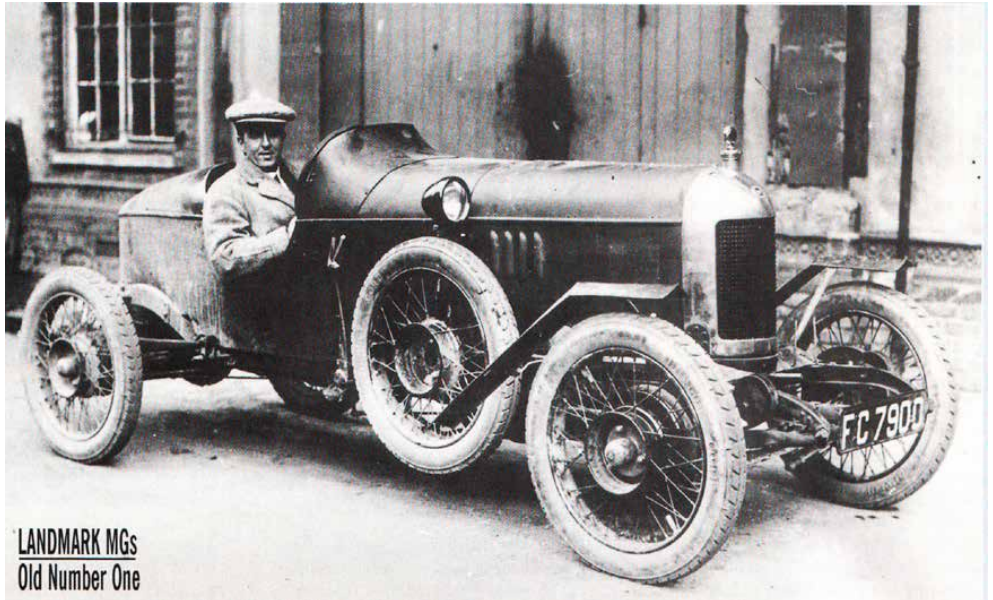
As standard Morris cars sold by the garage also passed through the busy Alfred Lane garage, where they were prepared and had their valves ground before going to the customers, the work on the specials had to be fitted in between these regular jobs. The six sports bodied specials did not sell quickly, they were too expensive at £350, so no more were made after the initial batch. Kimber also tried to sell the 14/28 Oxford chassis fitted with the Chummy body, but this also was just too costly to succeed. He experimented with a saloon body on a 14/28 Oxford chassis, powered by the 13.9hp engine, which was priced at £460. This suffered by having to compete with one from Morris priced some £65 cheaper. In advertisements this model was shown as an MG, and the MG octagon had started appearing in Morris Garages advertisements as early as March 1923, although the



The Birth of a Marque

cars depicted were usually ordinary Morris, Humber and Sunbeam models. The first trade mark application to use the symbol as a car badge was made in May 1924..

Kimber was obviously casting around at this point to try to come up with something different that he could build and market through Morris Garages. A young salesman called Jack Gardiner had joined the company and arranged to buy a 14/28 Oxford chassis. This he wanted specially prepared by the lads at Alfred Lane and he approached Kimber about having it fitted with a four-seater body to his design, leaving him with some drawings of his proposals. The chassis was worked on at Morris Garages before being driven to Carbodies of Coventry who fitted an aluminium-clad body on the lines of his original drawing. The new car was registered FC 6333 on the day before Gardiner's twenty-first birthday.



LANDMARK MGs
Old Number One

Kimber had entered a modified Chummy in the 1923 Land's End Trial and won a gold medal, so he decided to construct a car for the 1925 event. An OHV Hotchkiss engine was stripped and modified and fitted to a special chassis constructed from altered Morris Cowley components at the Longwall depot using just a few hand tools. There was an improved braking system constructed from many special parts made in the little machine shop and the car was fitted with a light, two-seater body constructed by Carbodies. The top speed was said by Kimber to be 82mph. With less than two days left before the start of the Land's End Trial, the car was found to have a cracked chassis frame and immediate repairs were carried out using strengthening plates that were welded in place. Cecil Kimber and Oxford insurance broker, Wilfred Mathews had a successful run and gained a gold medal. Soon after the trial Kimber sold the car for 300 and it passed through the hands of several owners before being rescued by the MG Car Company in 1932 for use in publicity. In this role it was given the title Old Number One.



