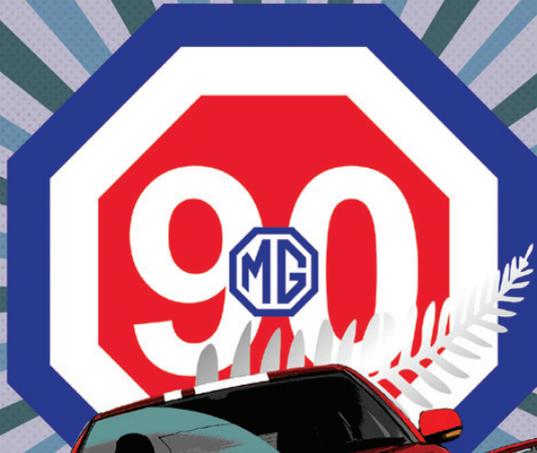




# Bulletin

PO Box 3135, Wellington, NZ. Oct - Nov 2014

## 29th Classic MOTOR RACE MEETING



**MANFEILD**  
**SATURDAY 15 - SUNDAY 16**  
**NOVEMBER 2014**





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Cover: Poster for the 29th MGCC Classic Motor Race Meeting in November.

Inside front cover: Top: Ross handing over grille & label badges to the Shanghai MGCC.

Middle: Warren Everfield with MG GT. Bottom: MG road No.2.



## Coming Events

Sun 19 Oct	The Old Speckled Hen Weekend Run. Coast to Coast Details will be confirmed by e-mail. See Page 7.
Sat-Sun 25-26 Oct	MGBGT Owners Weekend, organised by MG Mangaweka See Page 32.
Wed 29 Oct	Club Night Dinner - See Saturday 8 November No dinner - Prize giving will replace this dinner.
Sat 8 Nov	Prize Giving/Annual Awards/Trophy Evening. The Bolton Hotel Details will be confirmed by e-mail.
Wed 12 Nov	Noggin N Natter – Ross Armstrong will talk about his trip to the MG factory in China
Sat-Sun 15-16 Nov	MG Classic Motor Race Meeting, Manfeild See pages 26-27.
Thurs 20 Nov	Old Speckled Hen end of year barbeque Details will be confirmed by e-mail.
Wed 26 Nov	Club Night Dinner - Kapiti Details will be confirmed by e-mail.
Sat 6 Dec	Tawa Lions Christmas Parade. See page 34. Details will be confirmed by e-mail.
Sat 6 Dec	Christmas barbeque at Ross and Anne Armstrong's home Details will be confirmed by e-mail.
Wed 10 Dec	Noggin N Natter – Christmas meeting Details will be confirmed by e-mail.
Mon 19 Jan	Drivers Training day at Manfeild Details will be confirmed by e-mail.
Committee meetings are held on the first Monday of the month, 5.30pm, Meeting room, level 1, NZ Motorsport House, 69 Hutt Rd, Thorndon.	
Members are welcome to attend committee meetings, but please contact the club secretary in advance. Rosalie Andrews - 027 600 0480 - risf@xtra.co.nz	



## President's Note



Hi from UK this time after an amazing 10 days in China.

Firstly a welcome back to Jane Hector to our 2014/15 committee. Jane will bring with her the solid background she has from an incredibly MG focused family and previous committee experience.



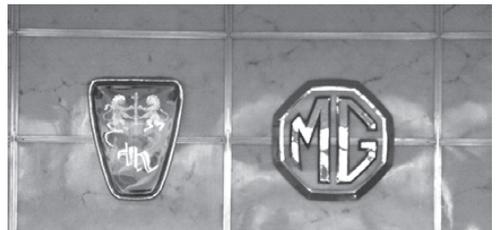
The AGM was well attended including members from Manawatu area. In the end an election wasn't required however it was pleasing that many took the opportunity to send in proxy votes, as they couldn't attend in person.

To Michael and Andrew who stepped down we extend our appreciation for the work they put in during their term. Michael has also continued with the OSH organisation until the end of the year by until we can organise a replacement. Our grateful thanks to Michael for this.

The setting up of the MG Classic Register, as approved at the AGM, is well under way and our thanks to Ron and Jim for sorting this. It's already been incorporated, bank account getting sorted and an application to MotorSport NZ for affiliation under action.

As stated above Anne and I have just spent an amazing 10 days in China with a group of friends. If you ever get a chance it's worth a visit. The progress there over the last 10-20 years is gobsmacking. Makes our attempts to build the likes of Transmission Gully look very mediocre.

Thanks to Kerry Chayne CEO of MG NZ I got the opportunity to spend some time at the Shanghai Automotive Ind Corp (SAIC) R & D site. Unfortunately I had to turn down, due to other commitments a day at the Shanghai Race track with the Shanghai MG Club, bugger.



MG and Roewe badges on the Shanghai Automotive Ind Corp (SAIC) R & D site.



## President's Note - continued

Mr Min Baozang kindly met us, that's Warren our US based Kiwi and myself, on Saturday morning to show us about. SAIC have JVs with VW and GM (MG in a mirror) and produce not only MGs and Roewe brands but also a total of around 6 million vehicle a year. The VW JV also involved fuel cell and hybrid developments. So may be an electric MG in the future. Also have a new production plant in Thailand.

Shanghai has 30 million people and just about every taxi is a VW.



In Shanghai just about every taxi is a VW



On a very fast Maglev train, 30km in only seven minutes

Roewe is their version of the Rover brand, which they had believed, came with the MG purchase agreement but Ford had retained it with Range Rover, which is now in Indian hands. Photos with this report of revised badge.

