



# Bulletin

PO Box 3135, Wellington, NZ.

Jun - Jul 2017







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Cover: Easter - Jane Hector piloting the MG3 to win the Ladies Motorkhana.

Photograph: Dave Hector.

Inside Cover: Easter - Concours D'Etat.

Photographs: Jane Hector, Ross Armstrong.



## Coming Events

Wed 28 Jun	Club Night Dinner - AOP Woodfire & Grill, 93 Jackson Street, Petone. Contact: Michael Shouse - email: upnzway@icloud.com
Thu - Fri 29 - 30 Jun	Old Speckled Hen Run - Chateau Midwinter Dinner Run. Contact: Les Newman - email: leschris@clear.net.nz
Sat - Sun 1 - 2 Jul	Back Country Adventure - Mid Winter Run. Contact: Ross Armstrong - email: arfmg@mgarclub.org.nz
Wed 5 Jul	Noggin & Natter - To be advised. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sun 16 Jul	The Surgery Sprints, Round 2. Contact: Ron Robertson - ron@mgarclub.org.nz
Wed 26 Jul	Club Night Dinner - Cosa Nostra Italian Trattoria. 324 Tinakori Rd. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Thu 27 Jul	Old Speckled Hen Run - Ballance. Contact: Michael Anderson - email: michael.anderson@xtra.co.nz
Sun 6 Aug	Garage Noggin & Natter - 2pm, hosted by Barry Carrington, Lake Auto Services. 58 Hutt Rd, Petone. Contact: Michael Shouse
Sun 13 Aug	The Surgery Sprints, Round 3. Contact: Ron Robertson - ron@mgarclub.org.nz
Sun 20 Aug	MGCC (Wgtn) AGM - Bentley Room, Southwards Car Museum 1.30pm for 2pm start, Southwards, Paraparumu.
Wed 30 Aug	Club Night Dinner - Tuk Tuk Thai Kitchen, 39 Paekakariki Hill Rd, Pauatahanui. Contact: John Grant - email: j.p.grant@xtra.co.nz
Thu 31 Aug	Old Speckled Hen Run - Marton. Contact: Michael Anderson - email: michael.anderson@xtra.co.nz
Sun 10 Sept	Daffodil Run - Details to be advised.

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. Helen Cox - upnzway@icloud.com



## Editorial

This issue has a few stories of new and up coming models from MG, which has been in the news over the last couple of months. They certainly are not standing still and electric vehicles appear to be the future. Certainly from New Zealand's point of view it's a no-brainer with most of our electricity coming from renewable sources.

Of course the club has also been busy with a number of events and these are reported on as well. If you haven't been to a club event and there does seem to be a lot of our members that don't. Hopefully these reports will help you open the garage and give your car a run.

On the home front, I bought a set of alloys at the Noggin 'N' Natter from Ross Church and these are now looking splendid on the green MG, if I do say so myself. The recent rain unfortunately saw the red MG getting wet carpet, so I removed them, did a bit of a tidy-up on the floor, gave it a paint, replaced a door seal and fingers crossed, no water has appeared so far. If you have a project on the go, do please write an article. Always of interest.

*Safety Fast motoring everyone.*



## Articles

Articles, letters and events write ups for publication in the Bulletin should be sent to [editor@mgcarclub.org.nz](mailto:editor@mgcarclub.org.nz).

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

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

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

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





## Captain's Ramblings

Continuing the theme of the 10 best selling cars of the decade last bulletin, the 60s this bulletin it is the 70s.

1 - Ford Cortina - Yes, you guessed it, top of the list of the 10 best sellers of the 70s was Ford Cortina by far the clear favourite of the 70s. In 1970, the MkIII was released. Its design was ahead of its time, the sweeping lines and distinctive 'Coke bottle' styling making it look more American than European.

The success of the MkIII led Ford to develop the MkIV, releasing it in 1976. The MkIV's styling was more boxy like the Mks I and II of the 60s. The MKIV also saw the release of the 'Ghia' badge on the top of the range model .



### Fact

In the late '70s the MkIV Cortina was the most popular new car in Britain.

### Claim to fame

The 2006 police drama *Life on Mars*, features Philip Glenister driving a 1974 Ford Cortina. The car was later auctioned on eBay, raising £12,800 for Comic Relief.

2 - Ford Escort - Ford takes out the top two spots in the 70s, thanks to success of both the Cortina and the Escort. The MkI Escort was originally released in 1968, remaining in production until 1974. By mid-1974 the two millionth car had been sold, making it Ford's most successful car to date.

### Fact

New Zealanders loved Ford Escorts and Cortinas in the 1970s and they sold well throughout the decade. However, it was not popular with the Australians.

### Claim to fame

The MkI won the London to Mexico World Cup Rally, with the MkII winning the RAC Rally every year between 1975 and 1979.



3 - Mini - When the Mini first appeared in 1959, it was produced by the British Motor Corporation (BMC) who produced it until 1986, when British Leyland took over production. By the '70s the Mini was up to its MkIII model and was becoming a popular rally car as well as guest starring in movies and advertising.

The Mini was the first classless car. Everybody from students to pop stars were buying them, with those with the where with all to do so, spending fortunes customising them.



## Captain's Ramblings

### Fact

By the 1970s Mini was a marque in its own right.

### Claim to fame

In New Zealand, the 1970s Mini that is perhaps most famous is a yellow 1978 British Leyland Mini 1000 (registration IZ6393). Yes, you guessed it, it played a starring role in 'Goodbye Pork Pie'. The

New Zealand Motor Corporation actually supplied three 1978 Minis for use during filming. Two of the Minis were undamaged and returned to New Zealand Motor Corporation after filming had finished. The third had a hole cut in the roof and the front bodywork removed, so was used for promotional work. It is still in New Zealand with the registration IX2992.



4 - Morris Marina - Another popular car in Britain in the 70s was the Morris Marina, built by the Morris division of British Leyland. However, like the Vauxhall Viva of the 60s it was plagued by reliability, rust and understeer problems. By the time the MkII was released in 1975 many of these problems had been corrected.



### Fact

The Marina was produced for 10 years and more than 800,000 were sold.

### Claim to fame

A running gag on BBC *Top Gear* involved dropping a piano on a Marina every time the car is featured.

5 - Vauxhall Viva - The HC model of the Vauxhall Viva was produced from 1970 to 1979. It returned to a more 'boxy' shape, rather than the 'Coke bottle' styling of its predecessor, the HB. In 1972 a high-performance version was built, the Firenza. This was a big factor in its success.

### Fact

The Viva HC was the fastest selling Vauxhall ever sold in the UK, although the car itself was not known for its speed.

### Claim to fame

Coronation Street character Renee Roberts met her death in a Viva in 1980 whilst learning to drive.





# Captain's Ramblings

6 - Austin Allegro - Another car manufactured by British Leyland during this era was the Austin Allegro. It too was beset by problems, earning itself the knick name 'All-aggro'. The poor design had many saying that it was more aerodynamic going backwards than forwards.



### Fact

Despite its terrible reputation, 25 years after British Leyland stopped making them, there were still 1,000 registered with the Driver and Vehicle Licensing Agency (DVLA) in the UK.