The Birth of a Marque



Model: 14/28 MG Super Sports (Flat radiator model)

Production period: 1926 to 1927

Numbers built: 290

Body styles: two-seater and four-seater tourers, two-door and four-door saloons

Engine: four-cylinder, side valve, water cooled, 75 x 102mm, 1,802cc

Gearbox/final drive: Three-speed non-synchromesh, 4.42:1 20mph/1,000rpm

Suspension: Solid axles mounted on leaf springs

On the road: top speed approx 60mph

Recognition points: Flat radiator shell, exposed front dumb irons and body usually had a set of louvers on side of scuttle that were not fitted to the later 14/40 model

The project was obviously thought by Kimber to be a success because a picture of the car then appeared in an advertisement in the *Morris Owner* of April 1924 as the MG Special four-seater Sports, priced at £395. Despite the photograph showing the original car as originally produced, for the ones they built for sale quite a number of modifications were made. One change that altered the whole appearance of the car was to construct a special bracket for the steering box, and to alter the drop arm, so that the steering column could be set at a lower angle. This allowed them to drop the scuttle line and sit the driver further back on the chassis, giving the car more sporting looks. The appeal of the Super Sports was further enhanced by the addition of a set of aluminium trims to hide the utilitarian Morris wheels. Other features to appear were the then-fashionable nautical scuttle ventilators and flattened springs to lower the chassis. What they had produced was one of the most attractive cars of the 1920s and MG were in business.

For the 1925 model year the Morris Oxford chassis was given better brakes and a longer chassis. These improvements were incorporated in the 14/28 MG with these cars receiving yet further changes to the steering, suspension and controls at Alfred Lane before being fitted with their smart coachwork. The MG Super Sports range comprised an open four-seater, an open two-seater and a two-door salonette at prices from £350 to £475, far more than was charged for the equivalent Morris models. However, the Morris Garages continued to sell the standard cars and to offer special bodywork on unmodified Morris chassis at lower prices.

Following the success of the 14/28 Super Sports, by September 1925 they were running out of space at Alfred Lane. A section of a newly-built Morris Radiators' factory in Bainton Road, Oxford was rented by Morris Garages and MG production was transferred to that site. The operation was expanding rapidly and now there were twenty-five employees on the car production side, plus a works manager.



