



Bulletin

PO Box 3135, Wellington, NZ.

Apr - May 2015





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Cover: What could be more English! taken at British Car Day, Trentham. Bill Denize's MGR, while a Cricket game plays in the back ground. (Photograph: Dean Gray).

Inside front cover: Pre 56 2015 MG National Rally (Photograph: George Walter).



Coming Events

Fri - Mon 3 - 6 Apr	MGCC Easter Rally - New Plymouth Contact: Ross Armstrong - e-mail: arfm@gmail.com
Wed 8 Apr	Noggin N Natter Contact: Chris Ward, details will be confirmed by e-mail.
Thurs 23 Apr	Old Speckled Hen Run - John & Viv Eames Contact: Michael Anderson - e-mail: michael.anderson@xtra.co.nz
Wed 29 Apr	Club Night Dinner - The Green Man, Victoria St, Wellington Contact Bob Hulena, details will be confirmed by e-mail.
Wed 13 May	Noggin N Natter Contact: Chris Ward, details will be confirmed by e-mail.
Sun 17 May	MG Charity Classic - Manfeild. Volunteers needed, see Page 31. Contact: Ron Robertson - e-mail: ron@mgarclub.org.nz
Sun 24 May	The Surgery Sprints - Manfeild Contact: Ron Robertson - e-mail: ron@mgarclub.org.nz
Wed 27 May	Club Night Dinner - Thai Country House, Tawa. Contact Bob Hulena, details will be confirmed by e-mail.
Thurs 28 May	Old Speckled Hen Run - Bill Pyne & Scott Stevenson Contact: Michael Anderson - e-mail: michael.anderson@xtra.co.nz
Wed 10 June	Noggin N Natter Contact: Chris Ward, details will be confirmed by e-mail.
Wed 24 June	Club Night Dinner - Contact Bob Hulena, details will be confirmed by e-mail.
Thurs 25 June	Old Speckled Hen Run - Les & Chris Newman Contact: Michael Anderson - e-mail: michael.anderson@xtra.co.nz
Sun 28 June	Cecil Kimber Mid Winter Run Contact: John Grant - e-mail: j.p.grant@xtra.co.nz

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

Members are welcome to attend committee meetings, but please contact the club secretary in advance. Rosalie Andrews - 027 600 0480 - risf@xtra.co.nz



President's Note



Time has flown by again since I wrote my February addition and what fun MGing has been with all those top down days.

British Car day was another big MG display. The logistics of getting our cars there and the Club trailer were overcome thanks to Mike Burnside "volunteering" to drive Clementine out for us. While we again had the "best" display the allocation of points is a bit like following Stephen Fry's system for QI winners.

OSH runs for 2015 kicked off in Feb also and at the meeting held at Murryfield Langdale Cafe it was agreed to return the runs to the last Thursday of the month to allow more members to enjoy them. 7 MGs attended with John & Viv Eames making the trip from Mangaweke. GT or Graeme Tullock who was recovering from a hip opp ditched his trusty GT for an automatic gear box Subaru I think.

I missed Southwards as the cricket called but the flag was flown by the regular attendees. Pre 56 had a bit of a damp time in Greymouth but George assures me it was worth the trip. We are in to planning 2017 which our club is hosting in Feb at Whanganui. More on that later so watch this space and buy a Pre 56 maybe?

The big Breakie was another success and returning to view the car collection in Carterton's old shoe factory, which we had been to some year ago, was a fitting end to the day. Thanks to Bob, Julie and Brian for organising it plus Vicky and Jimmy Pope of The Dish for putting on a fine brunch.

On a different note our MG3 has been attracting too much attention. Anne was parked at the local supermarket and while still in the car a nice lady carried out a bit of touch parking down the LH side. Duly fixed last month, however while stopped at pedestrian crossing in Newtown last week the car behind didn't. A loud crunch but no apparent damage, yea right I said, so it's back to the panel beaters as bumper has marks and suspect there is damage underneath it. Also the number plate needs replacing; BTW it was cheaper from Germany than from PP in NZ. Gazleys are up for a new surround also.

We have however had some excitement in the family as grandchild #1 arrived safely this month which is a great thrill for Anne and I. Not to mention the proud parents. So we have got past the furry and feather type "grand children" at last.

I'm off to MG Easter on Thursday in convoy with 4 cars and 3 others will join us up there so a total of around 14 bodies with many of the Brader gang coming along. More on that in the next Bulletin however, unless we can get a few quick pics away to Dean over the weekend to include in this issue?



President's Note - continued



Photo of rear end after accident which may be testament to it strength as the Mazda Demio is likely to be written off?

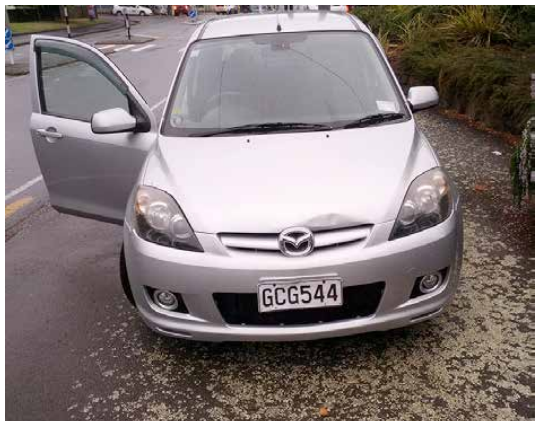
Lastly as the MG3 is off to the panel man I've retrieved the Fiesta from daughter who now has a wagon to carry baby daughter Bonnie and dog etc.