### Claim to infamy

Even though 640,000 people had bought an Allegro brand new, a 2008 poll in the Sun newspaper labelled it the 'worst car ever made'.

7 - BMC 1100/1300 - This gutsy little car was based on the ADO 16 design of the 60s. Even though its popularity was eventually totally overshadowed by the Ford Cortina, the Morris 1100/1300 was still a common sight on British roads 20 years after its release.

### Fact

Four BL marques offered the 1100/1300 in the 1970's, down from six in the 1960's.

### Claim to fame

By the time production stopped in 1974 over 2.3 million had been made, including a fibreglass version in Chile.



8 - Hillman Avenger - The Avenger was the first and last car produced by Rootes after the company was taken over by Chrysler in 1967. It was produced between 1970 and 1976, after which it became the Chrysler Avenger. Its popularity was most likely due to:

- The fact that its styling was similar to the MarkIII Cortina and the Vauxhall Viva
- Its handling capabilities and ride comfort.



### Fact

Many of the 750,000 Avengers produced were exported to:

- America, where it was known as the Plymouth Cricket
- Scandinavia, where it was sold under the Sunbeam badge.





## Captain's Ramblings

9 - Ford Capri - When it was introduced in 1969, Ford marketed this little beauty as the European version of its Mustang. Its affordability and range of engine sizes guaranteed its initial success. Over the years, MkII and III versions were produced.

### Fact

In 1975 a 'John Player' special edition, named after the Formula One team and featuring a gold pinstripe and gold wheels was produced.

### Claim to fame

The Capri featured in the British sitcom, Only Fools and Horses. It was owned by Delboy who kept it even after he became a millionaire.



10 - Arrow Range - Another victim of the decline of the British motor industry was the Rootes Group's Arrow range. The Arrow range was the same car, but released under many badges, such as Chrysler Hunter, Hillman Hunter, Hillman Minx, Humber Spectre and Singer Vogue. Competing against the Ford Cortina and the Morris Marina, the range's best seller was the Hillman Hunter.



### Fact

The Rootes group was perhaps most famous for its widespread use of badge engineering, with around 19 versions of its car being sold.

### Claim to fame

The GLS version of the Hillman Hunter was the most successful Hunter and remains highly sought after today.

Source: Leonard, M., (2012). *Britain's best loved cars. All-time favourites form every decade.*  
 UK: Parragon Books Ltd.

*Happy motoring in your favourite British car.*

*John Grant.*

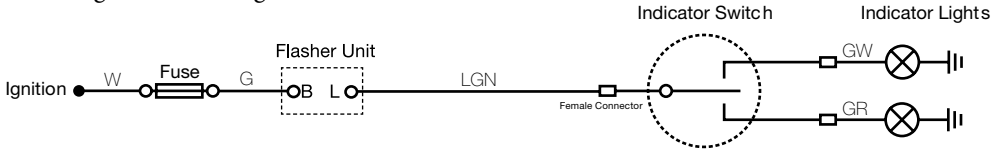




# Tech Talk - Hazard Circuit

This circuit is for a 1960's car that you want to fit with a 'hazard circuit' using a standard Lucas switch, so that the period look is not lost. This circuit works with either positive or negative earth.

The indicators will not operate when the ignition is off, so the standard Indicator circuit starts with the fuse from the ignition circuit. It goes to the flasher unit and on to the indicator directional switch and depending on which direction you want to go on, to the left or right indicator lights.

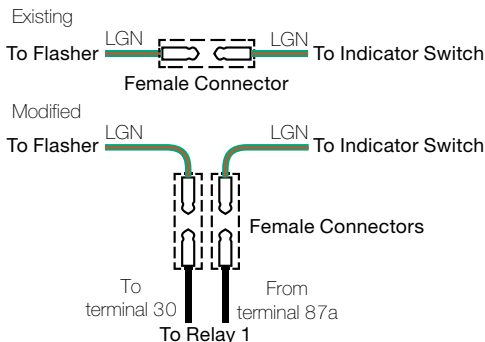


Lucas Toggle Switch 2-Position SPB200

For this project you will need a switch, three relays, a flasher unit, 10A wire, spade and bullet connectors.

The hazard circuit must cut the standard circuit otherwise you get 'tricky' circuits should the indicator directional switch be left on. Tricky circuits are where items not intended, light up or turn on.

1. Find a location for the 3 relays and (hazard) flasher unit. This can be hidden somewhere behind the fascia, if you have the space.
2. Find a location for the hazard switch (Lucas), such as a period accessories panel, or if adventurous on the dashboard.
3. With the 5 hard items mounted in the car, the next step is to wire the circuit, start with breaking the connection between the flasher unit and the indicator switch (as shown) or



between the fuse and flasher. So that the circuit can be returned to original if need be I recommend you:

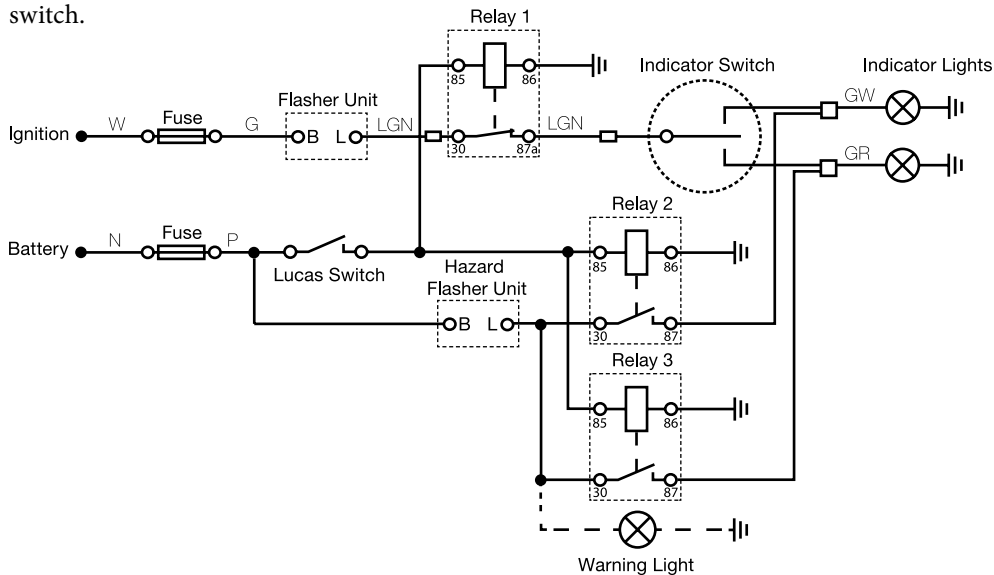
- \* disconnect the circuit at the connector to the Indicator switch
- \* wire from these to Relay 1, using new bullet connectors and a female connector.

It is important that you use a changeover relay, that has a set of



# Tech Talk - Hazard Circuit

contacts that are closed when unenergised. Wire the old indicator circuit from the Flasher unit to Relay 1 terminal 30. Wire Relay 1 terminal 87a (closed contact) to the indicator switch.