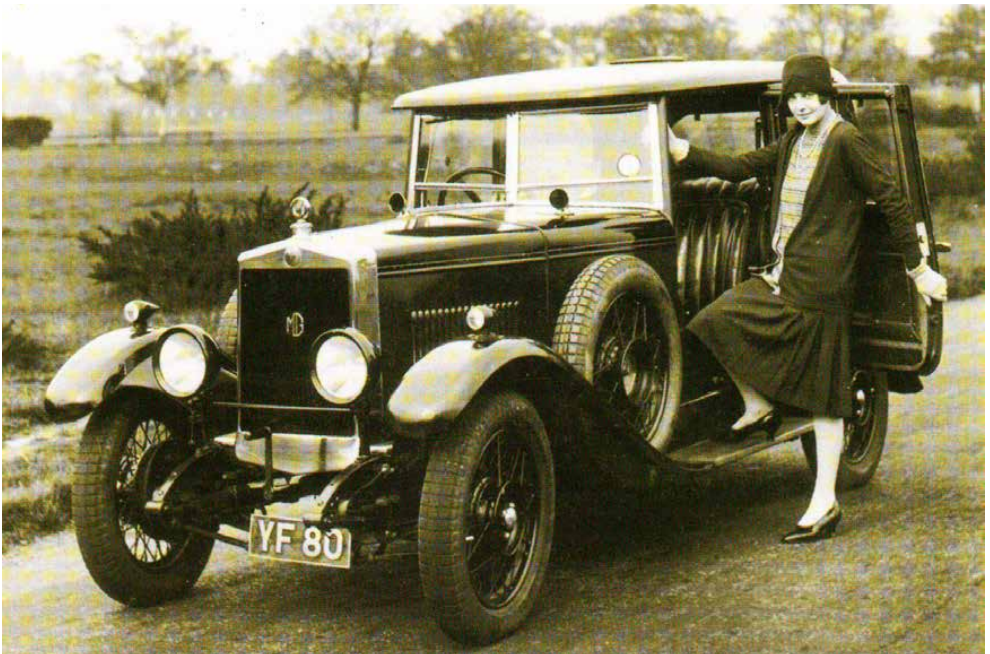
The Birth of a Marque

For the 1926 model year cars a special MG catalogue was issued by The Morris Garages. Inside the front cover was the proud statement that 'Such is the popularity of the various MG models that a special factory has been erected to cope with the ever-increasing demand'. The Super Sports models were available as two-and four-seaters and also as a salonette, which was a small, two-door saloon. This model was fitted with steel disc wheels in place of the wire wheels now standard for the other two models. The basic Morris chassis with solid-spoked artillery wheels was used for the four-door saloon and the Weymann Sedan, although the latter body could be fitted to the Super Sports chassis for an additional £30.

MG ESTABLISHED

The MG was established in the market as a product that by virtue of a combination of some simple chassis alterations and more attractive bodywork differed distinctly from the Morris cars on which they were based. Well over three hundred examples of the bullnose 14/28 MGs had been built before a radical re-design of the parent car was announced in September 1926.

The revised Morris Oxford chassis was wider, shorter and heavier than its predecessor and now had a more conventional radiator in place of the familiar rounded bullnose design that had been a distinctive Morris trademark. Adapting this chassis for use, by MG caused Kimber a number of problems and he asked a young engineering graduate, H.N. Charles,

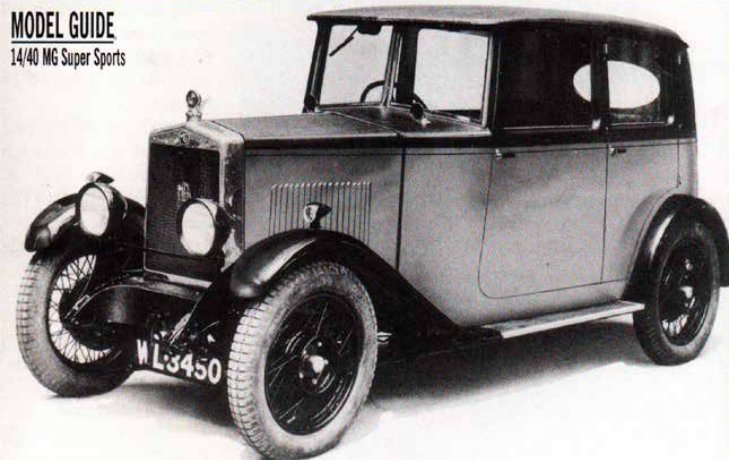


A 1927 14/28 Salonette posed with 21-year-old film star, Madeleine Carroll. The closed versions of the MG Super Sports were handsome cars, but few survive.



The Birth of a Marque

MODEL GUIDE
14/40 MG Super Sports



Model: 14/40 MG Super Sports (also called the Mark IV)

Production period: 1927 to 1929

Numbers built: 486

Body styles: two-seater and four-seater tourers, two-door and four-door saloons

Engine: four-cylinder, side valve, water cooled, 75 x 102mm, 1,802cc

Gearbox/final drive: Three-speed non-synchromesh. 4.42:1 20mph/1,000rpm

Suspension: Solid axles mounted on leaf springs

On the road: Top speed approx 65mph

Recognition points: Flat radiator shell, front dumb irons covered by metal valance and no louvres on side of scuttle

to join his team at Bainton Road at the weekends. They spent much time working on sketches trying to adapt the body styles to suit the flat radiator and devising the necessary chassis modifications.

The new models featured a number of chassis and brake improvements to the Morris chassis, but the range of body styles available was essentially as previously available. These first cars on the new chassis are now known as 14/28 Flat-nose, to distinguish them from the earlier 14/28s. Development work continued, resulting in various modifications being incorporated into the car which was eventually called the 14/40 Mark IV.