Got my hand smacked for taking photos of car in the park with a security guard arriving on a motorbike to tell me off. I'll show these at Noggin & Natter on return as agreed not to publish any even though I've seen them on websites?

Spied the MG SUV which looks interesting, benchmark model is Sam Yang vehicle. No sports cars in pipeline yet however.

Didn't see our MG3 there however as it's on the water or in NZ already so we'll pick it up on our return later in October.

Well better go and leave Dean some room for other stuff. FYI we're working with MG Auckland to organise MG Easter in New Plymouth again next April. Clashes with Pre 56 and MG Nationals over the last 2 years have seen Easter take a back seat, which is hard in an MG.

Ross Armstrong





## Classic case of generosity for hospice

A WELLINGTON woman has raised thousands of dollars for Mary Potter Hospice after she donated her beloved 1980s MG Metro to be auctioned. The car sold for \$5300 on Trade Me, after being viewed more than 1700 times. “I didn’t have any expectations, so as far as I am concerned, it’s just a joy that it has reached that,” car owner Rosamund Averton said. Averton said she had always loved the “curvy car” since she bought it in 1987. But the white two-door hatch-back had mostly sat in her garage for the past five years, as she could no longer drive it. Averton wanted the car to go to a good cause. “I have great admiration for Mary Potter Hospice, I’ve had a lot of friends who had to go there, and they [the staff] are good, kind people.” Averton approached Gazley Motors, whose staff serviced the car, spending about 15 hours doing warrant of fitness repairs and re-tuning the engine. Gazley Motors marketing manager Aaron Musgrove said the firm was more than happy to help out the cause. He was surprised the car price had reached \$5300. However, MG owners he had spoken to believed the car was worth between \$3500 and \$5000, mainly because of its collectable nature.

*By Jessica Rapana - Dominion Post*

The Metro was bought by Andrew Walbran of Auckland.



## Picton House B & B

(Previously known as  
Marineland Heritage House B & B)

**28 Waikawa Road Picton.**

Situated in the heart of Picton.  
Close to the waterfront, town centre  
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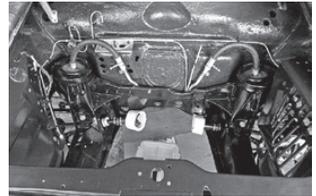
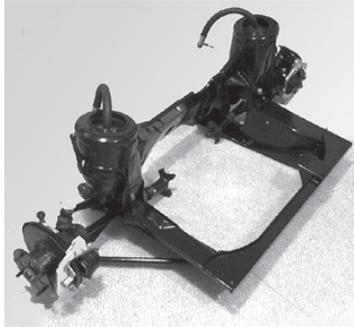


## Editorial

Like all editors, I rely on contributions from others, so I thank all those who took the time to write an article or two and welcome any future contributions. On the home front I have continued to reassemble, with both the front and rear sub-frames back in. Pumping up the Hydrolastic wasn't without a bit of swearing as one of the pipes developed a leak. Since the fluid is 50% alcohol I had to flush the pipe before brazing the repair. Now the car is back on its wheels I can start to cut back the paint and as I expected I will need to touch up most of the panels. I had mixed up another 3 litres of paint, the first mix bought over 16 years ago from a long departed supplier, was unique to me, as he had made a mistake mixing it. He had put the quantities of the mix on top of the tin, but they made no sense to the current shop, which is why when I repainted the bonnet it was a lighter tone to the rest of the car, thankfully they were able to darken the paint and the match is now spot on.



*Safety  Fast!*



## 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

I always say that once we hit October we are on the slippery slope to Christmas!!! I even saw Christmas lights for sale at work the other day. God forbid.

However, the good news is that Sunday October 19 sees our **Coast to Coast run**, an event I am sure you will all enjoy. While Pippa and I were out checking the run to make sure everything there are no unexpected surprises we thought of four alternative runs with a Coast to Coast theme. So this could be an annual event for several years to come.

Details for this event are:

- Meet:** Ngati Toa Domain - Pasco Ave.  
 (Directions - Pasco Ave runs off Mana Esplanade.  
 Heading north turn left at the 2nd set of lights after the Paremata bridge.  
 Heading south turn right at the lights immediately after the BP station.
- Time:** 9.00 for a 9.30 sharp start.
- Duration:** 2 1/2 - 3 hours of enjoyable touring with points of interest along the way.
- Lunch:** For catering purposes we need to know numbers attending no later than October 14.

**Please notify:**

John and Pippa (04) 233 1082 / j.p.grant@xtra.co.nz, or

Michael Anderson (04) 293 7772 / michael.anderson@xtra.co.nz

We have factored in a coffee break enroute with lunch at the final destination. I'm afraid you have to turn up on the day to find out where lunch is.

Saturday November 8 brings our **Annual Awards/Trophy Evening**. The Bolton Hotel will again be the venue for this event. Those who attended last year will agree it was a most enjoyable evening. To recognise the MG90th, this year's event will feature a video of the early years of MG.

November 15/16 is **Manfield Classic Racing Weekend** - a huge event for the club. Whether it's racing, being a spectator or helping out, this is a weekend not to miss. Volunteers are always needed to make this a successful event, so if you can help in any way Ron Robertson would love to hear from you. Phone 04 564 8389 / ron@mgcarclub.org.nz

After this, I guess the next big event is the **Tawa Lions Christmas Parade**.