4. Find the battery fuse. This will have brown and purple wires either side. Select the purple side and run a wire to the new Lucas Switch and to the Hazard Flasher unit terminal B. These can be looped from one to the other.
5. Run a wire from the Lucas switch looping to each of the three Relay terminals 85.
6. Run wires from the three Relay terminals 86 to the chassis.
7. Run a wire from Hazard flasher unit terminal L to Relays 2 & 3 terminal 30. and if required, to a warning light.
8. Run a wire from Relay 2 terminal 87 (open contact) to the right hand indicator circuit (green/white). Using the existing connector for the indicator switch, this time you are joining not interrupting the circuit. If there is only a single female connector, use a double.
9. Run a wire from Relay 3 terminal 87 (open contact) to the left hand indicator circuit (green/red), again using the existing connectors for the indicator switch.

The circuit is now fully wired and ready to test, Hopefully you will not need it.

Dean Gray



# New Members

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

Peter and Lilian Holden  
 Howard & Sharon Wilkinson  
 Nigel Brown

New Plymouth  
 Hawera  
 Havelock North





# NZ Triple - M Register

**SAFETY  
FAST!**

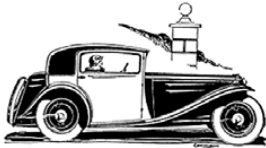


*Introducing the  
New Season's Models*



**THE M.G. MIDGET**

Chassis	£160
Two-Seater	£199 10s.



**THE M.G. MAGNA**

Chassis	£245
Two-Seater	£285
Four-Seater	£299
Salonette	£345
Continental Coupe	£350



**The M.G. MAGNETTE**

Chassis	£340
Two-Seater	£390
Four-Seater	£399
Pillarless Saloon	£445

EX WORKS

*A modified version of the popular J.2 M.G. Midget—a smart Continental coupé on the M.G. Magna chassis—the M.G. Magnette with larger engine and pre-selector gearboxes on all models—De Luxe equipment available on all types—full particulars on application*

ISSUED BY THE M.G. CAR COMPANY, LIMITED, ABINGDON-ON-THAMES

Arguably the reason we all drive an MG these days is due to a seven year production period at Abingdon between 1929 and 1936. During this short period, ~11,565 Triple-M cars were produced of which around a third survive today. These cars were all focused on the small car market and provided, for the period, high performance cars at relatively low cost.

During the Triple-M production period at Abingdon, under Cecil Kimber's leadership and supported by a gifted engineer, H.N Charles, MG went from:

- \* producing the M Type in 1929 (initially developing all of 20 bhp from a Wolesley designed 4cyl OHC engine)
  - \* to later models such as the Q type in 1935 which produced over 100 bhp (up to 146bhp in sprint form) from its 750cc engine.
- This was far more power per litre than the famous Auto Union GP cars of the same year (1935) which were then producing 85bhp per litre. They did this using basically

the same 20 bhp Wolesley engine as the M Type, although it was now fitted with a crossflow head, supercharger and aggressive valve timing. It is the racing successes of these little Triple-M cars which:

- \* has created a lasting, classic marque, MG
- \* is why Kimber is remembered annually by the Centre, with the Pre 56 Group's "Kimber's Breakfast", one of the Club main events each year. This year it is being held June 11th.

The Triple-M cars were all powered by SOHC engines: the Midgets (4 cyl.), Magnettes and Magna (both 6 cyl.), hence 'Triple-M'. The racing models were "closely related to their production sports cars that even with a fair profit margin they could be sold to the amateur driver at far from unreasonable prices..... a K3 Magnette in 1933 cost £795"[1].

I created a New Zealand Register for Triple-M cars about 8 years ago and now this NZ Register is long over due for updating. There have been many changes in ownership, but it is the histories of these cars which the Register is now trying to document:

- \* the day the car was manufactured
- \* the first owner
- \* its competition history (if any)
- \* the previous owners
- \* warranty claims (disputes!) between the first owners and the factory
- \* (irate but respectful correspondence!)



## NZ Triple - M Register

- \* restoration details
- \* photos of the cars both in the cars' early days and how they look today.

Denis Jury is helping me with the Register update, and Russell Walker and John McDonald (Otago & Canterbury MGCC respectively) are helping us with regard to S/I cars and their history. But this Register is not strictly an MGCC project - but a cross-club project. More of these cars' owners are members of VCC than are members of MGCC. Hopefully the MGCC Centres' Committees will see a benefit from MGCC being associated with the Register. Access, in future, to parts of the Register via Centre websites is an option I should like to discuss with the Centre Committees. It is important, in my opinion, for MGCC to be seen to be closely aligned with these REAL MGs. Alongside researching the Register, Denis is keen to promote increased interest in Triple-M cars within MGCC, and maintain a network of owners to share information, history, technical issues, maintenance tips, events / get-togethers etc

If you know the whereabouts of of any Triple-M sportcars, please give Denis (021306044) or myself a call. We may not have not tracked them all down yet!

Geoff Broadhead Phone: 09 411 8157 Email: geoffbroadhead01@gmail.com

Footnote 1: MG by McComb



## Backlash expected as MG reveals a new-look badge



20 April - British car maker, MG, is set to make the biggest change to its iconic badge since the company was founded almost a century ago.

The brand is testing a new identity on the stunning E-Motion electric sports car concept revealed at the Shanghai motor show, replacing its traditional octagonal logo with a more stylised round badge as part of

a softer, European-inspired new design language that will eventually make its way across MG's existing range of hatchbacks and SUVs.

Shao Jingfeng, the chief designer for MG's parent company Shanghai Automotive Industrial Corporation (SAIC), told Fairfax at a preview of the E-Motion that he is expecting some backlash from traditional owners but said the change was necessary to integrate the badge into the more organic style.

"It is so difficult to use this [old badge] into our design, because it looks like a big nose. It is too pointy. It has too many angles that it doesn't fit with this new style.

"I don't want our cars to look angry with this badge, I want to make it look more like a friend."

It is the first alteration to the famed Morris Garages (MG) badge for over 90 years.

Andrew Maclean - [Stuff.co.nz](http://Stuff.co.nz)



## Pre 56 Rally, Wanganui - February

*Peter Cook - United Kingdom MG Car Club reports.*

This was the 21st Pre -'56 Rally to be held in New Zealand. First started in 1977, the two-yearly rally oscillates between the North and the South islands and involves all the New Zealand clubs. Previous venues have included names familiar to UK members - Hamilton, Christchurch, and Hastings, as well as the unfamiliar Rotorua, Whangarei, and Oamaru. In 1979 the rally was cancelled due to a petrol shortage. Seemingly this was only a local matter, for the New Zealand treasury was attempting



to maintain a fixed exchange rate in the face of diminishing foreign currency reserves and the country lacked the necessary US dollars to buy oil. Consequently filling stations closed at weekends and there were restrictions on weekdays. The inability to go ahead with longer road events meant the organisers had no option but to cancel.

While always listed as a pre-'56 event, in order to raise numbers the decision was taken some years ago to permit MGAs to participate. Some of the purists, including joint-founder of the event Peter Croft (The Godfather), continue to make vocal yet not entirely convincing protests. The week-long event drew seventy-two cars and about 150 participants. Many had spent the previous weekend in Napier on the east coast where the annual Tremains Art Deco Festival had taken place and in which pre-war cars of all kinds play a major role in the parade. The base for the week's events was for most participants Whanganui's Kingsgate Hotel; a very nice and appropriate touch was that the dining room had over its entrance a large bespoke banner declaring that for this week at least, all the indoor activity was to take place in the 'Cecil Kimber Pavilion and Dining Room'. This epitomised the welcome attention to detail which the organisers had put into this event.