Early in 1927 the MG lines were moved to a new section of the works as growing sales of Morris cars meant expanded radiator production. It was obvious that new premises would eventually be needed to accommodate the car assembly work, so Cecil Kimber approached William Morris for permission to have a separate factory built especially for MG production. The new buildings were situated in Edmund Road, Cowley where they were close to the Morris works and had easy access to the bulk of their components.

The new factory had an eight-bay assembly area and power for these came from a 45 Kilowatt Crompton generator, belt driven by a Rushton engine. The factory also had its own boiler house to provide steam heating. The entire job was carried out very quickly and production was moved from Bainton Road in September 1927.

MG now had proper premises in which to build their cars and much was made by the company, in a series of advertisements, of the facilities at this new factory. Cecil Kimber was justifiably proud of the achievements of this off-shoot of The Morris Garages which was fast gaining wide recognition. Perhaps in acknowledgement of this, The MG Car Company (Proprietors: The Morris Garages Ltd.) was registered as a separate entity in March 1928.

Published in MG Enthusiast Magazine, May 2003



MGCC (Auck) Far North 2018

Be part of one of MGCC's premier annual events!

Wonderful scenery - MaGic roads - Great company

Date: Weekend of 1st - 2nd December 2018

Extended weekend format which also allows for those who don't have the flexibility to take additional days off work to take part for the weekend only.

- Thursday 29th** pm/ evening optional extra day to Tutukaka, stay overnight.
- Friday 30th Nov** Chill out at Tutukaka or explore the stunning local area
Evening – be joined by the second group who come up Friday afternoon/evening
- Saturday 1st Dec** Tutukaka to Mangonui/Coopers Beach
 Stay at Mangonui/Coopers Beach. Enjoy the octagonal company!
- Sunday 2nd** Trip to Cape Reinga & return to Coopers Beach for overnight.
 Or – travel home via Hokianga and the Kauri Coast.
- Monday 3rd** alternative homeward trip, the same as for those who left Sunday

Get your summer off to a flying start with a tour of the best spots (and roads!) of the winterless north!!

To book: please complete the registration form on the club website.

Bookings close Nov 18th, but book early to secure your preferred accommodation

Further information: Paul or Bronwyn Walbran, 09 817 8194; paul@mgparts.co.nz





MG's First Purpose-Built Factory



When William Morris gave Cecil Kimber permission to build a brand new factory for MG assembly it was a tremendous act of faith in both his manager and in the viability of the fledgling marque. With an eight-bay assembly area and its own electricity generator and boiler house to provide power and heat, this was a modern facility. The construction was carried out very quickly and production was moved from Bainton Road to the new factory in September 1927.

MG now had a proper factory all of their own in which to build their cars. A production line was laid down for chassis assembly, stores were established to serve both the assembly lines and provide customer service, and a small part of the factory was set aside for the



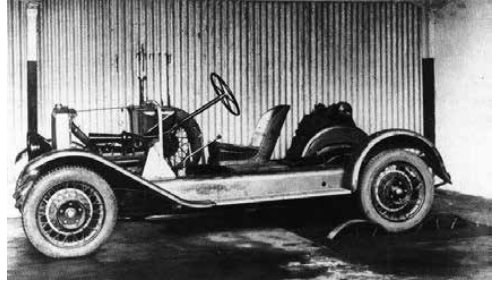


MG's First Purpose-Built Factory

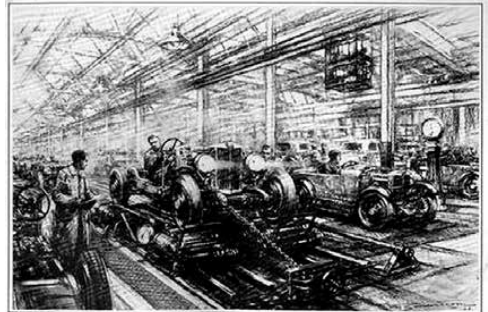
engine tuning work to be carried out. This consisted of grinding and polishing the valve ports and cylinder head to increase power output and careful finishing and lining up of bearings to improve refinement and reliability.