A quick comparison between the MG3 and the Ford Fiesta shows that the Fiesta has 5 less kW at same RPM but 11 Nm more torque at 750 less revs. As the MG3 is 51 KG heavier and has taller gearing it needs more RPM to get it up and going with its VTi TECH motor.

Did you check out the MG6s on special pricing? Minds you replacing a manual with an auto for MG seems a backward step, or is it in today's world?

Yours Octagonally.

Ross Armstrong



Fan was in to radiator and bonnet dented



MGA 60th Anniversary 1955 - 2015



2015 is the 60th Anniversary of the release of the MGA. In September 1955 in a thoroughly well planned 'launch' the MGA went on display at the Frankfurt, Paris and London Motor Shows¹.

In September this year MGA owners are invited to participate in a 60th Anniversary celebration to be held in Taranaki on **Friday 18 - Sunday 21 September.**

MGA owners should record these dates. Planning is in progress and details will be notified in the near future.

Register your interest with:
 Gay Baxter - mg.baxt@clear.net.nz
 or
 George Walter - gwalter@clear.net.nz

NEW MGA 1600 Mk II

Every sports car enthusiast will welcome the extra power of the Mark II MGA 1600; now 1614 cc engine, new compression ratio, Lockheed disc brakes on the front wheels, a new and greater performance for your greater safety. With the world famous M.G. 'Safety First' features of wonderful handling, stable cornering and fine road holding, this delightful performer is "As fine a car as it looks". That will be your verdict when you have a trial run.

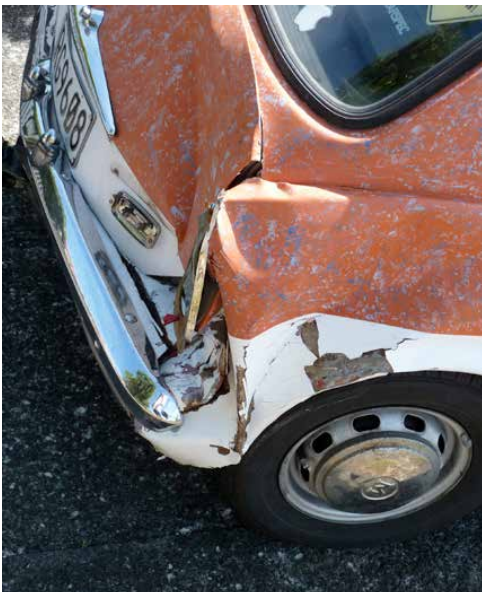
1. The Motorist Magazine and Autosport, M.G.C. 2. The Motorist Magazine and Autosport, M.G.C. 3. The Motorist Magazine and Autosport, M.G.C.

THE M.G. CAR COMPANY LIMITED, SALES DIVISION, DOWLEY, OXFORD



Editorial

Sadly it seems to have been a month for rear ending accidents, unfortunately mine hasn't had the same happy ending as Ross's. While stopped at the give-way on the Tawa off ramp, I was rear ended by a Ford Ranger double cab ute driven by a women tradie, who keep saying "I thought you had gone". Clearly NOT! She wasn't even following me, I was about 20 car lengths in front when we took the off ramp, it doesn't matter how defensively you drive, you can't prevent being hit while stopped! I've owned the Morris for over 20 years and 100,000+ miles, I did try to get it fixed, But the Insurance insisted it be written off, they valued it at \$3000. I got Roy McGuinness and Ross Church to value it, which doubled its value, but the Assessor insisted it was too structurally damaged. I gave up when the Panel Beater who was going to get the job of fixing it, agreed. After all it was in his interest to say it could be fixed. I have retained the wreck with the hope of finding another body, I have an offer on one in Porirua.



This has put the MG's restoration on hold while I figure out what to do next. I have finished the rewiring, having a lot of 'fun' with the intermittent wipers, turned out it was because I was testing them with a battery charger, the multimeter might say the battery charger is putting out a steady 11.5V, but it isn't, they put out spikes of voltage up to 125V and electronic circuits hate it and don't work as planned. A warning to all with electronics in their cars (radios, ignition, modules, etc) that you should always disconnect your battery when recharging it.

Safety  *fast!*



Odd & Ends



New Members

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

Hans Brounts	MG TF Replica
David Esau	1956 MG TF
Charles Gallagher	
Alan & Julie Russell	MG ZR160
Tony & Jenny Salter	2009 Morgan 4/4
Tony & Deborah Seabrook	
Grant Waddington	1964 MGB roadster



Articles

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



Road Test - MGA 1600 MkII

From Motor Trend — October 1961

Author unknown

This latest variation of the sports car pioneer reemphasizes all of the factors that have made it a best seller.

In the jargon of the advertising trade, MG has created for itself a “favorable public image.” Favorable in this sense means that the MG is automatically recognized as a sports car by the U.S. motoring public. No

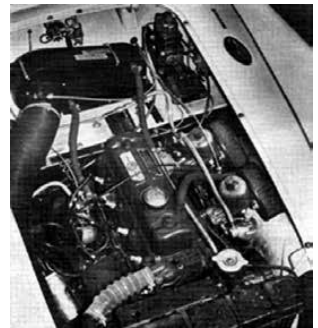
one need make any excuses or qualify the term in any way—the MG fits. This has been true since 1948, when the cars first began to be imported to the U.S. as the TC series, and has held through the TD, TF and A groups—some 125,000 cars imported in all. Why? Simply because the MG is a true sports car. In its price category it has come to be the standard against which other sports cars or would-be sports cars are judged.

The significance of the MG, the fact that MOTOR TREND had not performed any sort of test on one since September 1959, and the introduction of a new model for the A series, the 1600 Mark II, added up to an MG test. As with all cars, there are shortcomings and advantages. Pointing them out in an objective fashion should enable us to place the car in proper perspective with other sports machines and gain some indication as to its suitability for the widely varying conditions in the U.S.