After Monday's registration, 'noggin 'n natter', and evening BBQ by the pool, a sunny and hot Tuesday was taken up by the Concours D'Etat scrutineering at Whanganui's Queen's Park. MGs were organised in model order. As a lighter side of the often very serious and occasionally controversial business of Concours, each participant was given a 'People's Choice' voting slip in which their 'best' car could be judged by any criteria they chose to apply. Winners would not be announced until the Friday evening dinner. Concours can sometimes be contentious, so in order that excessive competitiveness was not to spoil an







## Pre 56 Rally, Wanganui - February

otherwise amicable event, the organisers devised the following to deal with potential protests:

“Only those protests written on black paper with full details hand-written in silver ink on the reverse side of the paper from that of the portrait of Cecil Kimber painted in his 63rd year, and accompanied by a case (12 bottles) of quality red wine from the Gimblett, Gravels or Barossa Valley regions will be considered by the organisers”.

As the arrival, back at the hotel was around 4 p.m., by prior arrangement eight or so cars visited a local care home where the patients were delighted to see the ‘old’ cars. For many the VAs, SAs, Ys, and TAs brought back happy memories of, for them, a happier era.

Wednesday brought the Bill Baxter Observation Memorial Trial. After a safety briefing, cars left at one minute intervals with passengers both navigating the route and looking out for answers to questions. Traffic was light on these rural yet good standard roads, and the scenery was often breath-taking. The day was broken by lunch at a country house (Bushey Park) set in a location with fantastic views and many opportunities for photographing the cars. The afternoon continued with the need to identify various buildings including a massive yet now defunct lamb freezing facility, a Maori Pa (fort or settlement), warning signs for horses or kiwis, old bridges, and store names. Overall a fun day out where the cars were put through their paces and the drivers’ and navigators’ wits were well tested. In the evening Register Dinners were held at three different venues for the various classes of vehicles and was well attended.





## Pre '56 Rally, Wanganui - February



Day four of the pre-'56 National Rally involved two contrasting activities. In the morning in a grassy corner of Whanganui Airport the motokhana was held. This involved two circuits of four tests, and scoring involved both time to complete each test and penalties for failing to drive the designated route. As many noted, understanding the route from the diagram and observation of previous contestants was not the same once in the driving seat and on the course. Even so, it was soon apparent that there were a few old hands at this kind of event, and the nimblest cars were not necessarily the same as the winning cars, even though timing was important.



For most, the cars were parked up for the afternoon as a paddle steamer trip had been organised on the Whanganui River. The Waimarie was originally built in 1899 by Yarrow Shipbuilders at Poplar, London as a shallow-draught coal-fired paddle steamer to cope with the Whanganui River's shallows. It was used in regular service until it sank through accident in 1952 where it lay on the muddy river bottom for nearly half a century. In 1992 enthusiasts established a community project to raise and restore the Waimarie. After seven years of fund raising and hard work the steamer was recommissioned on 1st January, 2000. A company named Puke (yes, really) Coal Mining supplies the steamer's engine which normally revolves at 47 r.p.m!



The culmination of the sporting side of the Pre-'56 National Rally was the autocross which was held at a beach car park which had a fantastic view of the beach and Tasman sea, but mostly lost on the keenly competitive drivers. Helmets and overalls were the order of the day, and as with the motokhana the fastest around the track were



## Pre 56 Rally, Wanganui - February

not necessarily the highest in the points. Roughly three-quarters of first round drivers failed to navigate the course correctly and paid the penalty, in spite of the smoke and squealing of tyres. Though competitive, it was a good-hearted event with no casualties either to cars or to drivers. The morning's autocross was followed by an afternoon bus tour of Whanganui and included a visit to the war memorial on the town's highest point, and a visit to the Whanganui Royal Opera House which was built in 1899. Of mainly wood construction on a massive granite base to offer some resistance to earthquakes, the theatre is still fully functional today and is, rightly, a building in which the town takes great pride.



Gary & Heather Wall



Peter Croft (The Godfather)

The Pre-'56 National Rally's final event was the last evening dinner in the Cecil Kimber Pavilion and Dining Room where awards were given out for the week's events, but also to those who had made significant contributions to club activities over the years. The organisers took the wise decision to announce only winners in the various classes. This meant the closing dinner could be enjoyed, rather than being an award event interspersed with food and drink. Saturday morning was breakfast and goodbyes, with some having a lengthy trip driving and then the ferry to the South Island.

This was truly a great event and showed the Marque of Friendship at its best. Although the weather was all one could have wished for, the event's real success was due to the considerable efforts of the organisers over the previous two years. While there are a number of MGCC activists who could be thanked, two names stand out – Michael and Elaine Anderson. They worked tirelessly to ensure the Pre-'56 National Rally was an outstanding success in every way.

### Wednesday 19 April - Whanganui.

The Pre 56 MG National Rally Organising Committee decided to use surplus funds to make a donation to the Waimarie Operating Trust.

Michael & Elaine present Ann Petherick a Trustee of the Waimarie Operating Trust (for the PS Waimarie) with a cheque for \$500.00.







## MG E-Motion



19 Apr, 2017 - **MG E-Motion confirms new EV sports car on the way by 2020.**

The all electric MG E-Motion gets the green light and will push MG upmarket when it arrives in 2020.

MG has officially unveiled its all-new E-Motion concept at the Shanghai Motor Show – a car that signals the iconic brand’s return to the sports car market. Bosses have confirmed a production version of the fully electric E-Motion is in the pipeline. Auto Express understands the car could launch as early as 2020 and will start from less than £30,000.

The E-Motion is based on the new electric modular architecture from SAIC (MG’s parent company). MG claims it to be capable of 0-62mph in less than four seconds and cover up to 310 miles on a single charge.

As well as signaling MG’s return to the sports car market, the E-Motion also previews a new design language for the brand aimed to help attract young buyers. Matrix LED headlamps are inspired by the look of the London Eye, while they also feature innovative





## MG E-Motion



'covers' which slide open to give the E-Motion the trademark round headlamps from classic MG sports cars.

A retractable rear spoiler, carbon fibre rear diffuser and completely glass canopy extends the full length of the car. MG's chief designer Jingfeng also said that the E-Motion would form part of MG's plan to help push the brand more upmarket and away from its budget roots.

Proportionally, the E-Motion is slightly larger than a Toyota GT86 and like that model has a 2+2 seating arrangement. The concept also features butterfly doors and a new interpretation of the MG badge. Inside, a central spine running through the car features two large digital displays and gives access to the cars on board functions. There's also a digital instrument cluster.

Quilted leather trims the seats and doors, while small digital panels have been installed in the doors to replace the physical buttons used to operate the windows and adjust the door mirrors.

Zhang Liang, MG Product portfolio planning director, told Auto Express that the company is now ready to develop a sports car. "This time I want to do it different. From an architecture perspective we are prepared and we have a new energy system available".

"A lot of work and research has been done. The next step is to gather audience and customer feedback," Liang added. "In another word we plan to make it; we are prepared for production."