Yours in classic motoring

*John*



## Bruce Edgar's Oz Adventures

I feel its about time I put to paper some of my MG TC and other experiences here in Perth and Austalia, especially as I had a great time catching up with old faces at the Manfeild Classic last November. I was part of the original organising team, headed by Glenn and Lyn Watt, now in Melbourne and now proud owner of a real MGTf.

I was in Melbourne for nearly 2 years after leaving New Plymouth and had the TC there as well. One of the first things I did to it was to replace the crude cam and worm steering with the Datsun recirculating ball setup (it bolts straight in with a cast adaptor) - definitely a good thing, giving much better response complete with castor return! The only downside is that the lock is slightly greater.

After moving to Perth in 98 I ran the car with the TC Owners Club here, doing a few runs as well as the fortnightly club meetings at some-one's house somewhere in metropolitan Perth and occasionally further afeild (shades of the Register days in Wellington). The club has been going since the early 60s and has among its members Mike Sherrell (world TC guru - his book was my bible when I restored the car) and John Bowles (our technical guru). They set standards for restorations and concours that are among world best. Their originality investigations and knowledge is amazing - my car (as restored by Rod Brayshaw, then in Palmerston North) stands alongside theirs as a great example of restoration and originality and in fact won the TCOC concours in 2009.

Subsequently I've kept the car tidy and going properly including 2 engine rebuilds (after a dropped valve and run bearings) and made some valuable improvements. Two that stand out are the incorporation of indicators (using a Snyder Model T column device acting on the existing front side lights and additional rear indicator lights) and replacing the original pressed steel brake drums with cast iron Datsun 180B ones. I'm now about to replace the front brake slave cylinders with ones slighter bigger in bore to give better front brakes. In 2010 I, along with a few others from Perth shipped our cars to Adelaide for the Easter MGCC meeting. After the rally about 6 of us plus 2 MGAs drove back to Perth - pretty straight forward run, covering 2108 miles at 32 mpg over nearly 6 days. Long straight roads, bland scenery but well worth the experience. I also have a MGTC special with a Milano full body to restore...

When I first got to Perth, I got involved with motor bikes, specifically Ducati, and played with those for a while, initally



Bruce, MG TC and the TCOC Concours trophy



## Bruce Edgar's Oz Adventures

buying a 2000 900 Supersport then restoring a Ducati Mk 3 450 single. The weather here (apart from the height of summer) is generally great for bike riding however there's no roads like the NZ ones....

The other distraction I've had over the last few years is a 1962 Elfin Formula Junior racing car. This is a single seater car, made in Adelaide and has really taken a lot of my time and money. Originally in Catalina trim (with a 1600 cc motor), I completely rebuilt it into Formula Junior trim (1100cc motor and control tyres) so that I could race it here, NZ and over in Europe and USA. Had engine problems for a while (overheating, finally tracked to a leaky radiator) then raced it in NZ last January at Taupo and Hampton Downs. I was in Taupo when Tony Sturm had his bad accident in his MGB, although we didn't see anything - great to see him recovering well (there's a topic on him in the Roaring Season forum). I am taking the Elfin over to NZ this January for Hampton Downs and a series of races in the South Island (along with other cars from Perth and maybe Terry Collier's Formula Junior?).

Just got your latest bulletin and great to see Bill and Gay Baxter get the life time reward for their services to the marque. Also great to see the club going well and thriving. I first met them at the 1974 MGC rally at the Commonwealth Games in Christchurch when I'd first bought my TC and we kept in touch, especially when I moved to Wellington late that year. We were involved in many MG and T-Register events after that, including the first north island Pre-56 meeting at Marton. I used to stay with them, first at Ohakea, then Bulls when I was racing my MGB and later the sports car or for MG events. Bill would often in the early days, come down to Wellington for the monthly meeting, then at the Clyde Quay Tavern (which I think has disappeared - now apartments?)

I would also like to attend another Pre-56 meeting but next year, after racing the Elfin, I will be in Napier for my mother's 90th birthday.

Regards to all at MG Wgtn.

*Bruce Edgar*



Bruce in his 1962 Elfin Formula Junior racing car at Barbagallo Raceway

# Graeme Tulloch

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## NOS Lucas Replacement Wiring Harness Smoke kit

As seen on ebay... Have you inadvertently let the smoke out of the wires on your classic British car? This, then, is the solution to your problem!

Here is presented for your perusal one Lucas Replacement Wiring Harness Smoke kit, P/N 530433, along with the very rare Churchill Tool 18G548BS adapter tube and metering valve. These kits were supplied surreptitiously to Lucas factory technicians as a trouble-shooting and repair aid for the rectification of chronic electrical problems on a plethora of British cars. The smoke is metered, through the fuse box, into the circuit which has released it's original smoke until the leak is located and repaired. The affected circuit is then rectified and the replacement smoke re-introduced. An advantage over the cheap repro smoke kits currently available is the exceptionally rare Churchill metering valve and fuse box adapter. It enables the intrepid and highly skilled British Car Technician to meter the precise amount of genuine Lucas smoke required by the circuit.



Unlike the cheap, far-eastern replacement DIY smoke offered by the "usual suppliers", this kit includes a filter to ensure that all the smoke is of consistent size, It has been our experience in our shop that the reproduction Taiwanese smoke is often "lumpy", which will cause excessive resistance in our finely-engineered British harnesses and components. This is often the cause of failure in the repro electrical parts currently available, causing much consternation and misplaced cursing of the big three suppliers. These kits have long been the secret weapon of the "Ultimate Authorities" in the trade, and this may be the last one available. Be forewarned, though, that it is not applicable to any British vehicle built after the discontinuing of bullet connectors, so your Range Rover types are still on your own...