Outwardly, the Mark II has had a simple face-lifting around the grille and taillights; it retains the basic A roadster silhouette and dimensions. Key sizes include 94-inch wheelbase, 47.5- and 48.75-inch front and rear tread, 156-inch overall length, 58-inch width and 50-inch height.

Under the hood is the biggest change, some 10 more horsepower than the 1600. Acceleration is slightly better, while top speed has been raised to considerably over 100 mph (107, factory rating) and engine durability is said to have been increased. From the driver's view there is little interior change except for increased use of leather trim in the dash area. Handling characteristics remain appreciably the same as in previous A's.

The engine, a variation on the British Motor Corporation's B model, has gained a well-deserved reputation for reliability. With the changes that stamp it a Mark II, it should prove even better. Compared to the previous 1600, it has been bored .03-inch, increasing displacement 2.1 cubic inches to 99. Intake valves are nine per cent bigger, exhausts up 11 per cent with ports revised to take advantage of the extra valve area. Compression is up from 8.3 to 8.9 with horsepower



MG-A's 1600 is powered by a variation of British Motor Corporation's B model engine. Bigger displacement, higher compression, other changes improve performance.



Road Test - MGA 1600 MkII

up to 90 and torque raised 10 lbs.-ft. to 97 at 4,000 rpm. Piston pins are slightly larger, therefore stiffer; connecting rods have been increased in the H-section for greater stiffness, and the crankshaft webs are 1/8-inch thicker, which means that the main bearings are narrowed slightly.

More important to the consumer than the relatively minor engineering changes is how the engine performs under varied conditions—creeping traffic, high speed, mountain grades, broiling desert, sub-zero or any other condition likely to be encountered. It is impractical to perform a test including all climates; in Southern California, however, it is possible to find all of them except the latter. Generally, the MG's engine took it all in stride. No tendency to overheat was observed in traffic, hot open country or climbing hills, although an unpleasant amount of warmth was generated and passed through the transmission tunnel into the cockpit. Idle was smooth and regular, with cold starting simply a matter of brief choking. Hot starts, often a sports car problem, were virtually instantaneous.

The MG-A makes a nearly ideal sports car for the beginner. By that, it is not meant to limit the car's usage to novices at sports motoring; many of the marque's biggest boosters have owned several and would have nothing else. The reference is intended for the owner who has the urge and finances to go racing on an expensive scale, yet recognizes the fact that there must be a learning period in something relatively safe. (Many competition drivers have, in fact, derived so much pleasure from racing in closely matched production MG events that they have not bothered to step up.) The characteristics that make the A a good learner's car also make it a delightful general purpose street machine. The car was felt to be a well integrated unit that is, gearbox, handling, ride, brakes, acceleration and performance generally were all part of the same car. No one feature was so outstandingly bad or good that it was considered to be either a total detriment or the starting point for another and better car.

At 2 2/3 turns, lock-to-lock, the rack-and-pinion steering is quick and sensitive. Except for the low number of turns, it will be found to be little different from typical domestic late models under normal driving conditions. Wheel action is slightly heavy at low speeds, easing up as speed is increased. There is a desirable tendency to understeer, which means a definite wheel return action while straightening out. At higher racing-type speeds, it is quite easy to break the rear wheels loose in a corner and hold them out by applying power. Easing off induces the rear end to come around more sharply and the car will spin unless steering correction is applied, but it is all telegraphed to the driver—nothing tricky or difficult as in the case of some extremely high-performance sports cars. The result is that it is an easy task for a beginner to safely learn racing techniques,



Changed grille is one of the few external changes in the new MG. But the engineering differences have made many changes since last MT road test.



Road Test - MGA 1600 MkII

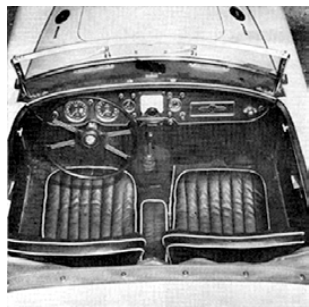
provided an open practice area is available. Such knowledge, essential on the race course, can be invaluable in a highway emergency. Not the least of safe, fast cornering is a low amount of body roll; it will be imperceptible to a driver who has been used to larger, softly sprung cars.

When one considers emergencies, brakes are uppermost. The A has 11-inch-diameter discs on the front, with 10 x 1 3/4-inch drums on the rear. Brake pedal pressure is moderate, they do not fade under repeated high-speed stops and they continue to stop in a straight line. There is little else that can be said about brakes that perform as good brakes should.

One of the oft-touted joys of driving a sports car is shifting through a four-speed gearbox, not simply for arm exercise but for control such as most automatics cannot give. The MG-A will satisfy the enthusiast on that point. The tunnel-mounted lever is positioned in excellent relationship to the wheel. Synchronized on the top three gears only, it was felt that gear action was slightly stiff. Compensating for that is a good choice of ratios and short throws with practically no slop in the remote linkage. Considering engine size, shifting can be held to an absolute minimum if one desires. For example, it was entirely possible to pull smoothly in fourth gear from 1,000 rpm, equal to 17.85 mph. Such treatment is not recommended, but it can be done. Ideal use of the gears involved keeping revs above 2500, with 3,000 a happier choice. Between 3-5,000, incidentally, the acceleration response was quite lively.

Shifting, especially downshifting, a sports car can become a sort of lightfooted ballet for the experienced driver who has mastered the heel-and-toe technique, which means to use the accelerator to synchronize engine with gears while simultaneously braking. It can be done in the MG, using an edge-of-foot style rather than true heel and toe, but the pedal spacing was considered crowded. This has always been true with MGs, at least since TC days, and a driver with a broad foot must be constantly alert to be certain of hitting the correct pedal.