*Jonathan Burn - [autoexpress.co.uk](http://autoexpress.co.uk)*





## MGCC Easter Rally - April



On Good Friday we hit the road – not stopped by Cyclone Cook (it passed over), or a flat battery (we jump-started it), or me dropping my Easter Eggs all over the road (I picked them up). With this kind of problem solving behind us you would think the Brader contingent was on track to pick up their first ever trial win, but then again (spoiler alert) I think that might be taking things a bit far.

Dad (Geoff) was in the midget, and Toni and I were in my Auntie Valerie's MGB. Toni was driving, and we were the lead car. We knew the Odometer was in miles and that 60miles = 100kms,

but, shall we say, sometimes it would have appeared that we believed the conversion to be something more like 70miles = 100kms. Dad managed to keep up though, and later that morning, we all arrived in New Plymouth.

At this point I should mention that while Cyclone Cook may have passed over, there was still significant residual weather hanging about – rain and that sort of thing. So when we arrived in New Plymouth, it was either raining, about to rain, or had recently stopped raining (I can't recall which). Either way, everything had that sort of wet shiny look to it. We were staying with Toni's parents, Lyn and Garry, in Bell Block, and they greeted us with dubious looks and comments like “you drove up here with the roof down?” and “did you not look at the weather forecast?” etc etc. This gave us a deep sense of foreboding that perhaps our prevailing attitude of “she'll be right” would not actually hold true this weekend.

Sure enough, the rain did come down. Although, we were quite lucky in that this mostly happened at night. I say mostly. Certainly, on the Friday afternoon, when I went for a run along the coastal walkway, it rained so hard that the rain was actually making my contact lenses dislodge from my eyes. I tried running with my hand over my forehead to block the rain, but this was only successful when I blocked my vision as well. There aren't too many cliffs on the coastal boardwalk, but it still didn't seem like a great idea to run along completely blind, so sadly, I had to turn around and head home.

On the plus side, this meant I could save my energy for the weekend activities. On the Friday we had the concours, and we were actually quite lucky with the weather, and were able to hold this outdoors. Saturday was the motorkhana and autocross, and this was more of a mixed bag. We started with what I am sure will now become standard, a group huddle under the MG gazebo for the driver's briefing (see photo).

The first runs weren't too bad, but by the time we were all doing our second runs, the surface was so churned up and so slippery that often, you could have paused and picked up your knitting while you were waiting for your car to find some grip. This was a shame because, as always, Paul and Andrew Walbran had put out some excellent courses. Of course it was still an absolute tonne of fun.



## MGCC Easter Rally - April



Speaking of fun, after a short lunch break (for most of us, not for Andrew and Paul ), we got into the auto cross. This was a disproportioned figure 8 with the smaller part at the top. By now the sun had come out and the surface was drying out really nicely. Times were of course getting faster and faster, some people were taking breaks for proper cups of teas (with biscuits even), others were sharing one car between three drivers (not sure who that was), and everyone was having incredible fun. My litmus test that I was pushing things as far as I possibly could was that after my final go my whole body was shaking, so I figured that was time to retire.

The following day was the trial, and a lovely drive too it was with some spectacular views of the mountain, some very (VERY!) green farmland, and occasional bush.

All in all, another wonderful weekend – as always, thank you to ALL the organisers!

*Kate Brader*







# MGCC Easter Rally - April





# MGCC Easter Rally - April





# MGCC Easter Rally - April

## Easter Concours 2017 - Warehouse carpark - Wellington results

No.	Name	Car	Engine	Exterior	U'side	Interior	Total	O/a	Cls	L	Points
1	Bill Denize	MG ZR 160	42	39	41	43	165	1	1		100.0
2	Rae Denize	MG ZR 160	42	39	41	43	165	1	1	1	100.0
3	Larry Jones	MG ZR 160	40	36	41	42	159	3	2		96.4
3a	Sue Jones	MG ZR 160	40	36	41	42	159	3	2	2	96.4
4	Ross Armstrong	MG 3	30	34.5	31	41	136.5	4	3		82.7
5	Anne Armstrong	MG 3	30	34.5	31	41	136.5	4	3	3	82.7
6	Les Bognuda	MG VA Tickford	34	27	37	36	134	6	1		81.2
16	Kate Brader	MG Midget	34	27.5	32	30	123.5	10	2	9	74.8
17	Geoff Brader	MG Midget	34	27.5	32	30	123.5	10	2		74.8
18	Toni Chapman	MG Midget	34	27.5	32	30	123.5	10	2	9	74.8
19	David Hector	MG 3	21	22.5	24	35	102.5	14	7		62.1
0	Kate Hector	MG 3	21	22.5	24	35	102.5	14	7	10	62.1
20	Jane Hector	MG 3	21	22.5	24	35	102.5	14	7	10	62.1
0	Michaela Hector	MG 3	21	22.5	24	35	102.5	14	7	10	62.1
26	Gina Jones	MGF	15	28.5	25	30	98.5	16	8	12	59.7
25	Malcolm Fleming	MGF	15	28.5	25	30	98.5	16	8		59.7
17	Geoff Brader	MGB	9	33.5	29	25	96.5	17	5		58.5

## Easter Autocross 2017 - Bolton Farm, Bell Block - Wellington results

No.	Name	Car	Run 1	Run 2	Run 3	Run 4	Best	O/a	Cls	L	Points
17	Geoff Brader	MG Midget	102.18	94.19	89.71	86.65	86.65	5	3		91.0
16	Kate Brader	MG Midget	107.26	91.28	88.56		88.56	7	4	1	85.3
25	Malcolm Fleming	MGF	108.99	108.47	104.60	91.72	91.72	12	3		76.8
3	Larry Jones	MG ZR 160	108.86	106.96	94.80		94.80	14	4		69.5
4	Ross Armstrong	MG 3	109.50	106.03	101.09	98.22	98.22	17	5		62.5
26	Gina Jones	MGF	130.12	107.21	102.18	99.59	99.59	18	6	6	60.0
20	Jane Hector	MG 3	120.62	108.64	101.65		101.65	21	7	8	56.4
1	Bill Denize	MG ZR 160	125.42	106.00	102.77		102.77	23	8		54.6
19	David Hector	MG 3	DNF	117.64	DNF	106.89	106.89	24	9		48.5

## Easter Motorkhana 2017 - Bolton Farm, Bell Block - Wellington results

No.	Name	Car	Test 1 Slingshot		Test 2 Propellor		Test 3 Streaker		Test 4 Clover		Total %	O/a	Cls	L	Points
			Best	%	Best	%	Best	%	Best	%					
			4	Ross Armstrong	MG 3	47.4	60.1	71.8	82.2	42.1					
20	Jane Hector	MG 3	47.9	59.5	70.3	83.9	44.6	92.2	38.7	97.7	333.3	7	3	1	78.8
16	Kate Brader	MG Midget	43.1	66.1	69.4	85.0	47.1	87.3	41.8	90.4	328.8	10	4	3	76.5
17	Geoff Brader	MG Midget	38.2	74.6	91.4	64.6	41.1	100.0	42.7	88.5	327.7	11	5		75.9
3	Larry Jones	MG ZR 160	74.1	38.5	65.4	90.2	47.7	86.2	39.7	95.2	310.1	15	5		67.2
25	Malcolm Fleming	MGF	46.2	61.7	69.5	84.9	61.5	66.8	39.9	94.7	308.1	18	6		66.3
19	David Hector	MG 3	68.3	41.7	73.6	80.2	46.9	87.6	40.0	94.5	304.0	19	7		64.4
26	Gina Jones	MGF	62.3	45.7	63.4	93.1	61.3	67.0	41.1	92.0	297.8	20	8	7	61.5
1	Bill Denize	MG ZR 160	52.5	54.3	91.4	64.6	60.0	68.5	42.0	90.0	277.3	23	10		52.6





