



Bulletin

PO Box 3135, Wellington, NZ.

Aug-Sep 2015





MG Car Club (Wellington Centre) Committee				
Patron	Home	Work	Cell	E-mail
President Paul Chipp (Lesley)	04 586 8262	04 576 1500	027 248 3430	paul@netclinic.co.nz
Vice President & Treasurer Jim Higgins (Judith)	04 476 8967	04 476 8967	021 963 268	jhiggins@netedge.co.nz
Captain John Grant (Phillipa)	04 233 1082	04 233 8009	027 668 5591	j.p.grant@xtra.co.nz
Secretary Rosalie Andrews (Lyndon)	04 461 6575		027 600 0480	rlsf@xtra.co.nz
Regalia Jane Hector	04 562 8108		027 246 6034	jayhector70@gmail.com
Committee Members Bob Hulena (Billie) Denis Christiansen (Margaret) Ron Robertson (Naomi) Michael Shouse Dean Gray	04 293 8112 04 569 7480 04 564 8389 04 297 2279 04 232 9422	04 293 8112 04 385 9175 04 560 9426 04 232 9422	027 448 2225 027 644 4427 027 443 9969 027 419 8017	bob@mgcarclub.org.nz denis@mgcarclub.org.nz ron@mgcarclub.org.nz upnzway@earthlink.net editor@mgcarclub.org.nz
Pre '56 Contact George Walter	04 478 0608	04 385 1892	027 438 9133	gwalter@clear.net.nz
Scrutineers Ron Robertson (Naomi) Ray Hartley	04 564 8389 04 384 4459		027 443 9969	ron@mgcarclub.org.nz
Bulletin Editor Dean Gray	04 232 9422	04 232 9422		editor@mgcarclub.org.nz

MG Classic Motor Racing Committee, PO Box 164, Wellington.				
Ron Robertson (Naomi)	04 564 8389		027 443 9969	ron@mgcarclub.org.nz
Paul Chipp (Lesley)	04 586 8262	04 576 1500	027 248 3430	paul@netclinic.co.nz
Ross Armstrong (Anne)	04 232 4175		027 443 8826	arfmg@mgcarclub.org.nz
Bob Hulena (Billie)	04 293 8112	04 293 8112	027 448 2225	bob@mgcarclub.org.nz

Regional Contacts			
Auckland Centre	Paul Walbran	09 817 8194	paul@mgparts.co.nz
Canterbury Centre	Shirley Johnson	03 332 5776	johnsonds@xtra.co.nz
Hawkes Bay			
Manawatu	Gay & Bill Baxter	06 322 0978	mgbaxt@clear.net.nz
Mangaweka	John & Viv Eames	06 382 5717	mangaweka@hotmail.com
Otago Centre	Russell Walker	03 454 5347	russellwalker15@gmail.com
Taranaki	John Chambers	021 336 135	john.chambers@xtra.co.nz
Wairarapa	Brian & Julie Pope	06 377 1285 027 496 9036	bjpope@xtra.co.nz

Cover: Ross & Anne Armstrong's MGB at Motukaraka Point

Inside front cover: On the road, Mid Winter High Country Weekend.



Coming Events

Sun 9 Aug	The Surgery Sprints - Manfeild - MG Round, Volunteers needed, see page 5 Contact Ron Roberson - e-mail: ron@mgarclub.org.nz
Wed 12 Aug	Noggin N Natter - Mid Winter High Country Weekend report Contact: Paul Chipp, details will be confirmed by e-mail.
Thurs 27 Aug	Old Speckled Hen Run - Ron Mitchell & Shirley Kelly Contact: Michael Anderson - e-mail: michael.anderson@xtra.co.nz
Wed 26 Aug	Club Night Dinner, Water Front Bar and Restaurant booked 7 for 7:30pm Contact: Bob Hulena, details will be confirmed by e-mail.
Sun 13 Sept	Daffodil Day Run to Carterton, see page 34 Contact Michael Shouse, details will be confirmed by e-mail.
Sun 13 Sept	The Surgery Sprints - Manfeild Contact Ron Roberson - e-mail: ron@mgarclub.org.nz
Fri - Sun 18-21 Sept	MGA 60th Anniversary celebration, see page 5 Contact: George Walter - e-mail: gwalter@clear.net.nz
Sat 26 Sept	Prize Giving Dinner, see page 7 Contact: John Grant - e-mail: j.p.grant@xtra.co.nz
Wed 7 Oct	Noggin N Natter - Roy McGuinness as guest speaker Contact: Paul Chipp, details will be confirmed by e-mail.
Thurs 22 Oct	Old Speckled Hen Run - Graeme Tulloch Contact: Michael Anderson - e-mail: michael.anderson@xtra.co.nz
Fri - Sun 23-25 Oct	MGF20 - South Event, see page 34 Contact: John Eames - e-mail: mangaweka@hotmail.com
Wed 28 Oct	Club Night Dinner, Delhi 7 Indian Restaurant and Bar, Northland. Contact: Bob Hulena, details will be confirmed by e-mail.
Fri - Sun 13-15 Nov	30th MG Classic Motor Race Meeting Contact Ron Roberson - e-mail ron@mgarclub.org.nz
Sat 12 Dec	36th anniversary of the annual Lake Ferry Excursion organised by the Sunbeam Car Club of NZ (Wellington)

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



President Report to AGM



Firstly I need to inform you that I won't be seeking re-election as President or as a committee member at this AGM. I have thoroughly enjoyed my membership of the committee. But after 25 continuous years it's time to step back and let others carry on. I have no regrets in making this decision but there will be a tinge of sadness after all these years. Growing family commitments however make it the right call at this juncture.

An important point for us all to remember is you don't have to be on the committee to get involved with helping out or even organising an event for the wider club to enjoy.

These past 12 months have been memorable. Our members attended Pre 56 and Easter Rallies, the MGF 20th and the Mid-Winter Back Country Tour. They represented the club splendidly, coming away with well-earned placing in the competition events.

George Walter and his outstanding MGA won their class overall at the Pre 56 Rally with the Hector family MGZB and MGA and Michael and Elaine Anderson waved the flag in one of Gary Wall's many MGTAs.

A group of us also enjoyed our competition against Auckland at Easter; Geoff and "Midge" placing 2nd in the Motorkhana and 3rd overall in the Autocross. Not surprisingly Bill & Rae Denize continued their shining run by again taking out the concours event with their immaculate MGRV8.

The camaraderie that MGers enjoy at these joint events with other MG enthusiasts from around the country makes them most memorable and Anne and I have certainly made many good friends due to our attendance over the years.

The club is healthy with membership growing and a varied and interesting menu of events to choose from during the year, including the monthly Noggin & Natters, dinners and Old Speckled Hen runs and the annual events like our Daffodil runs.

The Club has benefitted very much from the support of members other than the committee who have also stood up to help with events, such as guest organisers for the monthly OSH runs.