While the acceleration times recorded were not sensational, they are quite creditable, matching the factory's acceleration curve. The car was definitely capable of staying with any traffic—ahead of much of it. Taking off, it was almost too easy to induce wheelspin in first gear. A fast shift to second produced a solid clutch bite but no wheelspin, and so on through the gears. Only when shifting at deliberately abusive speeds was there any evidence of slippage in the eight-inch-diameter clutch. and this when the clutch was engaged while the engine was still turning in excess of 5,000 rpm. Clutch pedal pressure is moderate on a reasonably short travel. Acceleration figures were taken using a rev limit of 5800-6,000 in the gears. The limit was determined by the MG's tachometer, which has an amber segment beginning at 5500, showing red between 6-7,000 rpm.



Well-instrumented interior has changed little. True to sports car design, MG has low seats, adjustable steering wheel and minimum closed-car accessibility.



Road Test - MGA 1600 MkII

Seating was judged to be good; even those who preferred chair-high seats quickly became accustomed to the MG's seats, which are only 8 1/2 inches from the floor at the highest point. This means legs out, but there is plenty of length in which to stretch out while an eight-inch travel on the seat adjustment accommodates most heights to the pedals. The steering wheel, too, is adjustable. However, an extremely long-legged driver who prefers the wheel close to the dash for an arms-extended driving position will probably find some wheel/knee interference. The foam cushions, 18 1/2 inches wide by 21 long, give good knee and thigh support. Backrests, mildly contoured, have good holding power; also a center armrest adds to one's sense of security from sliding.

There are a couple of areas where the A can be criticized, but they become subjective matters of individual taste. As an example, cockpit storage is definitely at a minimum. There are door pockets only. Space behind the seats is taken up with top (when folded) and side curtains, which fit in a hanging pocket. The small trunk is rated at 5.75 cubic feet, and even this is best suited for soft parcel storage. Two persons planning any touring would be well advised to add an external luggage rack. While the top is weathertight when used with the sliding window curtains, erecting it is not a detail that can be completed by one man while remaining seated in the car. It is an awkward operation for one person and is much more easily performed by two.

Ride is another subjective area that is difficult to pin down, but it was concluded that the MG's ride, while firm, is good. There is practically no tendency to choppiness, often felt in tightly-sprung, short-wheelbase cars. Even during off-pavement driving the suspension soaked up bumps and holes in a gratifying manner.

High noise level and wind buffeting can be companion features of small open cars. Both have been held to a minimum in the MG. Because the driver sits quite low in the body, top-down driving is reasonably wind-free. There was actually more annoying wind noted with the top up and side curtains out. Engine noise is moderately high, a distinctive note recognizable as MG. One saving grace is that the exhaust noise is not fatiguing at high cruising speeds.

During a period when it has become the fashion to build cars with unit construction, whether any advantage is realized or not, the MG clings to a separate box-section frame with body bolted on. It doesn't seem to create any particular weight penalty as compared to the possibilities of a unitized bodyframe. Suspension is quite conventional, upper and lower A-arms at front with coil springs and Armstrong lever shocks.

Anti-roll bar is optional, although there was none on the MOTOR TREND test MG. Rear suspension of the solid axle is via a pair of six-leaf semi-elliptic spring and double-acting Armstrong lever shocks. Panel fit and finish, which can spell the difference between consumer satisfaction and disgust, were found to be good. The off-white paint was well applied, doors closed solidly and hood and deck were installed to close tolerances.



Small trunk is best suited for around town errands. Longer trips with luggage will require an outside rack.



Road Test - MGA 1600 MkII

The base price shown, \$2499, can be raised through a number of desirable extras, including wire wheels at \$100, tonneau cover \$35, heater \$65, windshield washer \$15, and whitewall tires \$35. Anyone considering the MG strictly as an economy car should probably look elsewhere; there are other small roadsters and numerous sedans that will deliver better fuel mileage. But as a fun car, an automobile that features basic driving pleasure, it is hard to beat. The limitations of a two-seat roadster are quite obvious. If these can be overlooked, the MG-A 1600 Mark II is an outstanding automobile for the money.

TEST CAR: MG-A Mark II 1600

BODY TYPE: Roadster

BASE PRICE: \$2499

ENGINE TYPE: Ohv 4

DISPLACEMENT: 99 cubic inches

COMPRESSION RATIO: 8.9 to 1

CARBURETION: Two single-throat SU

HORSEPOWER: 90@ 5500 rpm

TRANSMISSION: Four-speed manual

REAR AXLE RATIO: 4.1

GAS MILEAGE: 17 to 21 miles per gallon

ACCELERATION: 0-30 mph in 3.9 seconds, 0-45 mph in 7.3 seconds and 0-60 mph in 14.2 seconds

SPEEDOMETER ERROR: Indicated 30, 45 and 60 mph are actual 28, 41 and 55 mph, respectively

ODOMETER ERROR: Indicated 100 miles is actual 98 miles

WEIGHT-POWER RATIO: 22.8 lbs. per horsepower

HORSEPOWER PER CUBIC INCH: .91



*the
get-away
car*





George Walter's - 1963 MGA 1600 MkII



Graeme Tulloch

Tulmac

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Pre 56 2015 MG National Rally - February

The 20th biennial Pre 56 2015 MG National Rally was held in Greymouth. The sea side town played host to 66 cars and about 125 people from New Zealand - Australia and the UK & USA.

It was based around Shanty Town just outside of Greymouth.