# MGCC Easter Rally - April

## Easter Trial 2017 - Wellington results

No.	Name	Car	Checks	Questions	Time	Total	O/a	Points
19	David Hector	MG 3	180	30	4	214	6	85.7
0	Kate Hector	MG 3	180	30	4	214	6	85.7
20	Jane Hector	MG 3	180	30	4	214	6	85.7
0	Michaela Hector	MG 3	180	30	4	214	6	85.7
26	Gina Jones	MGF	300	30	0	330	7	75.4
25	Malcolm Fleming	MGF	300	30	0	330	7	75.4
3	Larry Jones	MG ZR 160	480	30	51	561	11	56.9
3a	Sue Jones	MG ZR 160	480	30	51	561	11	56.9
17	Geoff Brader	MG Midget	420	0	180	600	12=	54.1
16	Kate Brader	MG Midget	420	0	180	600	12=	54.1
18	Toni Chapman	MGB	420	0	180	600	12=	54.1
18a	Garry Chapman	MGB	420	0	180	600	12=	54.1
1	Bill Denize	MG ZR 160	420	30	180	630	13=	52.0
2	Rae Denize	MG ZR 160	420	30	180	630	13=	52.0
4	Ross Armstrong	MG ZR 160	420	30	180	630	13=	52.0
5	Anne Armstrong	MG ZR 160	420	30	180	630	13=	52.0

## Easter 2017 overall - Wellington results

No.	Name	Car	Class	Concours	Motorkhana	Autocross	Trial	Total	O/a	Cls	L
17	Geoff Brader	MG Midget	2	74.8	75.9	91.0	54.1	295.8	8=	5	
16	Kate Brader	MG Midget	2	74.8	76.5	85.3	54.1	290.7	10	6	4
3	Larry Jones	MG ZR 160	4	96.4	67.2	69.5	56.9	290.0	11	3	
20	Jane Hector	MG 3	4	62.1	78.8	56.4	85.7	283.0	13	4	5
18	Toni Chapman	MG Midget	2	74.8	68.4	85.0	54.1	282.3	14	8	6
4	Ross Armstrong	MG 3	4	82.7	81.2	62.5	52.0	278.4	15	5	
25	Malcolm Fleming	MGF	4	59.7	66.3	76.8	75.4	278.2	16	6	
19	David Hector	MG 3	4	62.1	64.4	48.5	85.7	260.7	17	7	
1	Bill Denize	MG ZR 160	4	100.0	52.6	54.6	52.0	259.2	19	8	
26	Gina Jones	MGF	4	59.7	61.5	60.0	75.4	256.6	20	9	7
3a	Sue Jones	MG ZR 160	4	96.4	0.0	0.0	56.9	153.3	29	14	13
2	Rae Denize	MG ZR 160	4	100.0	0.0	0.0	52.0	152.0	28	13	12
0	Kate Hector	MG 3	4	62.1	0.0	0.0	85.7	147.8	30=	15=	14=
0	Michaela Hector	MG 3	4	62.1	0.0	0.0	85.7	147.8	30=	15=	14=
5	Anne Armstrong	MG 3	4	82.7	0.0	0.0	52.0	134.7	32	17	16
6	Les Bognuda	MG VA Tickford	1	81.2	0.0	0.0	0.0	81.2	34	1	







## BMD puts brakes on Great Lake's desire to sell MG in NZ



26 April - Battle lines are being drawn over who will hold the New Zealand distribution rights for iconic British vehicle brand MG.

The brand, founded in the United Kingdom in the early 1920s, is now owned by SAIC Motor Ltd, China's largest motor manufacturer which also produces the LDV commercial vehicles sold in New Zealand.

The MG distribution rights are currently held by Christchurch-headquartered British Motor Distributors (BMD), which has MG dealerships in Christchurch and Wellington, and another pending in Auckland.

But now the distributor of the LDV product, Taupo-headquartered Great Lake Motor Distributors (GLMD), wants MG as well - and it says the fact it has been named LDV World Distributor of the Year for the past three years in a row shows it would be a success.

“GLMD’s intention is to do everything and anything possible to obtain the MG distribution rights and market MG through our 19 strong dealer network,” managing director Rick Cooper told Stuff at the big Shanghai Motor Show. “As the No 1 LDV distributor in the world we are well placed to do this. MG is a perfect fit with our LDV brand and we look forward to bringing this iconic brand back to New Zealand.”

“We’ve got a five-year contract that we signed only a year ago, and we’re quite excited because we’re expecting quite a bit of new product,” BMD managing director John Fairhall, Christchurch said when told of GLMD’s intentions. John Fairhall says his company has no intention of letting MG go. “But that’s motoring - and it’s good to see Rick Cooper showing interest in MG. They’re doing a fantastic job with LDV, but we’d argue that they are specialists in the commercial vehicle market.”

MG has been virtually absent from the New Zealand new vehicle market in recent times, with fewer than 30 of the brand’s MG6 liftbacks and MG3 hatchbacks sold last year. But Fairhall says this has been because the cars have only been available with manual transmissions at a time when all the demand has been for autos.

But now a new generation of MG vehicles are being developed and launched by SAIC, many of which are available for right-hand drive markets including New Zealand.

These include the GS small SUV that is about to go on sale in Australia, and the ZS which is SAIC’s first internet-connected compact SUV. There’s also likely to be a new MG6 sedan which would be an MG derivative of the Roewe i6 now sold in China.

Development of MG product for worldwide markets is part of an SAIC Motor Ltd strategy to increase its overseas sales as a percentage of total production volume. Last year the overseas sales were less than 15 per cent of total volume, and the immediate target is to increase this to 20 per cent.



## BMD puts brakes on Great Lake's desire to sell MG in NZ

“We intend proving that China, as a brand, can do something,” said SAIC vice president Lan Qingsong at a media conference during the Shanghai Motor Show.

“The globalisation of Chinese enterprise is coming - and SAIC intends being at the forefront of it.”

*Rob Maetzig - Stuff.co.nz*



## MG ZS to be re-named XS in the UK



4 May - Plug-in hybrid and pure electric power, plus a new name in the UK planned for MG's upcoming crossover

MG's Nissan Juke rival, the ZS, will be rebadged in the UK as the XS when it lands at the end of the year. And bosses have also confirmed that plug-in hybrid and fully electric versions will arrive within 18 months.

The new name for MG's crossover was announced at the London Motor Show (4 May). Full specifications, trim details and pricing will be announced later this year. Pricing will be highly competitive, making the MG XS perfect for young families and new drivers alike.

The electric and PHEV versions of the crossover will also beat the production version of the E-Motion sports car concept to market. There are no details on what the powertrain for both model will comprise, but MG is able to turn to its Chinese parent company SAIC for assistance with powertrain development.