A special running-in bay was installed where completed chassis had their engines connected to a supply of coal gas to provide fuel, and to a water supply for cooling, before being run for the equivalent of 750 miles. The chassis was then taken back to the main assembly area where the head was removed and decarbonized and the valves re-ground. The wings and valances, bulkhead, fuel tank, etc. were then attached to make the car roadworthy for a test drive. Brake and shock absorber settings were adjusted and the car returned to the works for running on a 'Comparator' designed by Hubert (H.N.) Charles, which was the equivalent of a modern rolling road (see picture right). A temporary seat was then installed for its journey by road to the coachbuilders where the body was fitted. Upon its return the final small fittings were added and the car readied for sale. There were no painting facilities and cars had to go to the Leopold Street for this work to be undertaken.

Published in MG Enthusiast Magazine, May 2003



A 14/40 chassis on test in the Edmund Road factory. For 1927 the equipment here was very up to date.



MG Dynamometer Testing circa March 1929 by F. Gordon Crosby



New Members

We would like to welcome these new members and look forward to meeting them at our various activities.

Sammy Lyle
Carole Fathers & Jonathan Patrick

Okitu
Carterton



Lindsay Lancaster's MG BGT

I purchased a 1977 MG BGT from Whangerei in July 2018 and had it trucked down to Porirua. The MG had a lot of work done on the engine, etc. but was a bit rough inside. The project is to refurbish the interior, replacing the carpet, recovering the seats & new door panels. The only rust was found in the heater box, which is very hard to get to, so the area was repaired with butumim tape and a new grille added to the intake to stop leaves. etc from entering. The old seats, carpet and door cards have been removed. Sound insulation added to the floor. 22 pieces of new carpet installed. Currently I am recovering the seats.

Lindsay Lancaster





Old Speckled Hen - September

Thursday 27 September and an early start for the meeting place in Upper Hutt whether to take the top off the B or leave it on is always the question at this time of the year and as discretion is the better of valour we left that decision until later much later as it turned out.

0915 hrs and all assembled in the Bottle "O" car park minus 2 cars due to the old "K" series curse over heating which left 4 of our participants Ross and Bill stranded in the South Island.



One MG B, Andrew Week's BMW Ron and Shirley's MX5 and Michael's VW Golf (well two of them had a M in their brand name) headed off to the Wairarapa to meet up with Shaun and Steph at the Main Street Deli and Cafe in Greytown for morning tea or coffee and some great cheese scones. A number of the group had not used this cafe before and were suitably impressed. Note to self must return for lunch soon.

Our little convoy now had the red MGC Roadster of Shaun and Steph so looking more like an MG outing. The journey to the start of highway 52 is boringly normal but the road from the start at Te Oreore road in Masterton is anything but, with a real driver's road including long straights (not many) and the best parts the curves, hills, sharp corners and the quintessential New Zealand back country including wandering stock and farmers shifting big mobs of cattle.

By the time we reached Pongaroa we had travelled 93 kms on SH52 but also travelled back in time to when roads were not as crowded or straightened, in fact we only encountered two utes and a couple of trucks the entire time on SH52.

Pongaroa was our terminal point and also the lunch stop and meeting place to catch up with Gary and Heather Wall and another M car, their Mitsubishi Mirage.

The Pongaroa General Store Cafe and Post Office was our venue for lunch, this establishment has only been open for a year and has quickly become a focal point for the local community and we were not surprised given the quality of the Afghans, Yoyos and sausage rolls not to mention the friendliness of the owners.

Pongaroa itself is a sleepy rural town with slowly decaying houses, a pub, the aforementioned General Store and the recently sold magnificent old Post Office, it will be interesting to see what the new owners use this great building for. The one jarringly modern construction is the new Allied Fuel Stop opposite the General store however we all need fuel!!

Lunch over and the west coasters left via the road to SH1, then over the Pahiatua Track, while the East coasters returned the way we came.

All in all, a good run, oh and the top never came off as it did rain a little!

Les Newman See inside rear cover for more photographs.



Membership Fees

The Membership year is from 1st July to 30th June each year.

Single \$70 Double \$80 Family \$90

Existing members will receive a renewal invoice in the post, usually early June. Those non-members wishing to join the club can do so by following the 'Membership' tab on our

Web site: www.mgcarclub.org.nz. This provides a couple of options, including an online form which is the simplest and quickest way for intending members to join the club.