Jim and Chris have arranged some very interesting speakers for N & N with the French Exotic Supercar designer Jim and Judith brought along being one of the most memorable for me. He didn't want to leave us.

The change to our membership of MotorSport NZ with the introduction of the MG Classic Racing Register went smoothly with many thanks to Ron for this. The Classic Race team produced more stunning events in November and May and are now working



President Report to AGM - continued

hard on the 30th MG Classic Race to be held this November. Again club members are needed to support these flagship meeting and Ron is only too happy for you to put you hand up for the occasion.

The proposed changes to the Health and Safety Act have seen the club make submissions to the Sub-committee and our local MPs. Auckland MG has made similar submissions. We're grateful to Terry Collier for helping to draft these for us. We have also introduced a few basic "Safety-Fast" procedures when running events to help ensure organisers and attendees are aware of their responsibilities. The committee will continue to monitor any changes and we have been working closely with the FOMC, MSNZ and our fellow MG Centres to keep abreast of them.

So the club is healthy and there are some great things happening in the MG car world with more modern cars and designs arriving at the end of the year. Those of you who purchased MG3s and the MG6s at crazy \$\$\$ I'm sure will be very happy with the creature comforts they bring. This means more opportunity to get new members into the club to protect our future. Many British CCs are floundering as their marque is no longer in production. Yet we see healthy forums on the web for MG ZR/ZS & ZT models and the MG6 and 3s are getting good ratings in UK. Hopefully in future a new MG sports car will appear but in the meantime they are concentrating on building the modern market up.

2016 will see MG National Rally at Taupo run by Auckland and 2017 the Pre 65 one in Whanganui which Wellington, with George Walter convening, are organising.

In closing I'd like to thank all of you for your support during my time in the various roles and as President over the years, especially the committee members I have had the pleasure of working with.

Anne and I aren't going to disappear however and will be enjoying one of our trusty MGs at events in the future. We're already booked in for 2016 Nationals and I'm helping George out with Pre 56 for 2017.

I wish the incoming committee all the best for the coming year and look forward to catching up with all of you as attendees where and when possible at MG outings.

Yours Octagonally.

A handwritten signature in black ink, appearing to read 'Ross Armstrong', is written over a large, faint, stylized 'MG' watermark.

Ross Armstrong



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 Shows'.

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



Volunteers needed

The Surgery Sprints are a great way to get into motor sport. As far as motorsport goes it is fairly low-key, so is a great entry point for those who want to try their hand at motor racing. The format is simple: a pair of cars are released onto the track at 10 second intervals and they complete 3 laps from a flying start. Points are awarded according to the times each driver achieves and these points go towards individual and club prizes.

The requirements are also basic: road legal tyres, fire resistant overalls, helmet, a fire extinguisher fitted to the car with a metal bracket, a roll cage for all open cars and a Motorsport NZ Licence (day licences are available). Entry fee is just \$80.

You don't have to have a rocket car to enjoy yourself on a race track and slower, unmodified cars are more likely to score more points. So whether you have a MG 1100, a MGB V8 or something you'd rather not admit to, come and discover the thrill of motor sport for yourself.

The MG Car Club Wellington hosts the third round (out of 5) on Sunday 9 August and we require club members to man Flag Marshalling and Time Keeping roles.

Please contact Ron Roberson - e-mail: ron@mgcarclub.org.nz

Note: The editor once won the unmodified 0-1300 class even though I was the slowest car competing, I turned up for each round, earning more points than anyone else.



Editorial

Winter is among us, yet as you will read it has not stopped MG's from enjoying attending the events that were held over the last 2 months. Nor has it stopped me working on the 'new' Morris, although progress has been slow because of the weather. I have finished the welding repairs and have spray painted the front of the car. Although I haven't cut it yet. I am currently cleaning the underside and have primed most of it. When this is finished I have to start wrecking the old car, currently it is parked on the driveway, with the damaged end away from view, so looks are deceiving. I will not enjoy this bit...



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.



Captain's Ramble

This will be short and sweet as we pack our bags ready to head away to visit our daughter, son-in-law and two wee grandchildren in Portland Oregon. We get to meet our new grandson, who will be two months old when we arrive. We also have a super excited five year old granddaughter, who is pestering her mother every half hour with, 'When are Nana and Granddad arriving – how many days, hours and minutes?'

We all head then north to Fernie, British Columbia to attend our son's marriage to a lovely Canadian, Allison.

If I am allowed to while I'm away, I hope to suss out some classic car museums, clubs and organisations.

Before we go, just a reminder about a couple of upcoming events for you to put into your diaries.

Saturday September 26

This is the annual awards and trophy evening, being held at the Bolton Hotel again this year. It is a social event as well as an awards night – you do not have to be up for an award to take part.

An auction is held on the night to raise funds for Kara Hands, an organisation MG Wellington proudly supports.

Note: This night replaces the monthly club dinner.

WHERE: Bolton Hotel
WHEN: Saturday, September 26 6.30 for 7.00pm
RSVP: j.p.grant@xtra.co.nz by Wednesday Sept 23

Sunday October 4

Yes, it's Coast to Coast time again. Mark it in your diary now. Pip and I will be finalising the details of this run on our return from overseas, so watch for more details in the Second Gear newsletter mid-September.

Friday, Saturday and Sunday November 13, 14 and 15

A very important event on our calendar – the Classic Race Meeting at Manfield. This successful event requires the help of volunteers. So if you would like to be an integral part of the thrills and excitement of this event please contact Ron Robertson on:

Phone: 04 564 8389 or 027 443 9969

Email: ron@mgsclub.org.nz

I look forward to catching up with you all on my return.

John (Grant).





Old Speckled Hen Run - May

Bill Pyne and I put together a short run for May the 28th, but for some it was anything but – we had members joining us from Wanganui, Martinborough, north of Masterton, Palmerston North and, of course, Wellington. It was a very pleasing response, and the weather played its part too – fine and sunny. The outing was to see two car collections in Waikanae, visit a retro garage and milk-bar display in Raumati and then have lunch.

We soon had an impressive lineup of members' cars in Omaha Street, Waikanae – 8 MGs, from Geoff Brader's Midget to Ross Armstrong's ZT260 V8 Wagon, Hans Brount's lovely 1989 TCar and 3 non-MGs (a Mercedes-Benz CLA 45 AMG, an Aston Martin DB9 and a Subaru Outback). Gary Wall joined us later in his Riley Pathfinder.



lineup at Bill Pyne's - new member Hans Brounts' TCar in front



3 MGs in the warehouse in Omaha St - TF1500, TF1250 and TD


 "OLD
SPECKLED
HEN"

Old Speckled Hen Run - May

Bill led everyone into his warehouse/garage where we were met by masses of gleaming metal. His collection includes 10 Mercedes-Benz, ranging from a 1969 280S manual (Type W108 for those of you into Mercedes model nomenclature) to a 1998 230SLK (R170, the model with the folding hardtop), a 2006 Smart Fortwo Cabriolet and a lovely burgundy Daimler 4.0. Also in storage there was a Mk I Ford Cortina GT.