A plug-in hybrid system available to MG is found in the Roewe eRX5, which is a China only SUV - it features a 169bhp 1.5-litre turbo and 41bhp electric. The powertrain is likely to be detuned for MG's smaller crossover to help reduce cost.

The front has a familiar small SUV design, with the large grille and deep bumper echoing rivals such as the CX-3, especially thanks to the swept-back headlights. The rear looks more closely related to the MG GS, the XS's larger brother that's already on sale.

*Sam Naylor - www.autoexpress.co.uk*

# **Old Speckled Hen Run - April**

## **William Pyne Memorial Old Speckled Hen Run - 2017**

The first annual Bill Pyne memorial Old Speckled Hen run was held on Friday 28 April 2017.

It was a lovely day with an early start meeting at New World, Waikanae at 8:15am.

It began with a Show and Shine judged by Michael Anderson and Bill Denize- results to follow!

Most importantly there were Afghans to be shared around, Bill Pyne’s favourites. This was followed by a 12 question road quiz compiled by Lynne. She ensured that all answers were to be found on the left hand side of the highway – good thinking!

We arrived at the Dutch Oven Café at the end of the quiz for morning tea. There is a great selection of cabinet food here and for those who like apples, the authentic Dutch Apple Cake is a treat. We welcomed Gay Baxter to the group here.

We were given the answers to the quiz and our score was added to that of the Show and Shine to obtain the winner of the inaugural Bill Pyne Memorial Cup. Congratulations to Joan and Scott Stevenson.



<b>Show and Shine and Observation Trial Marking Sheet</b>								
Name	Exterior 10	Interior 10	Engine Bay 10	Boot 10	Bonus 10	Total 50	Trial 12	Grand Total 62
Lynne and Lox Lummis	8	7	5	7	10	37	N/A	
Shirley Kelly and Ron Mitchell	7	5	6	6	10	34	N/A	
Patricia and Murray Cardie	7	7	6	6	0	26	8.5	34.5
Christine and Les Newman	8	7	6	7	10	38	11.5	49.5
Elaine and Michael Anderson	8	8	7	8	10	41	7	48
Joan and Scott Stevenson	8	8	8	8	10	42	12	54
Jill and Andrew Weeks	6	6	6	7	0	25	10.5	35.5
Rae and Bill Denize	N/A	N/A	N/A	N/A	N/A	N/A	11	

(A little tip for MG members – if you have a Wellington MG sticker on your car it may earn you bonus points!)

This was followed by an easy drive to Feilding. We enjoyed the late summer sun, some convertibles were actually converted!

At the Feilding sale yards we were met by our tour guide, Stewart, a retired farmer who

**“OLD SPECKLED HEN”**  
**Old Speckled Hen Run - April**



certainly knew what he was talking about. This is not a venue you might choose to visit but those who did spent a very enlightening 1.5 hours. The sale yards are the largest in the Southern Hemisphere for sheep. Regular sales are held on Mondays and Fridays and can bring in over \$2 million a day.

Did you know that:

- \* sheep don't have teeth at the front of their upper jaw but they do have top and bottom grinding teeth at the rear of their jaw.
- \* you can tell the age of a sheep by how many of its front baby teeth have been replaced by adult teeth? Well, we do now!!

We saw literally thousands of sheep in the yards waiting to be sold and watched several auctions. No accidental head nodding for us.

There were also large numbers of beef cattle waiting to be on sold for fattening. We saw several lots go through the auction ring. This is a very slick operation, no time wasted between lots.

After the tour we had a short stroll to the farmers' market in The Square before lunch at The Strong Room. It was lovely to see Viv and John Eames join us for lunch. The menu was varied and there was something for everyone.

Michael presented the trophy to Joan and Scott. This was a very good result as Bill and Scott were great friends.

After an eventful day we made our own way home. It was a relaxing, informative, social fun day with 19 members attending. Our thanks to Lynne and Lox and to Shirley and Ron for organising this outing. We look forward to seeing you all again next month and would welcome anyone who is interested to come along.

*'Bye, Shirley.*

*Photographs: Scott Stevenson & Andrew Weeks*







# MG Silk Road Driving Tour

The 2017 MG Silk Road Driving Tour comprise of 16 passionate Australian MG fans who decided to start the trip in Thailand as this is the current day MG automotive assembly hub for Southeast Asia.

Two years and endless planning later the trip is now a reality. The itinerary is all in place, the hotels booked and the eight cars have been loaded into two forty foot containers and have been sent on their way.

The trip begins in Bangkok and then heads north through Cambodia, Laos and China, then into Kazakhstan, Kyrgyzstan, Uzbekistan and Turkmenistan, before finishing the Silk Road part of the trip by travelling through northern Iran and then Turkey. From Turkey they will be doing a quick flit across Europe to finally end the trip in Abingdon, England, the home of the MG.

Blogs can be found on [www.mgsilkroad.mgcc.com.au/](http://www.mgsilkroad.mgcc.com.au/)



# MGCC (Wgtn) Vehicle Database

We would like to compile a list of our MG Wellington Centre members MGs. In order to do this we need some information from you as follows:

- Your Name
- Model of MG
- Year
- Colour
- Registration number

Please email these details to Rae Denize Email: [mgmodels@mgcarclub.org.nz](mailto:mgmodels@mgcarclub.org.nz)

Please put in the subject line - **MG Database.**

*Regards, Rae*



# Noggin 'N' Natter - May

A large number of members turned up Sunday afternoon for the Noggin 'n' Natter at Ross Church's Auto Classics organized by Michael Shouse. Special mention to those who attended goes to John Eames from Mangaweka and Larry Jones from Wanganui.

Ross Church set a fiendish 20 question quiz, The answers were actually in the many posters and memorabilia around the walls. Coffee was available from out of the back of a Chrysler and was enjoyed by many as the conversation flowed. Cars were looked at, prodded, admired and we all compared notes trying to find the answers. The natter ended with Evan MacCarthy winning the quiz and receiving the gift basket. Looking forward to the next one at Lake Auto Services, Petone in August. A thank you goes to Ross Church & Michael Shouse for a entertaining afternoon and the editor even bought a set of mags for my MG 1100.

Dean Gray



Michael Shouse opening the N'n'N



Ross Church giving hints



Announcing the winner and thanking Ross



Quiz winner - Evan MacCarthy



# MGCC Charity Classic Manfeild - May

Photographs of some of the action enjoyed by those who attended this year's MGCC Charity Classic meeting with gate proceeds going to the Cancer Society and Kara Hands.  
*Photographs: Ross Armstrong and Next Photography.*



Malcolm Fleming ready for his first race



Malcolm Fleming at speed



Nick Wilcox leads David Mallin



Bruce Gerring



Ray Hartley leads the pack



Nick Wilcox



Evan MacCarthy



David Mallin





# MG Charity Classic Manfeild - May



David Mallin leads the pack



Ross Armstrong - Pace Car







# Old Speckled Hen Run - May

The OSH run in May was organised by Bill & Rae Denize and was to the Clareville Bakery, Carterton and Pointon Collection in Masterton. Here the run is told in photos by Phil Major who went along with John Langford (aka Biggles). John has just acquired Valerie Hellberg's MGB and it was a first time OSH run for both Phil and John. The story starts as Phil waits for John to arrive...