The Rally started with registration at 3.00pm and carried on to a very nice evening meal at 7.00pm in Shanty Town's main hall, after the drive from Wellington it was very welcome.

The Concours was at Shanty Town on a nice & mainly sunny day, While the judging was taking place we were free to look around Shanty Town and go for a ride on their very own stream train. The evening was free to enjoy the night life and flesh pots on Greymouth (Joke) but the food was good. Good to see Michael Anderson going well in Gary Wall's MG T.A. Michael has promised to have his TD going for Whanganui. Well he hopes to.

Monday was observation trail day and a long day but an interesting drive through the Historically interesting countryside. Jane Hector and I won the trail (in Class) although straight line navigation was a bit of a challenge to us.

That evening we had the Register dinners, a good fun night. A room full of MGA owners, Heaven.

Tuesday Autocross/gymkhana, it rained, our luck run out, big time. Only on the west coast can it rain like that, but to be fair it was not cold, just wet.

The grass was a little slippery (that is a gross understatement) but it was fun with a capital F, Pat Widdup's M Type faired the best, it's small, light and has narrow tyres, which helped. He had a lot of fun and won a prize too. The autocross was cancel as you needed a boat, not a MG, back to the motel for a change of clothes (dry ones)

The evening was back at Shanty Town for the prize giving and a very good dinner, dancing and some very friendly Can Can girls. (One was really friendly. – you can leave that bit out Ed)

I talked about Wellington's plans for the 2017 pre 56 Rally which went down very well, with many people looking forward to the Whanganui Rally in 2017.

After a farewell breakfast at Monteith's Brewery (where else) I drove straight back to Picton and straight on to an early sailing, good luck over planning.

By George Walter (Photographs George Walter)

YouTube video: www.youtube.com/watch?v=Fl5BJ7jwWoQ





British Car Day - February



MG - Music to any enthusiasts ear! Photo - Dominic Scott

This year's British Car Day was held on a very pleasant Sunday 8th February. A good group of members showed up around 8.30am and in no time the marquee was up with flags flying and looking great. Unfortunately our gazebo didn't go up quite so easily but with a lot of struggling and arguing (and the occasional bit of colourful language), we got there in the end. At that point MGs started arriving in what turned out to be quite large numbers. In fact it was a record turnout for us with around 40 cars finally assembling. We arranged a display of V8s leading up to the marquee in a vee formation and these generated much interest with the general public. The day attracted a good turnout of classic British cars although perhaps down somewhat on previous years. Our club again arranged for a brass band to play an hour or so of good old British music, however it seems the British Car Club unfortunately, told them not to turn up until around 2.00pm by which time people were starting to head home. In all however, another good day amongst some great British cars.

By Jim Higgins (Photographs Dean Gray)





British Car Day - February





British Car Day - February




 "OLD
SPECKLED
HEN"

Old Speckled Hen Run - February



MG's lined up at Murryfeild - Photo Ross Armstrong

We had a pleasant run last Thursday to the Murrayfield Langdale Café & Restaurant with 14 people and 8 cars attending including John & Viv Eames from Mangweka, Geoff Brader for the first time and Graeme Tulloch with his crutch following a hip operation. It was good to see everyone.

At the end of the lunch we had a discussion about setting a programme for 2015, asking for volunteers to organise one of the monthly runs and also what activities members wanted to do including having a 2 or 3 day event. Additionally we also sort a consensus on which Thursday of the month – either the 3rd or 4th we would hold the run.

Following on from that discussion it has been decided from March we will revert back to the 4th Thursday of the month for the remainder of the year.

Kind regards

Michael Anderson - OSH Co-ordinator



MGF / TF Festival - March



Turoa Sunset - Photo Des Mudford

The year of MGF20 celebrations kicked off as planned on Friday 27 February when nine cars gathered at Turoa Skifield, Mt Ruapehu on a beautiful evening. A chicken and champagne dinner was enjoyed by the crews of five cars from Auckland and Bay of Plenty and four from Manawatu. From our end were Des Mudford, Helen Gillbanks and John and Viv Eames in their MGF's and Trevor and Sandy Hardy on their first outing in their immaculate 2004 TF. After seeing an impressive sunset we cruised down the mountain with sights set on Mangaweka and the 2nd MGF/TF Festival beginning at 10am next morning.

MGF20 was still in focus when exactly 20 MGF's and TF's from all over the North Island assembled at Mangaweka campground on Saturday 28 February for morning tea and photos. Cars were placed to create a number 20 but unfortunately the best photographers' vantage point used to get last year's big letter F photo had to be hastily abandoned when



MG Manawatu Members at Turoa.
- Photo Helen Gillbanks



20 MGF's for 20 Years!
- Photo Alan Ledger 20/20 Vision



MGF / TF Festival - March



Not All The Festival Fun Was on the Road!
- Photo Helen Gillbanks



At Awastone Riverside Haven
- Photo Helen Gillbanks

I was attacked by wasps when trying to set up early Saturday morning. The Mangaweka fire engine was called in to provide the next best vantage point and I turned out to be not too wasp-allergic despite several stings, so order was maintained. Following the lovely lunch provided by the Heritage Mangaweka volunteer ladies, a 100km rural run took in Apiti where Manawatu members Murray and June were on hand to entertain with a real man's shed visit and a superb afternoon tea. The annual Apiti Sports on nearby offered another attraction. At 7pm everyone gathered at Awastone Riverside Haven for an excellent dinner and social evening to cap a successful day.

Sunday at 9.30am all gathered at Awastone again for morning tea before three activities on offer. Two rafts were filled for a river trip while several cars did another backcountry run. Garry and Lorna Wood from New Plymouth set up a fun grass gymkhana course which was enjoyed by several who never thought they'd do such a thing. Garry and Lorna also kindly donated an MGF model which Malcolm Fleming, with the best gymkhana time, took home to Wellington as a trophy to defend next year.