Across the road in another warehouse, members were able to stroll amongst 30 classics, mostly British. This collection, owned by a Wellington businessman, includes an MG TD, 2 MG TFs, some Jaguars, some Rovers, some Triumphs, some Morris Minors and more.

From there, we drove to Raumati and, although my instruction on how to get to Clive Taylor's retro garage display was not quite correct (apologies, folks), we all made it to the venue on a large rear property in Raumati Road. Here, we were met by Clive and given the run of his out-buildings (work on a new building was taking place while we were there – I understand it is to be a saloon in the Wild West style). I suspect that Clive is very big on Fords - the main garage housed a superb 1955 Crown Victoria 2-door hardtop. There were other lovely old cars to admire and a wonderful 1950s milk-bar, complete with jukebox. The collection of automobilia was amazing, including a number of old petrol pumps.

From Clive's hidden treasure we travelled a short distance to Raumati Beach, where we gathered at Oneday Café, opposite Marine Gardens. Here we had a room to ourselves, which was only just big enough for our group of 22. It was soon pretty noisy, as conversation flowed, but once the food started arriving things quietened down. I think we all enjoyed our meals – I know my soup, carrot cake and coffee were excellent fare.

Thank you to all who took part in this run, especially those of you who travelled long distances. See you again soon.

By Scott Stevenson Photographs: Scott Stevenson



Clive Taylor's 1955 Ford Crown Victoria



Right - Clive Taylor's '50s Milk-bar



2015 Cecil Kimber Run - June



Cecil Kimber (1888 - 1945)

- Was the main influence in the creation of the MG marque in the 1930s.
- Was Managing Director for several years before being asked to resign in 1941 because he had obtained contract work on aircraft without first obtaining approval.
- Was killed in an accident at Kings Cross Station in London, after his train had stalled in a tunnel.

The Cecil Kimber run was planned to occur on the anniversary of the great man's birthday, but sadly personal circumstances intervened and the run was deferred until Sunday 28th June. Proceedings were geared to start at 0830 hours at Motukaraka Point with a "show and shine" display of our MGs. However, there was a minor distraction which grabbed the attention of those intrepid souls who had braved the brisk, fine, yet chilly morning. Our attention was grabbed by an abandoned 4x4 vehicle resting in the sea.



Did the owner "get the hump" with his car? Policeman inspecting the wreck for signs of life. Bathed in bright sunlight under a beautifully blue sky, MG'ers looked on with amazement as a Police Officer, stripped off his uniform and waded out through the freezing water to ascertain whether the vehicle had any occupants. Such is the lot of Police Officers! Soon he was joined by colleagues from the Police, Fire Service and Ambulance, one of whom thoughtfully provided a much needed towel



2015 Cecil Kimber Run - June

The Show and Shine was a keenly contested affair, with Ross Armstrong and Bill Denize disqualifying themselves as they were doing the judging. The group included a lovely range of MGs including an original 1950's MGTF, and MGA, 3 MGB roadsters, a MG 1100, a MG ZR, a MGR V8 and a MGF. Could this delightful collection have been improved upon? We were thrilled to be joined on the run by Richard and Belinda Whitehead with their newly acquired MGF: hopefully now new members.



MGs awaiting the scrutineers inspection

Later in the day we learned that the lovely rubber-bumpered red MGB of Val Halberg was the deserving winner of the Show and Shine.



Ross, George and the Whitehead's MGF John & Jenny Jackson looking good MG style

John and Pippa Grant had done a wonderful job of preparing a most interesting run. Each of the contestants was provided with a questionnaire and associated route instructions and we all headed off towards the Hutt Valley.





2015 Cecil Kimber Run - June



Did anyone mention it was a cold start?

Our route took us north through Silverstream, climbing Blue Mountains Road into the lovely Whiteman's Valley. Here the scenery was just delightful, with the ambience enhanced by our early start: the low lying moisture slowly burning off with the sun giving the countryside an eerie look. The road through Whiteman's valley is winding with some narrow stretches and one-lane bridges: just right for "stretching the legs" of our MGs.

Passing through Upper Hutt township, we headed onto the Akatarawa Road, before cutting back to Te Marua. A right turn at the village led us back into the Mangaroa Valley and another dose of lovely scenery. Cutting back across the rear of the Trentham Racecourse, we finally stopped at our Brunch Stop, the Fig Tree Cafe on Fergusson Drive. Here MG camaraderie took over and the gathered throng enjoyed both one and others company as well as some excellent food.

By Andrew Weeks. Photographs; Dean Gray & Denis Christiansen.





Tech Talk - Indicator Stalk Renovation

The Lucas Indicator stalk from the mid 1960's to mid 1970's is a very reliable unit, but the chrome dome on the end of the stalk can become rusty, making your pride & joy less than perfect, even though the indicator stalk still works reliably. Fear not, you will not need to buy a new indicator stalk, all you need is a new cap. These are available from suppliers such as Coastal Fasteners for under \$1, ask for a **8mm starlock cap**. 8mm is the size of the shaft the cap locks on to. **1.** Unscrew anti-clockwise the old cap, there is a loose spring, to keep safe. **2.** Prize off the old rusty cap with a flat head screwdriver. **3.** Drill a 8mm hole in a piece of scrap wood. **4.** Rest the horn button in the wood and replace cap with downward pressure, some force is required, don't use tools as this will damage the plastic horn button or the new cap. **5.** Clean horn contacts with Brasso or similar, reinstall spring & horn button turning clockwise and you are ready for another 40 years service.



You can download PDF's of previous Tech Talk articles from www.mgcarclub.org.nz/Site/technical/restoration/Tips.aspx



Tech Talk - The Good Oil

Oil Specifications Explained - What does 20w50 mean?

What’s written on your oil bottle, and what does it mean?

- 1) The purpose for which it is intended (i.e. Motor oil, Gear oil etc)
- 2) The viscosity (i.e. 10w40, 5w30 etc for Motor oils and 80w90, 75w90, etc for Gear oils)
- 3) The specifications that it meets (should contain API ratings)

So, what does the above information mean and why is it important?

THE BASICS

All oils are intended for an application and in general are not interchangeable. You would not for example put an Automatic Transmission Oil or a Gear Oil in your engine! It’s important to know what the oil’s intended purpose is.

SAE VISCOSITY GRADES

Most oils on the shelves today are “Multigrades”, which simply means that the oil falls into two viscosity grades (i.e. 10w-40 etc)

Multigrades were first developed over 50 years ago to avoid the old routine of using a thinner oil in winter and a thicker oil in summer.