This Genuine Factory Authorized kit contains enough smoke to recharge the entire window circuit on a 420 Jaguar, and my dear friend and advisor George Wolf of British Auto Specialty assures me that he can replace ALL the smoke in a W&F Barrett All-Weather Invalid Car(147 CC) with enough left over to test a whole box of Wind-Tone horns for escaped smoke. How much more of an endorsement do you need?

Original listing was created by Craig Bolton, of Autodynamics in Belington, West Virginia, USA. See full ebay listing and amusing questions and answers at [http://www3.telus.net/bc\\_triumph\\_registry/smoke.htm](http://www3.telus.net/bc_triumph_registry/smoke.htm)





## The Old Speckled Hen Run - August

The August run was planned by Michael Anderson and proved to be a good test for those who took part, with an excellent venue to finish at.

There were only 3 cars lined up at New World Waikanae, which was a bit surprising. The weather was not the greatest – cold, but dry to start with. Taking part were:

- Michael and Elaine      MGB GT
- Ronnie and Shirley      MG TF 160
- Bill and Scott            MG ZR 160

We drove east through the Akatarawa Valley, up the hill and down past Staglands to Upper Hutt. The road was in good order, there was no other traffic from Reikorangi to Staglands and there was no rain until near Upper Hutt. It took 50 minutes from Waikanae to Upper Hutt. Bill enjoyed his first long drive in the ex-Bill Denize ZR – this lovely little car was able to climb to the top of the Akatarawas in 4th gear.

Our destination was the Fig Tree Café on Ferguson Drive, Heretaunga. This is a converted church. We found Lox Lummis there waiting for us (Lox used his Ford truck instead of his MG on this day, and Lynn was absent due to a significant birthday lunch elsewhere). The variety of food available was excellent – I chose a Shepherds’ Pie followed by an Eccles Cake – both very nice.

After a couple of hours of conviviality we made our separate ways home. Bill gave me the keys of the ZR. We took the Haywards Hill/Greys Road option to get back to Waikanae. The car was a pleasure to drive – excellent steering and brakes, firm suspension giving very good handling, and plenty of torque from the 1800 VVC engine. Bill’s made a great choice for his MG club car.

*By Scott Stevenson*

*Photographs by Shirley Kelly & Scott Stevenson*





## Tech Talk - Installing Husband 1.0

Dear Tech Support,

Last year I upgraded from Boyfriend 5.0 to Husband 1.0 and noticed a distinct slow down in overall system performance - particularly in the flower and jewellery applications, which operated flawlessly under Boyfriend 5.0.

In addition, Husband 1.0 uninstalled many other valuable programs, such as Romance 9.5 and Personal Attention 6.5, and then installed undesirable programs such as Super 12 Version 5.0, Tri-Nations 3.0, Limited Overs 7.2 and especially Golf Clubs 4.1. Conversation 8.0 no longer runs, and Housecleaning 2.6 simply crashes the system.

I've tried running Nagging 5.3 to fix these problems, but to no avail.

What can I do?

Signed,

Desperate

Dear Desperate,

First keep in mind, Boyfriend 5.0 is an Entertainment Package, while Husband 1.0 is an Operating System.

Please enter the command: "http: I Thought You Loved Me.htm" and try to download Tears 6.2 and don't forget to install the Guilt 3.0 update.

If that application works as designed, Husband 1.0 should then automatically run the applications Jewellery 2.0 and Flowers 3.5. But remember, over use of the above application can cause Husband 1.0 to default to Grumpy Silence 2.5, Happy Hour 7.0, or Beer 6.1.

Beer 6.1 is a very bad program that will download the Snoring Loudly Beta. Whatever you do, DO NOT install Mother-in-law 1.0

(it runs a virus in the background, that will eventually seize control of all your system resources).

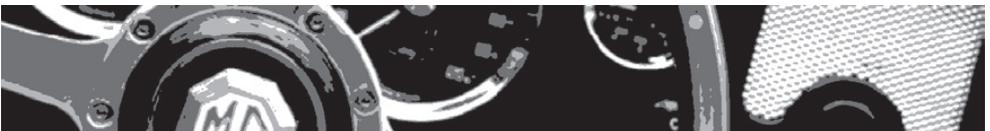
Also, do not attempt to reinstall the Boyfriend 5.0 program. These are unsupported applications and will crash Husband 1.0.

In summary, Husband 1.0 is a great program, but it does have limited memory and cannot learn new applications quickly. You might consider buying additional software to improve memory and performance. We recommend Hot Food 3.0 and Lingerie 7.7.

Good Luck,

Tech Support

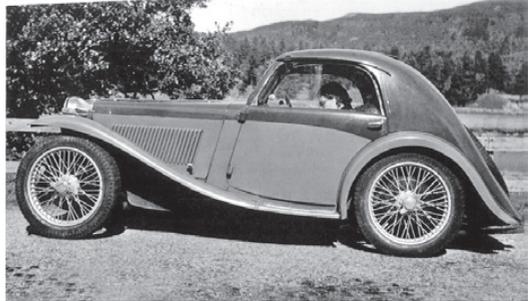
- Supplied by Rae Denise





## By Airline To Vienna

In 1934 I was the proud possessor of an MG M Sportsman's Coupe, well-termed the Mini Cooper of the 1930s. When we went to England in 1936, this was sold and at the Morris Works in Oxford we took delivery of a Morris 8 four door saloon. We toured Scotland in this, survived a winter in Edinburgh, and eventually returned safely to London. One day, driving along Great Portland Street, that motorists' mecca where Bentleys, Aston Martins, Rileys and Bugattis reached eagerly to the footpath from every shop front, I saw the prettiest little coupe. It was an MG PA Airline coupe, one owner - Lord Avery or some such name - delivered in 1935. It was not long before I decided that our Morris 8 was rather dangerous on the congested bypasses, due to its low top speed and poor acceleration, and in no time the MG became ours for £35, plus the Morris.