Lunch at Awastone rounded off a successful 2nd MGF/TF Festival held in marvellous hood- down weather. By popular request the event will be held again on the weekend of 27/28 February 2016. If you do have an F or TF mark next year's calendar now. If you don't have an F or TF, get one and be there!

By John and Viv Eames



The Road to Apiti... - Photo Helen Gillbanks



Malcolm Fleming (MGCC Wellington) With
The Gymkhana Trophy - Helen Gillbanks



Open Day at Southwards Museum - March

MGCC Wellington was again present in large tent form displaying cars across the spectrum of years. This feat was not by design but coincidence. Not that we had the extreme ends of the production years but TD through to V8 to hard top and soft top to kit set and to left hand drive. A good all round display. We have to acknowledge the British car day was even better with numbers of MGs from the club around 30.

The marquee provided respite from the sun which occasionally shone and the threatening rain stayed away. The crowd seemed down on past years but maybe the newspaper reports will tell us different.

As a showcase day for any classic car it drew a very eclectic array. It was again a joy to walk round with a smile to view cherished metal in all these different styles. The only vehicles missing were tractors! As usual the entrance fees were for charity. Southwards open their doors for all on this day and we are able to view the many cars awaiting reincarnation. Some really looked beyond resurrection but these craftsmen in the background are so talented nothing seems to deter their resolve.

A small number of enquiries were fielded by the club members present and spasmodic interest was shown by a few visitors. We hope those enquiries translate into a few new memberships.

By Chris Ward (Photographs Dean Gray)





Open Day at Southwards Museum - March





Young Gun's MG Dream Comes True



MG fan Jack Goff has landed his dream job – behind the wheel of an MG Triple Eight Racing car in the 2015 Dunlop MSA British Touring Car Championship.

Jack, at the tender age of 23, has years of racing history behind him. He started in karts when he was just six-years-old and celebrated his 18th birthday driving an MG ZR 190 in the MG Trophy Cup, winning on his debut and smashing the series lap record at Oulton Park and claiming eight podium finishes during the 2009 season.

Now Jack joins BTCC 2013 champion Andrew Jordan to complete the MG Triple Eight Racing team to defend the Manufacturer/Constructor title which MG wrestled from the hands of Honda last year.

Motor sport pundits began monitoring Jack's career in earnest after he clinched the Air Asia Renault Clio Cup, one of the BTCC Touring Car Championship support races, in 2012 before stepping up to the championship the following year .

Last year Jack finished 15th in the championship with ten top ten finishes including an eighth spot in the closing race of the year at Brands Hatch, the venue for the start of the 2015 season on April 4/5.

Jack, from Stokenchurch, Bucks, said: "MG is a fantastic marque. I started my track driving with MGs in the MG Trophy Championship in the ZR and having had seven MGs in my lifetime, I have a real soft spot for them.



Young Gun's MG Dream Comes True

"I spent a lot of hours in the garage working on my MG racecars over the years! MG has one of the most devoted and passionate sets of supporters of any car manufacturer. To have that support, hopefully, is going to be a real bonus. It's a brand that gets into your blood so I can't wait to do well for the team this year.

"Triple Eight has a big reputation for winning. You walk around the factory and there are trophies everywhere. I wouldn't say there is pressure on me to perform because of that, but it gives you confidence in your performance before you've turned a wheel."

Jack added: "These guys make up arguably the best touring car team in the world so the only pressure on me comes from myself. I have come here expecting to win races."

Triple Eight Racing's Managing Director, Ian Harrison, thinks that the 2015 driver line-up is the perfect combination of young talent coupled with racing experience and enthusiasm.

He said: "Jack sitting alongside Andrew ticks all the right boxes for MG and the team. We plan to continue to win races, take podiums and lock out front-rows so that the MG Triple Eight Racing MG6s dominate the grid. Everybody remembers the 2013 last round at Brands where Jack went wheel-to-wheel with Gordon Shedden and we need him to try to replicate that, on a regular basis."

MG's Head of Marketing, Matthew Cheyne, predicts fireworks from race one of the 2015 season. He said: "Jack completes a fantastic team and everyone is really fired up for the season.

"Last year we won the Manufacturers/Constructors championship on the track and off the track MG had a string of successes, including the MG6 being voted the Best Handling car in Britain in the Auto Express Driver Power Awards and MG was the fastest growing brand in Britain .

"We know how passionate MG fans are about motor sport so it's great that the MG Triple Eight Racing team produced the goods last year and we just can't wait for the 2015 campaign to open."

mgmotors.co.nz





MGB on Craig's List

An Ex-Wife is making her ex-husband sell his 1978 MGB – The Craigslist ad is pure genius - Here's the full text of the ad in case it gets pulled down - (*It has been relisted with more 'neutral' copy, ed*)

Recent divorce forces the sale of this 1978 MGB Roadster. My now ex-wife, clearly an aficionado, fan and connoisseur of classic European automobiles, valued this car at \$9,600.00 in her sworn financial statement and refused to budge on this ridiculously overvalued estimate during mediation. Since she is the expert on British sports cars, I am following her expert advice and listing this fine, rare, concours-quality vehicle at her valued price of \$9,600.00. This rubber bumper (feel free to contact her for a full education of the difference, value and collectibility of rubber-to-chrome bumper MGBs...) MBG boasts the following much sought after options:

- 96 bhp 4 cylinder 1800cc engine with single (yes, only 1) Stomberg carb
- No power steering
- No power brakes
- No air conditioning
- Vinyl seats
- 4 speed manual transmission (no overdrive)
- Convertible top (with custom rip)
- Rust on trunk lid
- Floors may or may not be solid. Car has been in her expert care, i.e. uncovered, unprotected and full of snow.