In a 10w-40 for example the 10w bit (W = winter, not weight or watt or anything else for that matter) simply means that the oil must have a certain maximum viscosity/flow at low temperature. The lower the “W” number the better the oil’s cold temperature/cold start performance.

The 40 in a 10w-40 simply means that the oil must fall within certain viscosity limits at 100°C. This is a fixed limit and all oils that end in 40 must achieve these limits. Once again the lower the number, the thinner the oil: a 30 oil is thinner than a 40 oil at 100°C etc. Your handbook will specify whether a 30, 40 or 50 etc is required.

Multigrade oils such as SAE 5W-30 to 20W-50 are widely used because, under all but extremely hot or cold conditions, they are thin enough to flow at low temperatures and thick enough to perform satisfactorily at high temperatures. Note that vehicle requirements may vary. **Follow your vehicle manufacturer’s recommendations on SAE oil viscosity grade.**

If lowest expected outdoor temperature is	Typical SAE viscosity grades for passenger cars
0°C (32°F)	0W-20, 0W-30, 5W-20, 5W-30, 10W-30, 10W-40, 20W-50
-18°C (0°F)	0W-20, 0W-30, 5W-20, 5W-30, 10W-30, 10W-40
Below -18°C (0°F)	0W-20, 0W-30, 5W-20, 5W-30



Tech Talk - The Good Oil

SPECIFICATIONS

Specifications are important as these indicate the performance of the oil and whether they have met or passed the latest tests, or whether the formulation is effectively obsolete or out of date. The API (American Petroleum Institute) specifications that you should look for on any oil bottle and understanding what they mean is important.

API

This is split (for passenger cars) into two categories. S = Petrol and C = Diesel, most oils carry both petrol (S) and diesel (C) specifications.

The following table shows how up to date the specifications of the oil are:

PETROL

SA to SF - **Obsolete** - Introduced 1930 - 1980

SG - **Obsolete** - Introduced 1989 - has much more active dispersant to combat black sludge.

SH - **Obsolete** - Introduced 1993 - has same engine tests as SG, but includes phosphorus limit 0.12%, together with control of foam, volatility and shear stability.

SJ - **Current** - Introduced 1996 - has the same engine tests as SG/SH, but phosphorus limit 0.10% together with variation on volatility limits

SL - **Current** - Introduced 2001 - all new engine tests reflective of modern engine designs meeting current emissions standards

SM - **Current** - Introduced November 2004 - improved oxidation resistance, deposit protection and wear protection, also better low temperature performance over the life of the oil compared to previous categories.

SN - **Current** - Introduced in October 2010, designed to provide improved high temperature deposit protection for pistons, more stringent sludge control, and seal compatibility. API SN with Resource Conserving matches ILSAC GF-5 by combining API SN performance with improved fuel economy, turbocharger protection, emission control system compatibility, and protection of engines operating on ethanol-containing fuels up to E85.

Note:

All specifications prior to SJ are now obsolete and, although suitable for some older vehicles, are more than 10 years old, and do not provide the same level of performance or protection as the more up to date SM and SN specifications.

For example Caltex Havoline SAE 20W-50 meets API SJ while Castrol GTX SAE 20W-50 meets API SN, both would be acceptable for a 1960's A series engine, but GTX is the superior oil, if they were both the same price or close, I know which one I would choose, on the other hand if one was less than half the price...



Old Speckled Hen Run - June

The Old Speckled Hen Winter Solstice Run on 25/26 June was a cracker. Les Newman and Michael Anderson arranged a drive from Waikanae to the central North Island via sealed back roads wherever possible with an optional overnight stay in Raurimu with mid winter Christmas dinner at Les and Chris' holiday house.

Four cars with the Wellington contingent assembled at the New World car park in Waikanae on Thursday morning 25th June and Les distributed instructions about the route with quiz questions, and CB radios for each car. The latter were very useful as will be seen later (as well as the distributor I had replaced in my 1970 MGB GT). After a quick top up with coffee at Otaki we branched onto the inland route through Shannon to Ashhurst where we met Manawatu Club members who were joining us for the Manawatu Scenic Route part of the run. We all lunched at a café in the township where the food was good and the staff did their best to cater for the influx of hungry MG enthusiasts.



Ashhurst rendezvous

The most interesting part lay ahead from Ashhurst towards Mangaweka, initially on the eastern side of the Pohangina River. This is a winding undulating road, ideal for sports cars, but signs of recent stock movements and a few cattle behind temporary electric fences on the 'long acre' dictated a certain amount of caution. We passed through native forest in the Totara Scenic Reserve and encountered workman still cleaning up slips from the steep cliffs in the river gorges after the heavy rain the previous weekend. We had glimpses of a dusting of snow on the Ruahine Range nearby.

The Manawatu folk left near Mangaweka and three cars (one MGB and two GTs) continued northwards on back roads. We had not gone far before Les advised us by radio that the engine in his car had stopped and we drifted to a halt at the side of a quiet, narrow country road. Three heads under the bonnet checked that the fuel pump was working but found no high voltage supply at the plugs. As there appeared to be no current to the points we tightened electrical connections, fitted a new condenser and, just in case, an old but serviceable coil. We now had 12V to the points but still no spark at the plugs. Michael called John Eames who kindly offered to bring his Subaru 4x4 to tow the car to his place if necessary, and put us all up for the night. As a last resort we removed the rotor and when a spare was fitted the engine burst into life to relief all round.

After a quick discussion we decided to press on to Raurimu but having lost an hour decided to go via SH1. Les and Chris went on ahead to light the fire and start cooking



Old Speckled Hen Run - June



Shannon comfort stop



Dusting of snow Ruahines

dinner. Mt Ruapehu stood out clear and sharp in the twilight, with a good coating of snow on upper slopes. Temperatures were falling towards zero and we were wary of possible black ice but fortunately the roads were dry and we arrived safely at Les and Chris' lovely restored villa after dark.

Les welcomed us with a blazing fire, warming glasses of mulled wine and the aroma of dinner cooking. Soon we were tucking into roast chicken with potatoes and kumara accompanied by a couple of bottles of pinot noir which we thought would be a shame not to try. This was followed by Chris' delicious homemade Christmas pudding and chocolate truffles, and a superb dessert wine that Michael brought. The delightful evening of good company, food wine and Christmas cracker hats was especially enjoyable after overcoming a mechanical glitch in true MG fashion. It was decidedly frosty outside, the sky was clear and studded with brilliant stars

Friday morning dawned dull and drizzly. Les and Chris cooked a hearty English breakfast for eager appetites whilst I went looking for the Raurimu spiral but this is best seen from the air, and we departed mid morning. Patches of blue sky appeared once we were off the central plateau and heading to John and Viv Eames' sheep farm just south of Mangaweka so Chris could present them with the quiz prize. John is finishing their magnificent new house with splendid views over and beyond their property, complete with a small lake. Viv gave us nourishing soup for lunch which was much appreciated and John showed us his car collection including 4 MGs. Suitably fortified we headed south independently and all reached home safely after a thoroughly enjoyable outing in good company and delightful cars on great roads.