We were not the only people who thought the MG was attractive, for after window shopping in Bond Street it was not uncommon to come out and find the Coupe surrounded by admirers, although the street was littered with Rolls Royces.

It was not long before we found the Coupe also lacked power, for it was much heavier than the open two seater. The solution was a rebore and an Arnott Supercharger was fitted at the Works, and blowing at 7lbs. That really put some life into the beast. But there were two problems - oil for the supercharger was supplied from the pressurised tank under the dash and it had the regrettable habit of dripping oil all over one's best trousers. More spectacular events were to follow. After a fast run, pressure built up in the oil tank and after a stop at traffic lights oil continued to be fed to the supercharger. As we accelerated away a vast cloud of smoke would issue and engulf all neighbouring cars. It was not uncommon to look back after 100 yards and see these vehicles either still stationary or slowly emerging from the smoke screen, and this in the middle of London.

Strangely enough this performance was not repeated in Cologne, Vienna or Paris which was probably just as well.

Soon we decided to go to Vienna for some post graduate work, forgetting it was the middle of winter. But first I had to undergo a driving test, my visitor licence having expired. I picked up my AA tester at Fanum House, and went for a tour of Westminster, an area I had been driving for months, so it was no problem.

Our preparations for Vienna were confined to purchasing some chains, a windscreen



Refueling at Leoban with the help of small boys



## By Airline To Vienna

demister, a foot muff, and for some reason, the dashboard was burdened with a Tapley Gradient Meter.

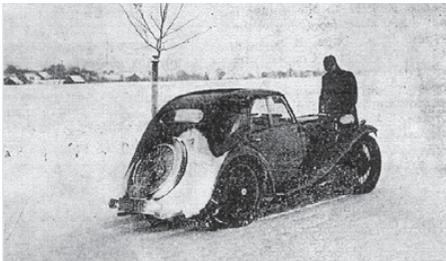
We had an uneventful trip through Belgium to Cologne where we arrived at night. A city of uniforms and activity and purpose, so different from lackadaisical England. Bamboozled by the traffic we took refuge in the Dom Hotel, far beyond our means, but we luxuriated under huge bolsters for the night. We drove in wintry conditions down the Rhine, past Frankfurt, Stuttgart, Augsburg, Munich on great autobahns which stopped abruptly at the Austrian border. At each hotel we were greeted with the Hitler salute, and in Augsburg had a special suite said to have been occupied by Hitler recently; this was a great honour.

After one fast run, strange metallic noises issued from the region of the supercharger. Inspection showed a lack of oil. A thoughtful German stopped and led us to his home where his young daughter, who knew English, soon had us supplied with fresh oil. The southern Germans were very like us.

The roads were virtually deserted except for huge lorries and some military vehicles. At that time, in part of Austria one drove on the left, and in other parts on the right. At the changeover point there were signs for a kilometre or more saying "Rechts fahren" or "Links fahren" as the case might be. We had thick snow now and enjoyed coping with this and trying out our chains, not to mention the foot muff and the windscreen demister.

We reached Salsberg on Christmas Eve and enjoyed a delightful evening with the host of our guest house and his family round the Christmas tree.

In Vienna we got caught in some tram lines and hit a tramcar gently. Besides Schonbrun, the Hofberg and the Opera, we visited a Heuriger for a new wine festival. We reached our Pension at a late hour with some difficulty, but fortunately the breathalyser had not been invented then.



Replenishing the radiator with snow



A stop with a purpose on the Frankfurt Munich Autobahn

It was rather annoying to be passed on the rough hilly roads by small Steyrs whose independent suspension let them drive at some speed over roads which reduced us to a crawl. The flat four saloon must have been the inspiration for the Issigonis Morris Minor which did not arrive until about ten years later. This Type 550/1000 cc was designed by Dr. Porsche. I had met Cecil Kimber at Brooklands



## By Airline To Vienna

one day and a friend asked him why all MGs did not have ISP, like the R Type Type. Cecil Kimber replied that this complication was quite unnecessary. He should have taken one of his cars to Austria.

Vienna was full of people keeping warm in the many coffee houses, talking politics.

One day we set off for Budapest, but after fifteen miles we were completely bogged in deep snow, and were rescued by a pleasant Austrian who let us join his children's party which was in progress.

In Vienna we saw one large Graf un Stift and one Phantom, but most of the cars were quite mundane.

Soon we moved to Switzerland via the 6000ft Aarlberg Pass, passing through walls of snow; what magnificent scenery.

Back in Paris we had one anxious moment in the Champs Elysee. We came from a shop to find the MG surrounded by Gendarmes. They could not understand my english, and their french was nothing like the french I had been taught at school. Eventually it turned out they only wanted to know how fast it would go. They departed quite satisfied after viewing the Compresseur. Now it was time to return to New Zealand. We went by Imperial Airways, and the MG by boat for £20.

I had always looked forward to fast trips over the 2000 foot Rimutaka Range at speed, but to my disappointment third gear proved two high and second gear too low.