Polished and ready to go. Just waiting for the owner



Owner arriving on another MG (Moto Guzzi)



Getting our instructions at Haywards for the day



The camp leader far too concours for this lot!



Line up for the Le Mans start



Biggles with his B

# “OLD SPECKLED HEN” Old Speckled Hen Run - May



After so many MGBs I have finally found GM performance



Yes we can hear the miss at that end but you find it at the other end!



See dear, I don't have too many cars. Mr Pointon has even more out the back.



Before four wheels



And they all run and can be used. Registration and insurance is a nightmare.



Now gentlemen take your partner for the tango.





## MGCC (Wgtn) Trailer

The Club Trailer has returned from the Sign Writers and will be unmissable at any Club events. Special thanks to Club Captain John Grant who negotiated a great price for the trailer and fittings from Mitre 10.

Photographs: Ross Armstrong, Paul Chipp.



## From The Archives - 1962

Centre members Gary Wall and Malcolm Fowler in the former's 'Mini' have been cleaning up the awards in all the big trials last season and look certain winners of the Gold Star award for the year's best trials crew in New Zealand. They are now planning to come to the U.K. and try their hands in rallies here! The fifth annual gymkhana between the six Wellington motor clubs took place recently. Two of the previous four events were organised by the Centre and it was suggested by one of the other clubs, representing 'Another Make', that the M.G. boys were suiting themselves in their layout of the tests, as they had already won the event three times. So the organisation was handed over to the other club—and the M.G. boys won outright again!! Stars in the event were John Norwood (Midget) Bernie Wilcox (Midget), Rich Bradley (TF' 1500) and Russ Speedy (' TF' 1250).

*Safety Fast - August 1962*



## First Photos Of The Facelifted MG3

14 April - The facelift includes an all new front in MG ZS(XS) style, new lights and new bumpers, and an updated interior. The facelifted cars will keep the same engines but with a little bit more horsepower: 96.5 for the 1.3 and 111.5 for the 1.5.

W.E. Ning - [www.carnewschina.com](http://www.carnewschina.com)



# Graeme Tulloch

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e-mail: [tullochfamily@xtra.co.nz](mailto:tullochfamily@xtra.co.nz)





# **MG moves closer to setting up in India**

7 April 2017 - Cars from MG Motor, a subsidiary of Chinese automobile giant SAIC Motor Corp, might soon start to ply on Indian roads. According to reports, SAIC Motor Corp has reached an agreement with General Motors to acquire their manufacturing plant in Halol, Gujarat.

Talks between the two companies have been going on for some time now and could have happened earlier when the Competition Commission of India cleared the proposed acquisition of the plant by SAIC Motor Corp.

SAIC is planning to bring to India, MG Motor, a British carmaker whose line-up of cars ranges from hatchbacks, sedans to compact SUVs. Manufacturing in India will allow them to compete in India's price sensitive market. The company could even tap into GM's distribution network in India to sell their cars in India.

In the recent past, news had emerged that GM was slowly shutting down production at the Halol plant and now it is evident why. The Halol plant has an annual manufacturing capacity of 130,000 units.

*Dhruv Paliwal - IndiaToday*

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**NOMINATION FOR COMMITTEE  
ANNUAL GENERAL MEETING 2017  
MG CAR CLUB (Wellington) CENTRE**

I/we .....

..... (full name(s))

being a financial member(s) of the MG Car Club (Wellington Centre) Inc.  
wish to nominate

.....

for the position of .....

Signed: .....

Date: .....



**ACCEPTANCE OF NOMINATION  
ANNUAL GENERAL MEETING 2017  
MG CAR CLUB (Wellington) CENTRE**

I/we ..... (full name)

being a financial member of the MG Car Club (Wellington Centre) Inc. I am  
prepared to accept the nomination for the position of

.....

And further, that if elected, hereby agree to abide by the Constitution and  
By-Laws of the MG Car Club (Wellington Centre) Inc.

Signed: .....

Date: .....



# Membership Fees

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

Single \$60 Double \$70 Family \$80

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

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

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

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



## Ray Hartley Motors

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Wellington





## Tony Sturm - R.I.P

STURM, Antony Gardner (Tony). Passed away on 21 May 2017, aged 75. Much loved father, father-in-law, and Poppa to Debra, Peter, Mario and Francesca Parussini. Loved and missed by many dear friends and colleagues. In lieu of flowers donations to the Cancer Society Of NZ, PO Box 1724, Auckland 1142 would be appreciated.

Tony was a regular competitor at the MG Classic in November with his very quick MGB, until he had a serious crash at the Taupo circuit in January 2014.



## For Sale

**1948 TC - Red - Price negotiable, about \$45,000.**

Many spares, including brand new hood and side screens still in the box. - Interesting history. Including racing against Sybil Lupp in the late 1940s and a box of trophies won by the original owner, Hugo Hollis.

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



**Four MG F VVC wheels and tyres** in excellent (unkerbed condition) - price negotiable.

2 x 185 kingstars 5 mm tread.

2 x 205 kingstars 3mm and 2mm tread.

Contact: Ron Blackwell - Mobile: 021954073

**WANTED - MG Midget Mk1 Steel Wheel**

Contact: Dan Winkels

Email: danielgwinkels@gmail.com







# MGCC Regalia



Orders are open for this issue's MGCC Mug, each issue we will bring you a new design. This month a period MGA advert.

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.



Orders to Michael Shouse, phone: 027 419 8017 or email: [upnzway@icloud.com](mailto:upnzway@icloud.com)

Rear Cover, Charity Classic, Manifeild: Top - Evan MacCarthy, MGF. Middle - Malcolm Flemming, MGF. Bottom - Nick Wilcox, MG Midget leads David Mallin, MG BGT. Photographs: Ross Armstrong.



## Advertising specifications for display advertisements

Prices for 12 months		Advertisements may be supplied in most common digital formats by e-mail or on flash drives or CD's, etc.
Full Page	\$240	Alternatively your raw copy can be turned into suitable artwork for your approval.
Half Page	\$200	
Quarter Page	\$100	

Enquires to Dean Gray, Email: [editor@mgcarclub.org.nz](mailto:editor@mgcarclub.org.nz)



# MG Car Club (Wgtn) Regalia



The Wellington MG Car Club is offering regalia items at clearance prices while stocks last. Look out for Michael Shouse selling out of his car boot at forthcoming events or contact Michael directly on [upnzway@icloud.com](mailto:upnzway@icloud.com) or 027 419 8017



MGCC Lanyard  
Black/white or  
Blue/white  
\$5.



1634 - Silverdale, Merino pullover  
Navy - two only - Medium  
Traditional Logo or as pictured.  
**WAS** \$125 - **NOW** \$95.



1634 - Silverdale, Merino pullover  
Natural mix - one only - Large  
**WAS** \$125 - **NOW** \$95.



MG printed mug, as pictured - \$15.00.



498Q - Gear, Zip fleece  
Black - 2 only - Size 10 or M  
\$65.

MG Car Club regalia can be purchased from Michael Shouse phone: 027 419 8017 or email: [upnzway@icloud.com](mailto:upnzway@icloud.com)