Thanks to everyone who participated but especially Les and Chris for doing the hard work and for their hospitality, also John and Viv (who would have rescued us) for welcoming us at their place.



Lake Eames

Ian Miller. Photographs: Ian Miller



Mid Winter High Country Weekend - July

Mid Winter High Country Weekend, organised by MGCC Auckland, gives MG's on the Saturday the option of a number of routes from Taihape to the designated lunch stop at the Fat Pigeon café in Piopio. The Wellington contingent picked the route Taihape-SH1-Waiouru-SH4-Via Ohakune-Horopito-National Park-Taumarunui-Piopio. Malcolm Fleming gives his account of the trip.

Mid Winter High Country Weekend '15, iced roads to iced cup-cakes

Not surprisingly, with the severe weather warnings in place for the middle of the North Island, there were a few no-shows for the annual Mid-Winter Back Country Adventure Tour.

Being met with iced up cars on Saturday morning was a pointer to the day ahead, (very) cautious driving! The Wellington contingent numbered four vehicles, and we collegially formed a group that headed off early in bitterly cold, though clear conditions. Ross, did we really need to have the roof down? The Desert Road as we knew was closed, so we drove to Ohakune without mishap. Upon entering Ohakune our MGF hit its first patch of black ice for the day, and in a scene that repeated itself incessantly for the ensuing hour, behaved extremely skittishly.

By the time Gina and I arrived at National Park, enough was enough! Gina was dispatched to buy the Saturday papers and we informed the Armstrongs, Colliers, and Christiansens that we were going to pull the pin on the drive to Taumarunui, and instead park ourselves up within the opulence of the Chateau Tongariro for the remainder of the morning. Our Wellington colleagues weren't too sure that this idea had much merit, though agreed to at least drive to the Chateau car-park. Still undecided, we left our fellow MGers beside the cars and made ourselves comfortable inside.

Five minutes later, the Wellington crew joined us and we ended up with the exclusive occupation of the Chateau's Library, complete with sun streaming in and a picture postcard view of Mt Ngauruhoe. The next two hours flew by with High Teas, and what transpired to be an impromptu lecture on Classic Car Racing in New Zealand from Messer's Terry Collier and Ross Armstrong. It was wonderful stuff.

Back out into the now full car-park and driving back down the hill, we observed cars parked alongside the road for at least a kilometre on both sides. Apparently the Police closed the road within half an hour of our leaving. It's all about timing! Though the big chill put paid to any exciting driving, the occasion was one to savour.

Malcolm Fleming and Gina Jones. Photographs: Anne Armstrong & Gina Jones





Mid Winter High Country Weekend - July



Smash Palace, Horopito



Pulling up to the Chateau's entrance



Malcolm & Gina in the Chateau Library,



Relaxing in the Chateau Library,



Mid Winter High Country Weekend - July

Mid Winter High Country Weekend #2

Snow, sleet, ice, road closures and freezing temperatures. Who in their right mind would head to Taihape in an MG for such a weekend? We did and what a delightful time we had. Saturday loomed bright and sunny with beautiful (indescribable) vistas of the mountains and scenery as we headed on our way up to the King Country. Traveling along in our snug and warm MGA (fixed head coupe) we encountered icy, gritted State highways, sealed damp country roads and remote gravel rural roads with grass down the centre!! Our trip, on the way to the designated lunch stop at the very busy Fat Pigeon café in Piopio, took us through many small communities and villages such as Owhango, Hikumutu, Ohura, Taumarunui, Aria to name a few. An interesting snap shot of early days in our country, when all these places were thriving towns and communities. A fabulous weekend, thanks to Paul for the overall organisation and an opportunity to explore the beautiful back country of New Zealand.

From the Taupo Team Bryce, Marion, James and Julie.



Images from the Mid Winter High Country Weekend



Mid Winter High Country Weekend - July

Mid Winter High Country Weekend #3

The promise of a very cold snap for the Back Country Weekend was perfect news for those heading off to the coldest part of the North Island; just what we wanted! A number of Aucklanders, mainly from the North Shore, met up at Papakura Motorway Services Friday morning and, together, headed off south via the Waikato River Trails. We were aware that the Desert Road, and the alternative road from the north to Waiouru via National Park, had both been closed the previous night, so we decided not to be too late hitting that area in case the roads were again closed after dark. It was an uneventful run to Taihape...at least until we reached the Desert Road. In the coldest spot of the journey, with the sun going down as fast as the temperature, for an unexplained reason Peter & Jane Yarnham's MGB powered Magnette petered to a stop. "Funny, this" said Peter, "it stopped in this spot last year too". At the time I could not see the funny side of the coincidence, but fortunately we 'fixed' it in a short time although neither Peter nor I have any idea what we did that 'fixed' it but, suddenly, the Magnette fired up again.....and without wasting time to try and understand why the motor was going again (for fear we both resembled another pair of frozen snowmen lining the Desert Road), we gratefully jumped back into our cars and prayed the the Magnette would keep going, at least until past the Desert Roadin fact the Magnette never stopped again, all weekend!

After the usual social Friday evening, we were all awakened next morning by the first MG away – as always, whether it be Back Country Weekend or Far North, the burble



Images from the Mid Winter High Country Weekend



Mid Winter High Country Weekend - July

from Rob Ellis & Daniel Richardson's blue MGB ensured no one else slept in that morning! And having been awoken, when others peered outside, they saw a row of MGs that all needed de-frosting....plus Rex Thompson bent over his MGA which, on this cold morning, needed a spot of attention to the carb needles! A combination of Rex's numb fingers (99.9%) and no shortage of advice from bystander experts, (clutching their hot coffees), (0.1%) advising Rex how difficult it must be on a cold morning like this to work on the motor....soon had the MGA fuel economy back to normal. Eventually we all headed off, in groups, each group going somewhere different or heading to the same place but via different back country roads: Paul to Taumarunui to collect an MGF which Andrew was bringing down from Auckland after Paul's MGB clutch had cried enough Friday morning. We headed off towards Ohakune via the Targa Roads highlighted by Paul in our roadbook, together with Lionel and, travelling about an hour behind us, were the late risers – they must have been in the room further away from the Ellis/ Richardson room! : Ewan and Lorna, Rex & Sheryl and Peter & Jane. The roads out to Colliers Junction and Bell Junction and then on to the Whangaehu Valley Road were superb, could not have asked for nicer gravel roads amongst stunning countryside. Ewan felt at home: encountering first some stray heifers in the middle of the country lane, and then some stray sheep . Displaying the skillsets learnt from years of farming in Makarau Valley, he drove past the stray animals and left Peter and Jane following to round up them up! Vicky, Lionel and myself had lunch at the cafe in the Chateau declining the National Park Railway Station despite it being highly recommended by the Seagars. When we



Images from the Mid Winter High Country Weekend



Mid Winter High Country Weekend - July

caught up with them later, as they left the station cafe. They were all complaining about their lunch: a competition between the six of them as to who had had the worst lunch. We thought Lorna's "they served me a toasted sandwich: the toast wasn't brown and the bacon filling was uncooked" was the winner! Perhaps in need of sustenance, the Seagars and Yarnhams headed back to Taihape where they were to come face to face with another animal incident. Peter suggested they have a beer in a Taihape pub, ("to take in a bit of local culture", he said). Everyone Peter said "was very friendly, and we all had a great laugh when a local Maori boy rode his horse down the middle of the town (SH 1), then turned and rode straight towards the pub. Just as he was entering the pub on horseback, the publican, who seemed aware of what may happen, got to the front door and, facing a stern wave of a finger, the horse and rider backed out. True or not? I don't know – Peter & Ewan had had six local beers at that stage!