By this time many fumes were entering the cockpit from the oil breather, and there was barely room for the now necessary bassinet. So the MG departed to a new owner in Hawera, driven by Les Jones of Star fame, and was replaced by a Morris 12 saloon, and so the wheel turned full circle.

The fact that we had no mechanical trouble from this car, so often cruised at 70+ mph, says much for its overstressed 850 cc engine.

But where it is now? Perhaps some reader may know its subsequent history.

*Written by G.B.A. Cowie*

This article originally appeared in Beaded Wheels, #119 Aug/Sep 1979.

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If any Club members have information of this special car's later history in New Zealand, please forward all information to the editor – thank you.



Vienna - Innsbruck mountain range



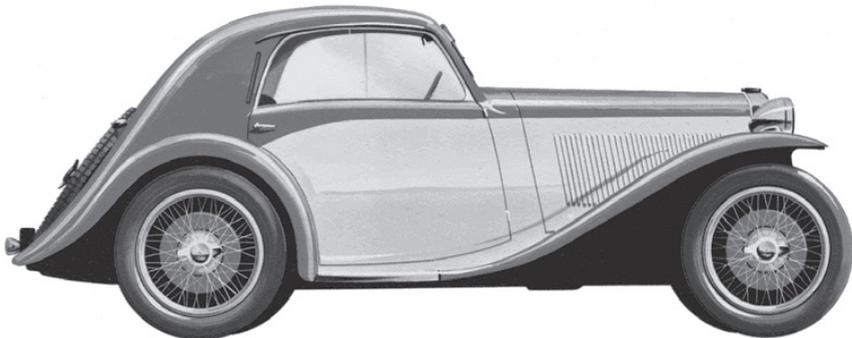
## Spotters Guide - MG P-Type

The P type Midget was launched in March 1934 as the replacement for the J2. It is well recognised that the P type had similarities with previous Magnas and Magnettes and its parentage derived from the M and J types. 'Autocar' magazine road tested the P type in November of that year and reported "This latest model is a marked improvement in all respects over its forerunners". Sales literature produced by Abingdon claimed, "In all there are over one hundred new and improved features". With good reports in the motoring press it was no surprise that the car sold well, with serious production starting at the end of January 1934; over two hundred cars a month were coming off the production lines.

The P type was fitted with an all new 847cc engine, with three main bearings supporting the rigid crankshaft. This allowed higher engine revolutions to be employed with safety. An improved Tecalemit oil lubrication and filtering system was a welcome addition to the engine. This system had two filters, one externally and the other was a gauze mesh in the sump, both of which ensured thorough filtering of the oil, thus prolonging the life of the crankshaft and cylinder bores. A "smooth flow" cylinder head with inlet ports on one side and exhaust on the other had an overhead camshaft.

The transmission was strengthened and improved to withstand the increased engine power output and stresses imposed by competition work and a new design heavy duty clutch was employed to cater for the rigorous stops and starts on sprints and hill climbs. A four speed non-synchromesh gearbox with a low ratio first gear for competition purposes transferred the power to a specially strengthened back axle with a four star differential. Twelve inch diameter brake drums replaced the previously used eight inch variety. This move gave far greater braking efficiency. Hartford friction dampers were fitted to the front of the car and transversally mounted hydraulic spring compensated shock absorbers at the rear gave good suspension and a comfortable ride over most surfaces.

The level of standard equipment described in the sales brochure of the time indicated that it was "all the usual equipment that sportsmen demand - supplemented by the following new extras: Easily accessible tool accommodation; non-reflecting fascia board; new revolution counter; chromium plated long range headlamps; new seat adjustment; dual arm electric windscreen wiper; stop and tail lamp; improved hood and side curtains; and





## Spotters Guide - MG P-Type

new fold flat windscreen with toughened non-discolourable Triplex safety glass.”

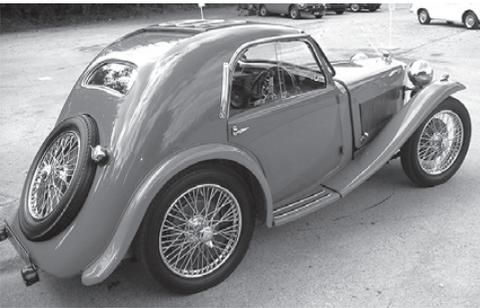
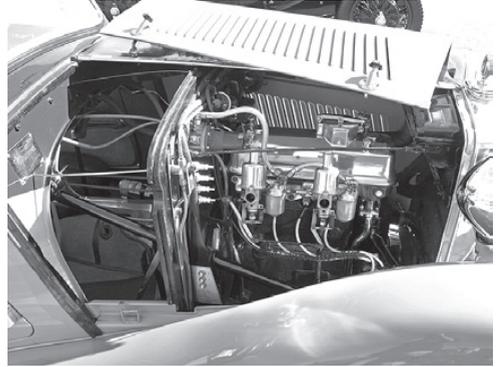
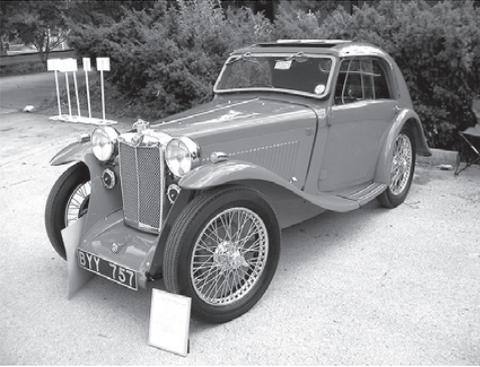
The first cars produced were all two seaters and following its predecessor the J2 had its wheels painted to match the car's interior, this was soon dropped in favour of aluminium paint. P types were available in three distinctive duo-tone paint schemes, each one came with matching upholstery. Our feature car is painted in Ulster Green and Dublin Green, other options were: Oxford Blue and Cambridge Blue and Carmine Red and Saratoga Red. The most popular single colour scheme however was Black, closely followed by Green and then Red followed by Blue. Some cars were produced in primer only to allow the prospective owner to have the car painted to his choice and for an extra ten guineas the owner could specify the factory to complete the car in any colour leather or bodywork he so desired.