Car is in non-running, non-driving condition. Ex-wife deemed this car unsafe and unacceptable for our children to drive, but should be just fine for you and your loved ones. Show up with your tow truck and 96 \$100 bills. The line forms at her front door. First come, first served. No lowball offers...not a single penny less than nine thousand six hundred dollars will be accepted for this special, unique, collectible British classic. Cash only. Clear title. Seriously, you better hurry. This one won't last at this fair, reasonable asking price.



Original listing photo



Re-listed photo



New MG6 set for launch

MG is launching an improved NEW MG6 which will further boost the brand's remarkable revival.

The new car, which will go on sale next month, comes as MG sales in the UK continue to increase rapidly. Last year MG was the fastest growing automotive brand in Britain.

MG launched the original MG6 in 2011 but the 2015 NEW MG6 offers major improvements in every area of the car.

The 1.9-litre DTi-TECH diesel engine has been developed to give lower CO2 levels and improved mpg figures. Exact figures will be revealed at the car's launch.

Comprehensive updates have been made to the body styling of the car while it retains the driving dynamic qualities that won plaudits from drivers who voted the MG6 the Best Handling car in the 2014 Auto Express Driver Power Awards.

Interior upgrades and enhanced equipment levels are introduced on the New MG6 which will arguably have one of the best intelligent infotainment systems of any car in its class. A state-of-the-art navigation system will also set new standards.

Matthew Cheyne, MG's Head of Marketing, said: "This is a totally different car to the original MG6 with a host of new technologies and major advances in every area.

"We will reveal the full story and prices when the car is unveiled shortly. But the New MG6 is a big leap forward from the original car which has been the result of thousands of hours of dedicated work from our designers and engineers."

Cheyne said that the New MG6 would have broad appeal to both retail and business customers. He added: "The MG6 was always a comfortable, roomy car and offered rewarding driving.

"But the New MG6 takes the car to a different level again with a host of great improvements and advances, most of which have never been seen before on an MG.

"With the MG3 selling really well, the New MG6 will give MG another great boost. Last year was a really significant year for MG in terms of sales performance, but 2015 is already shaping up to be a cracking year for MG."

mg.co.uk

Thai-built MG6 saloon rolled out

SAIC Motor-CP Co, the Chinese-Thai car maker, is planning to invest 30-40 billion baht in a second Thai plant after its first plant in Rayong rolled out the MG6 1.8-litre saloon in June 2014. The company has already acquired 500 rai of land in Chon Buri for the plant, which is expected to be ready by 2018. *Bangkokpost.com*





£80,000 MGB from Frontline Developments



Looks harmless, but pulls a sub-4 second 0-60mph time and costs £80,000. Welcome to Frontline Developments' latest MGB-based creation, the Abingdon Roadster

'Fifty thousand pounds for an MGB!' we exclaimed two years ago, on our first drive of Frontline's MGB GT LE50. What madness was this? Would anyone pay such a sum? They did. Frontline has so far sold 32 LE50 variants, most loaded with options that have taken the price to well over £70,000, and that made them wonder what would happen if the options were simply offered as standard. The result of that wondering is the Abingdon, a Frontline-built MGB Roadster with even more power and torque than the LE50, that sells for £79,895.

So... '£80,000 for an MGB!' we can now exclaim, but there's no point contemplating whether or not anyone will pay such prices for what is virtually an entirely brand new car, substantially re-engineered, because four already have. What Eagle is to E-types, and Singer is to 911s, so Frontline is now to the humble B. While you can still buy a decent late-60s B Roadster for £5000 or so, Frontline has tapped into a demand for the best-of-the-best, with modern levels of performance and reliability in what many would say is one of the best-looking sports cars of all time. It was the dynamics that let the original down, not the styling.

You'll be wondering what you get for your 911 money then. The quick answer is a brand new bodyshell, uniquely modified and strengthened on the production line, fitted with a rebuilt and modified 2014 Mazda 2.5-litre four-cylinder engine and matching six-speed gearbox, sitting on cleverly re-engineered (at the front) and re-designed (rear) suspension, and topped off with all-new fittings and trim to a level that MG would never have considered at any point in the 1962-1980 production run.

First impressions? The Abingdon looks appropriately period, rather than highly modified, but clean and purposeful with it. This one is a customer's car, kindly lent to Octane for the day. Of course it starts beautifully, that's a given, running as it does on a new engine with 50mm throttle bodies and Omex engine ignition. There's an appropriate rortiness, not too much – and quite different from the characteristic growl of the B's original siamesed exhaust port engine – but it's enough to keep the '60s sports car vibe intact. No need to heave at the steering wheel, because there's an electric power steering rack hidden away under the dash. Stock steering on an original B is surprisingly heavy, with a tendency to weight up into tight corners as a result of excessive castor geometry, so these



£80,000 MGB from Frontline Developments

EPAS systems are becoming popular across all MGBs; this one has been developed and fine-tuned by Frontline, however, and feels completely natural. The amount of assistance can be dialled in and out by the customer too.

Of we go, heading out of Frontline's Oxfordshire village for more open roads. It's an easy car to adapt to, all the controls nicely weighted, the driving position in the new sports seats perfectly comfortable, the ride firm, fidgety at times, but unflustered by the inevitable potholes and blisters in the tarmac. There's enough torque that you can amble through the six gears, and the relatively long accelerator pedal movement makes for a more relaxed drive than you might expect.