Dinner was at the Gumboot Cafe Saturday night, as usual – and less usual, there were no MGs (or Escorts!) missing for once. It may not be salubrious but the food is good, the wine cheap it makes a good venue for the final night. Paul handed out his traditional Back Country Awards awards for those who travelled furthest, those who travelled least and a hard luck award which, I cannot recall who won it, but with no MG breakdowns it sounds like Lorna's lunchtime toasted sandwich must have been a strong contender.

As always, a really enjoyable event with perfect weather – very cold overnight, and early morning but then sunny for the convertibles almost all of which were driven with their hoods down throughout the weekend...although I did notice a smart, white MGB roadster with a black hardtop fitted.....what is this Club coming to?

Thanks to Paul and Bronnie for another most enjoyable weekend. We have already decided where we wish to head next year.....With this and Far North, track days and motorkhanas to organise I wonder if they have any weekends to themselves?

Geoff Broadhead. Photographs: MGCC Auckland.



Images from the Mid Winter High Country Weekend



MG unveils its first crossover

26 April 2015 - **It's famous for building sports cars, but MG is pinning its hopes on a very different sort of car as it tries to re-establish itself in the UK**

MG has revealed a new car, stirring memories of classic British sports cars imbued with a sense of fun, style and affordability. Except, this British brand is now Chinese, and rather than a sports car, the new model is what's known as a crossover – car manufacturer speak for a family hatchback that looks like a tough, go-anywhere 4x4.

The reason for straying so far from MG's traditions is to ensure the car appeals to Chinese tastes, and in a further sign of MG moving away from its roots, the new crossover will be built in the Chinese city of Nanjing.

Despite this, the car was designed and engineered in the UK. And final assembly of the vehicles sold in Europe will take place at the Longbridge factory in Birmingham, which mass-produced cars for 99 years up until the collapse of the old MG Rover Group a decade ago.

MG's "Britishness" is actually a key part of its appeal in China. Posters at the Shanghai motor show, where the MG crossover was unveiled, had Sherlock actor Benedict Cumberbatch promoting the brand. And a few years ago when MG revealed a new hatchback at the Guangzhou motor show, it went to the trouble of flying over members of the UK's National Youth Theatre to perform for visitors.

This emphasis on the British connection can also be found in MG dealerships in China. Not only are Union Flags hung on the walls, but they sit alongside images of the likes of David Beckham, Prince William and Kate Moss, while videos show MG racers winning last year's British Touring Car Championship.

Jin Yongsheng, an analyst at Sinotrust Information and Consulting, explained: "The British badge means the car has a pedigree, a long history and a certain nobility. But SAIC [MG's current owner and China's largest car manufacturer] has also focused on fashion and technology and the British designers have understood the Chinese market."

MG's heritage might mean it is seen as a premium brand in China, but the company is targeting a very different USP in other countries. Matthew Cheyne, MG's Head of





MG unveils its first crossover

Marketing, said: “Value for money is what customers are looking for now. The MG approach to the market is to offer fixed pricing [meaning low prices combined with a no-haggle policy] and market leading levels of specification.”

The new crossover, which will be called the GS, won't be the first model from the reborn MG to be offered in the UK. However, you can be forgiven if you haven't noticed any of its cars up to now because it sold just 2,326 here in 2014, and even that was a huge improvement on the year before.

If anything can re-establish MG outside of China, though, it is a car like the GS, because it's not just the Chinese that are fans of crossovers. Almost one in five vehicles sold around the world last year was a crossover, with more than 18 million of them finding homes. Meanwhile, in Europe this type of car made up 23 per cent of the new car market, and sales are continuing to grow.

When most people think of MG, they picture something like the MGB roadster

When it goes on sale in the UK early next year, the MG GS will be pitched as a budget alternative to another car that was engineered in Britain – the Nissan Qashqai, which is built in Sunderland and priced from £18,210. Both two- and four-wheel-drive versions of the GS will be available, and while the show car featured a 2.0-litre petrol engine, UK buyers are likely to be offered a 1.5-litre petrol and a 1.9-litre diesel.

The GS will be followed by a smaller, cheaper crossover in 2017, and MG is considering returning to its roots after that by introducing a new two-seater convertible. This will be dependent on the crossovers selling well in Europe, because demand for sports cars in China is very limited.

Steve Huntington, The Telegraph



Classic Race Committee - Chairman's Report

It has been another good year for the Club and the Classic Race Committee. The Classic meeting last November was a great weekend turning a small profit. There was a diverse group of cars and the weather was kind to us.

The Charity got off to a slow start again but came through to be a success. There was a bit of carnage that is not acceptable and some of the criteria for entry will need to be looked at.

Last year we decided to give a donation to a new Cancer Organisation, a local group called Kara Hands, They are a small hospice type group with over 95% of all money being used at the bedside. They received around \$2,000 so did the Cancer Society.

The up and coming 30th anniversary of the Classic Race is fast approaching and the guys are working hard to try to raise sponsors. This is getting more difficult each year, if any of you know a business that may wish to advertise to a captive audience, let Bob or Paul know. The list of groups at the meeting is changing a little with the hope of a good group of Historic Touring Cars plus the new group of Historic Race Cars. The Touring cars are the type of cars that used to run at the Wellington Street race, mainly European cars from that era. The Historic Race Cars are the old Trans Am type cars like the Huxford Capri.

The F5000 will be with us this year as long as they can get back from the States in time (fingers crossed). The NZ Sport Cars did not have enough cars to form a grid last year so will be joining the Allcomers.

The VCC were keen to join our meeting but they did not come up with many cars for the Charity despite many many hours spent by Terry to get them along. Hopefully next years Charity will be the year. It would be nice to get more of the really old cars back to



Ray Hartley in his MGF - Photo Stew Wood

MG Classic Race Committee - Chairman's Report

November. More work is required.