Most of the design knowledge gained from previous involvement in production car trials and racing proved invaluable to the production of the P type. The chassis was far sturdier than the J type and the body was less angular and had more flowing lines. Two variations were available with either a two or four seater version coming direct from the factory, however a fixed head coupe was offered on the P type chassis by specialist coachbuilders such as H W Allingham of London, University Motors (who were main MG agents) and Cresta Motors of Worthing. The most popular of these conversions was undoubtedly the Airline Coupe by H W Allingham but very few of these attractive cars were produced because they were considered fairly expensive and larger standard cars could be bought for about the same price. When introduced the P type two seater sold for £220 compared to £240 for the four seater version. The Airline Coupe was offered at £290.

The P type was never intended as a racing model, unlike many of its predecessors, however it was seen on the circuits and in 1935 a three car team of P types was entered in the 24 hour Le Mans race. The team was managed by George Eyston and consisted of six ladies affectionately known as “The Dancing Daughters” although they attracted much publicity, they did not fair particularly well against opposition from Singer's 972cc sports car. The Singers took 1st, 3rd and 4th places. This, along with other factors prompted Abingdon to produce a more powerful model, to be designated the PB which was introduced in 1935. The engine capacity was increased to 939cc to give more power and a close ratio gearbox was fitted. Other changes included a slatted grille instead of the honeycomb type, a quick release petrol filler cap was now standard on the two seater versions. The dashboard was to feature a burr walnut fascia to replace the now banned American Sequoia redwood veneer. The rev counter was changed and a speedometer with a mileage trip meter replaced the P type's centre panel. A 30 mph warning light was also introduced at this time. The original P type was discontinued in favour of the new model although it was still catalogued at a substantially reduced price. This move failed to sell the remaining stocks and 27 P types were converted to PB models by the end of 1935. Production of the PB finally ceased in February 1936 with only 525 being produced. A total of 2,500 P types left Abingdon between 1933 and 1936. 32 PA Airlines and 14 PB Airlines were produced, of the PBs produced, 4 started life as a PA chassis (without bodywork).



# MG PA Airline





## Tech Talk - Fitting Electronic Ignition

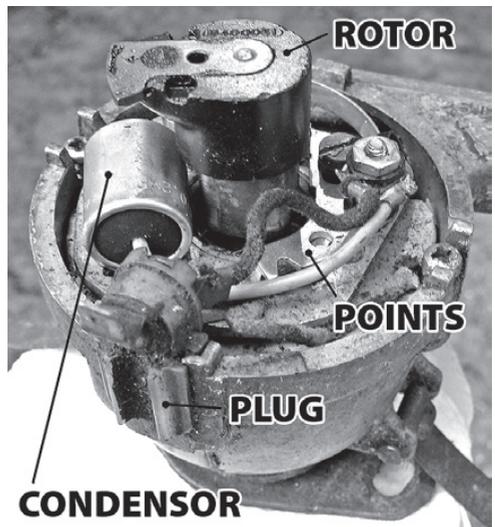
These days with points getting harder to find and the price rising due to smaller production maybe you should consider fitting electronic ignition now that they can be purchased for under \$100. I purchased a Powerspark ignition off Trademe and fitted it to my MG1100. Most electronic ignitions are negative earth but Powerspark does offer positive earth as well.

To fit an electronic ignition kit you will need a strobe lamp to accurately set the timing, other than that you will only need a couple of screwdrivers.

Following are the fitting instructions supplied for a negative earth kit *plus my own observations in italics.*

### Fitting instructions

- DO NOT connect any wires until you are certain which coil wire is live. (*On BMC cars the live wire is white - the return wire is white/black.*)
- The Powerspark kit can be fitted to the distributor while still in the car, but if you choose to remove the distributor turn the engine to TDC (*top dead centre*) and mark the distributor body carefully.
- *I would turn the engine to the static timing mark, you will need to check your manual for this, on my engine it is 5° B.T.D.C (Before top dead centre). With the engine at its static timing position, remove the distributor cap and note where the rotor is pointing, it will be pointing to number 1 lead on the distributor cap, also note where the vacuum unit is pointing, this will help when replacing the distributor.*
- With the ignition switched off, disconnect the live feed at the coil, remove the distributor cap, rotor arm, contact points (*flat head screwdriver*) and condenser (*pozi-drive screwdriver*) carefully, retaining the fixing screws and withdraw the wires through the distributor body (*On Lucas 25D distributors one internal wire goes to a plug with a spade connector, to which is attached the white/black wire from the coil, this wire is now unused and can be folded back out of the way and tied back with a cable tie along with the new wiring from the electronic ignition.*)
- Test fit the module first and then apply the silicon grease provided (3 small dots only) to the underside of the module baseplate, leave the screws finger tight to allow adjustment for clearance after the trigger has been fitted.
- Check there is sufficient slack in the wires inside the distributor body for the base plate to turn when the vacuum unit is fitted, inserting the black or blue rubber plug to seal and secure the wires in the distributor body, use the supplied cable tie(s) to keep these out of the way of moving parts.