Membership Fees will vary according to the time of year that new members join. If you follow the 'Membership Tab' on our Web Site and click on 'Current Fees', the table will show you the amount you should deposit into our bank account.

You can pay your renewal on-line direct to our account 03-0539-0165992-00 Please it is important you include your membership number and/or name as a reference.



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MG News

Wednesday 19 September - MG Motor UK had the official opening of the SAIC Design Advanced London Studio, where future MG models will be created. Essential design, engineering, sales and after sales work will continue at Longbridge.

MG Motor UK Facebook page.



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Tawa Christmas Parade

To be held on **Saturday 1 December 2018**
1:00pm for 2.00pm start, wet or fine.

Commences at Tawa School, Oxford St, proceeds along the Main Road, into Surrey St, back along Oxford St to finish at Tawa School.

- Bands
- Community Groups
- MG & Vintage Cars
- Floats
- Clowns
- Santa

Proudly organised by Lions Club of Tawa for the benefit of the Tawa Community.

If you would like to join in the Parade in your MG and dressed appropriately (new rules) Santa hat? Please contact: Jim Higgins
email: jhiggins@netedge.co.nz

The MG Car Club Christmas BBQ will also be held after the street parade, at Ross & Anne Armstrong's house, 15 Coates St, Linden.



For Sale

1948 TC - Red - Price negotiable, about \$42,000 ono.

New Battery, many spares, new extra tyres, brand new hood and side screens still in the box. Interesting history. Including racing against Sybil Lupp in the late 1940s and a box of trophies, 1948 to early 1950 won by the original owner, Hugo Hollis.

Contact: Gay Baxter. Phone: 06 322 0978 or 027 2799 399. Email: mg.baxt@xtra.co.nz



Five 15 inch spoked wheels - offers.

Contact: Gay Baxter. Phone: 06 322 0978 or 027 2799 399. Email: mg.baxt@xtra.co.nz



MG Car Club (Wgtn) Regalia

The four MG Car Club Centres in New Zealand - Auckland, Wellington, Canterbury and Otago have authorised this new Grille Badge, which has a distinctive NZ flavour with the inclusion of the Silver Fern in the background.

The intention over time is to begin using this badge on communications, regalia and other activities.

61mm x 81mm - \$50.00.



MGCC Lanyard
Black/white or
Blue/white
\$5.00.



MG Embroidered badge.
57mm - \$3.00.



Back in stock.
Classic Motor Racing shield
die-cut vinyl sticker.
71mm(W) x 86mm(H) - \$3.00.



MG printed mug, as pictured - \$15.00.

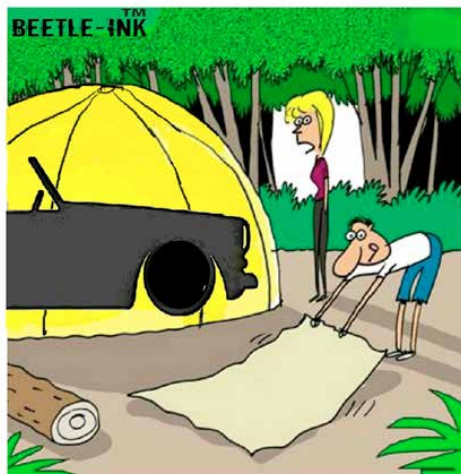
MG Car Club regalia can be purchased from
Bill Denize
email: billandrae@xtra.co.nz



MG90 Car badge.
75mm - \$43.00.



Last Word



**"I realise the MG is your baby,
but shouldn't we sleep in the tent?"**



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Rear cover

Inside rear cover - Top: Line up of cars outside the Pongaroa General Store Cafe and Post Office. Bottom - L-R: Gary, Ron, Shirley, Andrew, Heather, Shaun, Steph, Chris, Michael.
Rear cover: The VCC Daffodil Rally Car Show - Top: Jenny Jackson driving their MG TF. Bottom: Neville Milby's recently repainted MG TB.



Advertising specifications for display advertisements

Prices for 12 months

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Advertisements may be supplied in most common digital formats by e-mail or on flash drives or CD's, etc. Alternatively your raw copy can be turned into suitable artwork for your approval.

Enquirers to Dean Gray, Email: editor@mgcarclub.org.nz