Over the last year we have again made a profit on both race meetings, supported the MG Surgery Sprint round and driver training days, picking up the slack where necessary. There have been many payments to the main club to cover items we both can use. And at last year's Classic, all Flag and Crash marshals that could attend were treated. Also the helpers and many of the faithful drivers were also treated. All MG club members were given free entry, as were all Ladies who entered and competed in the Sybil Lupp race. I was a little disappointed that more MGs were not present given their free entry. So while the recorded profits may look down, The accounts are in great shape and the money is being put to good use.

With the cost of the track going up a sizeable amount and Motorsport doubling many charges and raising the Participation levies by 64% this is now starting to hurt. The cost to us is now \$50 per local driver and \$100 per overseas driver. We intend to absorb this cost as we have in the past, as this is our 30th running of this event. We will be doing a dinner where all helpers will receive a free ticket. T-shirts or Caps will be made to commemorate the event. The outlook is positive as we have groups that want to race with us and we don't have enough time in the day to accommodate them all. The programme this year will be the biggest ever with over 50 races being on the programme.

The event will start on Friday with official Practice (Qualifying) held in the afternoon. We will need help from the members with Flag marshalling duties.

I feel this event will be a huge success as it has a difference that matters. All the work is done by volunteers who are as varied as you can find. Lawyers waving flags, Mechanics herding grids and professional people of all walks serving tea to an equally diverse group of people in the Toyota suite. So I would like to say once again to anyone who has helped over the last year and though their job may have been on the lower end of the Totem Pole. THANK YOU.

Ron Robertson and Committee



Peter Carroll's Austin 7 Special
- Photo Barry Styles



Neil Moore's Jowett Jupiter & Dave Neill in
the MG Magnette - Photo Barry Styles



MG eyes up electric future

23 July, 2015 - MG Motor is planning to bring plug-in hybrid powertrain to UK, most likely in 6 family hatch and GS SUV

Things appear to be on the up at MG. Not only will we be seeing the new GS small SUV on sale next year and a smaller Nissan Juke rival in 2017, but now the company is keen to bring plug-in hybrid tech to market here very soon.

Speaking to Auto Express, MG's UK managing director William Wang showed his enthusiasm towards plug-in hybrid and fully electric technology, stating the firm would be "silly not to go that way" when so many manufacturers have done so over the last five years.

Wang claimed that "you can only go so far with just petrol and diesel", and investment in electric and hybrid tech is the next step. He also stated that the first car to receive such a powertrain initially would be the recently facelifted 6 hatchback, with the Nissan Qashqai-rivaling GS being the next priority further down the line.

Chinese parent company SAIC already has a plug-in hybrid powertrain in the Roewe 550, which shares its platform with the 6, and an adapted version of this is on the cards for Europe. The 550 PHEV, which has been on sale in China for two years, is powered by a 1.5-litre petrol engine and electric motor that combine to produce 194bhp. The 11.8kW battery can be charged in six to eight hours, while the pure electric range is said to be 36 miles.

The current MG 6 hatchback is only available with a 1.9-litre diesel engine, so a plug-in hybrid petrol option in the Ford Focus rival should broaden its target audience. In terms of when we can expect to see a plug-in 6, Wang was keen to point out that expanding its range with the forthcoming two new SUVs was the focus for the immediate future.

Although an all-electric model is not off-the-table, the MG EV concept we drove back in 2014 was, Wang told us, considered "too small" by Chinese executives and is unlikely to be built any time soon.

Lawrence Allan, Auto Express



Hybrid Roewe 550



MG EV concept

Graeme Tulloch

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Old Speckled Hen Run - July

Lynne and Lox Lummis planned this run, and it was excellent – even the weather played ball. The plan was to visit Government House, then drive to the old Dominion Museum for lunch, followed by a walk through the amazing World War I exhibition.

Some met at Haywards Hill carpark, others met at the rear entrance to Government House at 9.45AM. The turnout was a little disappointing – 6 cars, 13 people – maybe the change from Thursday to Tuesday meant some folk couldn't make it.

Our guide Owen Mann did a great job showing us around. We started with a videoed presentation from Governor-General Sir Jerry Mataparae, and that was followed by a film giving us some history of the house and its residents over the years. It was explained to us how, after nearly 100 years of use, the house closed for major strengthening and refurbishment in 2008, at a cost of over \$40 million. Its total floor area is about 4,200 square metres, but our tour did not take in the upstairs rooms (mainly bedrooms and bathrooms). What we saw reflected the high quality of the upgrade – it is now a facility that New Zealanders can be proud of.



Ron, Bill, Ross, Anne, Michael and Elaine in the lounge with the deep pile carpet



Lynne, Bill, guide Owen and Graeme in the Council Room

We visited the ballroom (with a strengthened floor – the lovely native timber floorboards had been sanded and renovated over the years to the point where the timber was dangerously thin), a conservatory, dining rooms, meeting rooms and a lounge (the carpet pile is thick enough to allow shaving now and again to remove stains left by dropped food crumbs, etc.). Throughout the house there is a range of beautiful works of art and also cabinets full of objects gifted to Governors-General in the past. It was also interesting to see the carved wooden plaques containing the coat of arms of each Governor-General. Dame Silvia Cartwright's (2001 – 2006) was blank except for a carved chain of office – she didn't see the need to have her own coat of arms.

From the house, Owen led us up the garden path (literally!), to view the 'Convicts' Wall', an old brick wall built by prisoners in front of what was once a lunatic asylum. We also passed a large lawn which, in times past, had been a huge vegetable garden, supplying fresh food for the household staff and guests.



Old Speckled Hen Run - July



The Liverpool Room, the huge dining table having chairs and backs stitched with coats of arms and NZ town/city names by residents of the towns/cities



World War 1 exhibition - soldiers in the trench at the front

After an enjoyable 2 hours at Government House, we drove to the old Dominion Museum behind the Carillon. Here we had lunch (we were welcomed into the café and directed to our reserved table, but in my opinion the fare was OK but not great) and took the opportunity to socialize. We then drifted off to walk through the WW I exhibits. This is a 'must see'. The dioramas were set up over a four month period, mostly by the Weta Workshops team, and the result is awesome. The modeling, and the attention to detail is truly amazing. If you haven't seen this exhibition yet, don't miss it – you have until late 2018 to get there.

Thanks to Ross and Anne Armstrong, Michael and Elaine Anderson, Ron Mitchell & Shirley Kelley, Graeme & Mary Wilson, Joan Stevenson & Bill Pyne for their company, and a special thanks to Lynne and Lox Lummis for coming up with this OSH Run – an inspired choice of outing.

See you again soon.

Scott Stevenson Photographs: Scott Stevenson



Supersizing, small's not what it used to be! Ross & Anne Armstrong's MG3 towering over the Editor's MG 1100, Taken in Southward's car park at the AGM.