Then, of course, the opportunity comes to push harder, and down goes the right foot, up go the revs towards the 7800rpm red line and the B comes alive, squatting down into the tarmac as it propels itself ever more rapidly down the road. This isn't 'quick'. This is phenomenally fast.

Is Lillywhite exaggerating, getting a bit carried away by a bit of extra power compared with his own B-series BGT? No, I say! And the figures prove it: the Abingdon has more power than Frontline's seriously quick LE50, 304bhp at 6800rpm in fact, and more torque too (241lb ft at 5200rpm), which means a 0-60mph time of 3.8 seconds. Yes, that's a sub-4-second sprint! Top speed, limited by aerodynamics and self-preservation, would be around 160mph, and though I didn't get close to that, 120mph appears on the new electronic clocks remarkably quickly. This could turn out to be lethal but the suspension and brakes are more than up to it. Frontline has long been known for Spridget and B suspension upgrades (my own Frogeye in the early '90s ran a Frontline front conversion) and the Abingdon continues the development into an all-new alloy upright, tubular wishbone and coilover set-up, stronger and far less compromised than the original lever-arm design. It's at the rear that it gets really clever, though, with the live axle now suspended on coil-over-damper units rather than leaf springs, and located by no fewer than six links.

As a result, the old tendency for a powerful B to axle-tramp its way off the line, and to skip around bumpy bends, is simply eradicated. Stepping from my own BGT into the Abingdon, it feels strange not to feel the rear squatting down as the car accelerates out of a corner, but instead the Abingdon remains flat and unflustered, only losing traction when pushed really hard, at which point the ease with which it settles back into line is utterly flattering. I'm a driving god! Oh, no, it's just a very well set-up machine.

Brakes, too, are more than up to the job. There are decent-sized discs and modern alloy calipers all round, and the car weighs only 897kg, so it's no surprise that it hauls up straight and fast. There was a smidgeon of 'will it or won't it' pedal feel under hard braking that Frontline was aware of, and has since rectified with a different master cylinder.

Most of all, on our long, fast test drive, the Abingdon felt complete, both structurally and as a package. Everything matches in feel, which isn't always the case with conversions like this, and it feels strong too. The B shell is a tough 'un, its strength coming from the triple-section sills and deep transmission tunnel, but Frontline commissioned a



£80,000 MGB from Frontline Developments

unique set of modifications to the British Motor Heritage E-coated bodyshell, moving the bulkhead rearwards to allow better engine placement for weight distribution, new suspension mounts (though Frontline's suspension conversions can be bought as bolt-on kits too), seam-welding and strengthening in key places. To that the company adds a raft of soundproofing, followed by an interior that feels appropriate to a B but several notches above the standard specification, beautifully trimmed in-house at Frontline's recently expanded HQ, with options of leather or alcantara throughout. Electric windows, central locking, Xenon headlights and high-spec stereo come as standard, while air-con, heated seats, heated 'screen, built-in sat-nav and more are options.

Sensibly, Frontline has left the external appearance more or less standard (save for those lovely Dunlop alloys), though there are three hood choices, ranging from a high-quality version of the original through to the Speedster look you see here, which gives a longer, cleaner rear deck, uncluttered by hood fixings – the rear edge of the hood on this version cleverly clips into the leading edge of the bootlid channel.

So, £80,000 for an MGB? Of course it doesn't really make sense, but it's clear to see where the money goes, and if you're after something useable, fast and utterly reliable, then it's one hell of an option. One customer has traded-in a recent 911 for an Abingdon – and we can see why.

By David Lillywhite. Octane Magazine, December 2014.

FRONTLINE MGB 'ABINGDON' ROADSTER

Engine: 2488cc four-cylinder, billet crank and rods, DOHC, 16-valve, 50mm direct-to-head throttle bodies, Omex management

Power: 304bhp @ 6800rpm

Torque: 241lb ft @ 5200rpm

Transmission: Six-speed manual, rear-wheel drive, LSD

Steering: EPAS rack and pinion

Suspension Front: alloy uprights, tubular wishbones, coilovers. **Rear:** six-link live axle, coilovers

Brakes Front: vented discs, four-piston calipers. **Rear:** solid discs, two-piston calipers

Weight: 897kg Performance Top speed 160mph, 0-60mph 3.8sec





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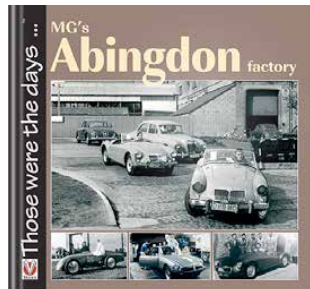
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For Sale



2013 MG6 GT TSE, White - \$27,990.

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Contact: Hermann Meyer, Sales Manager, Autohaus Rotorua.

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GRK3007 Clutch master kit - MGB 62-67 - \$20 incl postage

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I am looking to buy a T type M.G. I have a preference for a T.C or a T.F. in good sound condition that can be driven on a regular basis. I am looking to spend up to \$30,000.

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E-mail: tinaheesterman@hotmail.com Phone: 06 8777969 or 0272610104 or 0274056463.



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Be sure to fill it all in so we can have all your details up to date.

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Grill Badges

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.**



Calling all **MGB owners**, if you haven't celebrated the birth of your favourite sports car, now is your chance too. We currently have a few remaining MGB 50th grill badges available which will enhance your car and sit beautifully alongside the MG Car club and MG90th grill badges, why not collect the set!

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Grill badges can be purchased from
Jane Hector,
phone: **027 246 6034** or
e-mail: **jayhector70@gmail.com**

Rear Cover: Murray & Ginny Abbott's immaculate MGB at Southward's Open Day in March.
(Photographs - Dean Gray)



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