MGCC (WGTM) AGM - July

The AGM was attended by about 40 members at Southward's Motor Museum. Ross started the meeting with the President's address, see President's report, page 3. Next Ron Robertson gave his Classic Race Chairman's report, see page 26. Followed by Jim Higgins with the Treasurers report. Paul Chipp introduced himself as the new President. The main results of the AGM were that Ross Armstrong stood down as President and from the Committee, also standing down from the Committee was Chris Ward.

Paul Chip was nominated President, Jim Higgins - Vice President and Treasurer, Rosalie Andrews - Secretary, John Grant - Club Captain, Jane Hector - Regalia, Committee members Bob Hulena, Denis Christiansen & Ron Robertson. Returning to the committee is Michael Shouse and standing for the first time, Dean Gray. Michael Anderson is Club National Liaison Officer. The meeting closed with refreshments, including hot savouries which were sorely missed last year.



Above: Attending members.
Right: Jim Higgins giving his report.
Below: Ron Robertson Classic Race Chairman & Ross Armstrong.
Below right: Present & Past Presidents, Paul Chipp & Ross Armstrong.





Odds & Ends



"No sir, they have nothing to do with the MGB 30th Anniversary!"

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Carterton Daffodil Day Run - 13 September

This year's MGCC event will take place on Sunday September 13th at Gladstone Vineyard, Carterton. Event Info: http://cartertondc.co.nz/daffodil_carnival

9:30 am - Meet up at SH2 & Haywards Hill Road Parking Area

10:00 am - Depart parking lot for Wairarapa

11:30 am - Arrive Gladstone Vineyard for lunch, Carterton

1:00 pm - Pick daffodils at Middle Run (across road from vineyard)

Return to Wellington at your leisure.

Luncheon menu... **\$28 per person**

Pruners Platters - A version of the Ploughmans - Cured meats, dips, relish, pickles, cheeses... Served with bread

A glass of Gladstone Vineyard wine:

Dessert Platters and plunger coffee

Bookings required to Michael Shouse by email upnzway@earthlink.net no later than Friday 4 September.



MGF20 – South Event - October

Destination Cape Palliser

23-25 October 2015 (Labour Weekend)

Planning is well under way for this exciting MGF event, the fourth of five this year celebrating 20 years of the MGF. If you own an F or TF and have not yet participated or registered, don't delay.

A group will be gathering at Taihape for dinner on Friday 23 October and at Awastone Riverside Haven, Mangaweka at 8.30 Saturday for pre-departure breakfast. Lunch stop is Greytown and joining there is an option for the run to Cape Palliser. The Auckland contingent travelling via Hawkes Bay is merging at Greytown. All are dining Saturday evening at Lake Ferry Hotel and staying in the area before a rural Wairarapa run on Sunday.

For full details contact the lower North Island organiser **John Eames**

E-mail: mangaweka@hotmail.com Phone: 06 382 5717 Mobile: 027 782 5717



New Members

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

Phil Stobenner & Nikki Scott 1969 Datsun 1600SSS - white

Richard and Belinda Whitehead 2000 MGF - Green JAK62

Peter and Jane Rourke Looking to buy



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Odds & Ends

MGA Police car and 2 tone MGA photographed at NAMGAR GT 40, June 2015 held in the city of Frankenmuth, Michigan, USA.

What is NAMGAR - it is North American MGA Register and this was the 40th Get Together.

The Register was established in 1975, with the sole objective of promoting the restoration, preservation, and enjoyment of the MGA, Magnette and their Variants.

As of November 2014, over 8,328 cars have been registered, with a membership of approximately 2,000. The Register currently shows 7,989 MGA's, 222 Midgettes, 23 Variants, and 94 unknown/undeclared models.



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2004 MG ZT-T - 60,600km - \$14,000ono

'Occasional an exceptional car comes up for sale. This MG ZT-T, owned by a club member, is in such good condition you can still smell the interior leather! Since new in 2004 it's only done 60,600 kms (just run in!) and looks awesome in Le Mans green with gold brake calipers and Green Stuff pads. Engine has been 'Superchipped' and puts out almost 200bhp making it quick and fun to drive. The car has the factory '+' pack which includes roof rack, cruise control, sunroof and much, much more. Way, way better than the other high mileage and lower spec'd versions currently for sale. Be quick as the first person to offer \$14,000 ono will drive it away.

Contact Iain at E-mail: iain.fraser@jacobite.co.nz Mobile: 021 479 301



1995 MG RV8 - 19,000km - \$40,000

Convertible with black soft top. Car 1471 of only 1993 ever built. One owner in New Zealand. One owner in Japan. Woodcote green body. Dark stone leather interior. Michelin tires. Drives great!

For an appointment to view the car in Napier or if you would like additional information on the car.

Contact: Sefton Gibb Mobile: 027 4422 713



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1995 MG RV8 - 29,000km - \$42,000

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 Car 1013 exported to Japan.
 Contact: Bob Hulena.
 Mobile: 027 448 225 A/H: 04 293 8112
 E-mail: bobthecalendarman@gmail.com



1952 MG TD Replica - 5,575ml - US\$9,500

VW beetle based kit car, Viper red with white vinyl interior. The vehicle is located in the United States. Contact: Rick Nelson E-mail: ricknelson@lawyer.com



MGFOXY - personalised plate

Contact: Martin Garner
 Phone: 06 2726948 Mobile: 0272844971 E-mail: martin.garner@ballance.co.nz

1972 BGT seat frames - FREE

I have a pair of 1972 BGT seat frames (the dog ate most of the upholstery!)
 Contact: Andy Wilson E-mail: osca@xtra.co.nz

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

Includes seals, replacement piston and spring, will also fit a Classic Mini pre 86.
 Contact: Dean Gray
 E-mail: editor@mgcarclub.org.nz





Membership Fees 2014/15

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

The new style membership form can be found on the web-site at
www.mgcarclub.org.nz/membershipform

Be sure to fill it all in so we can have all your details up to date.
 Fill out your preferences of what you want the club to be doing in the future.

If you can't use the form on the web-site send a text request for a membership form to one of the committee on page 3.

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 Wellington





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!

75mm - **\$35.00 while stocks last.**



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

Rear Cover: Heading to the Tongariro Chateau, Mid Winter High Country Weekend.



Advertising specifications for display advertisements

Prices for 12 months

Full Page \$240

Half Page \$200

Quarter Page \$100

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.

Enquires to Ross Armstrong (04) 232 4175, 027 443 8826, arfmg@mgcarclub.org.nz



MG Car Club (Wgtn) Regalia



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



1634 - Silverdale, Merino pullover
Natural mix - S-XL - \$125.00.



WLV - Gear, Women's Vest
Silver/Black - S-XL - \$65.00.



1634 - Silverdale, Merino pullover
Navy - S-XL - \$125.00.



LV - Gear, Men's Vest
Black - S-XL - \$65.00.



MG90 Car badge
75mm - \$43.00.



MG90 Embroidered badge
72mm - \$5.00.



498Q - Gear, Zip fleece
Navy - S-XL - \$65.00.

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