## Tech Talk - Fitting Electronic Ignition

- Take the black trigger ring and mark one of the trigger points with correction fluid, this will be nominally number 1 - I will explain later why.  
*The surface shine of the trigger ring is a bit duller at each trigger point.*
- Fit the new black trigger ring and refit the rotor arm ensuring it is aligned and push home fully being careful not to use too much force, rotate the spindle to check there is clearance between the module and the trigger, and that the rotor arm does not foul, move the module to achieve a close but not touching position (4 or 5mm maximum) and tighten the screws firmly for good heat distribution.
- Locate the live feed (*white wire*) to the coil, ensure this goes to the +ve side of the coil, then connect the Powerspark RED wire to the positive (+ve) live terminal of the coil.
- Then connect the Powerspark BLACK to the negative (-ve) terminal of the coil (*this replaces the white/black wire to the distributor, this wire is now unused and can be folded back out of the way*).
- Failure to connect the wires correctly will damage the unit.
- Refit the distributor cap, start the engine and check the dynamic ignition timing and adjust where necessary (*I found this last instruction inadequate, as the engine did not start!*)
- *After checking I had wired it correctly I decided to be a bit more scientific, I marked one of the triggers on the trigger ring with correction fluid and the centre of the module. I then set up the engine to its static timing marks, in my case this was 5 degrees B.T.D.C (Before top dead centre) and I placed the marked trigger opposite the rotor location slot on the distributor shaft, I aligned the distributor so the centre of the module was aligned to the mark on the trigger. The engine started but clearly was not running correctly, but with the engine running, I was able to time the engine to the correct timing. When I reset the engine to its static timing mark, the distributor looked as pictured right.*

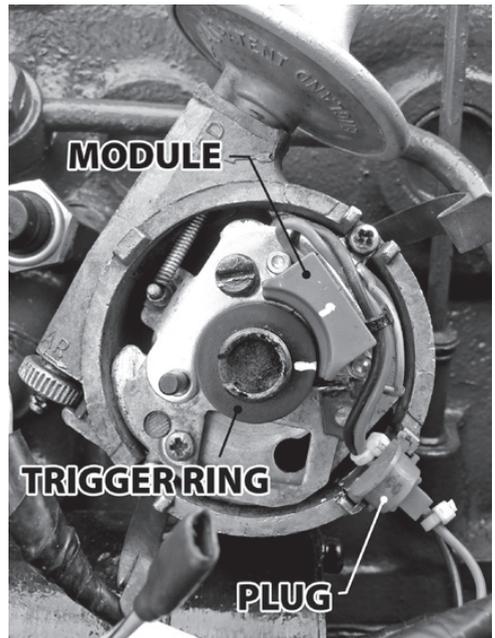
*I bought a second electronic kit direct from the manufacturer*

***www.simonbbc.com***

*for less than I paid on Trademe and fitted it to my Morris, this time I static timed the engine and distributor to the position pictured and the engine started first turn. The strobe timing was spot on, a fluke I'm sure.*

*By Dean Gray*

You can download PDF's of previous Tech Talk articles from **[www.mgcarclub.org.nz/Site/technical/restoration/Tips.aspx](http://www.mgcarclub.org.nz/Site/technical/restoration/Tips.aspx)**





## MG EV Concept review

MG's EV Concept suggests a radical new approach could be on the cards from the SAIC owned manufacturer, and the early signs are promising. Some might be put off by the underwhelming range if it went on sale today, but there's a lot to like about the styling and how it feels on the road, providing the price is right.

Given the ever-increasing popularity of electric vehicles – it's little wonder MG has become the latest manufacturer looking to get in on the act.

Not that the reborn British brand is going to rush things: this EV concept doesn't yet preview a production car. MG is first keen to gauge feedback from its customer base before making a decision.



Auto Express was given the chance to climb aboard prior to the MG EV's public debut, for a few laps round Silverstone's smaller Stowe circuit. Approaching the four-seat electric city car, we're greeted by a compact and surprisingly charming design. The interior takes a minimalistic approach that looks futuristic on a budget, aside from the steering wheel, which is borrowed from the MG3. It's a comfortable place to sit, and four average-sized adults won't struggle for head or legroom, the only clear trade-off being a minuscule boot.

Press the accelerator and there's a momentary pause before the electronic handbrake disengages to offer access to the 70bhp electric motor's decent low-speed torque. This drive is fed through the front wheels via a CVT transmission. The car feels nippy through the corners, too, the low centre of gravity helping to minimise body roll; impressive considering the 1,080kg prototype's set-up hasn't yet been tweaked for the UK.





## MG EV Concept review



For this reason, it's probably a bit early to say how the MG EV would deal with our bumpier roads, although round the smooth track it rode well – an unnaturally high floor was alone in signalling the under-seat 18KWh lithium iron phosphate battery back. The regenerative braking system was less impressive and could do with kicking in a bit more to limit the need to manually brake.

Although we weren't able to check, in a straight line the MG EV should top out at 81mph, and a claimed 0-62mph time of 14.6 seconds felt about right. That sprint is 2.2 seconds slower than the VW e-up!

The charge time is slightly more competitive: getting back to full power is said to take up to six-hours from a standard power source but an 80 per cent charge can be achieved in 30 minutes from a rapid charging point.

Where the MG EV really falls short of rivals at the moment is range, unfortunately also a key benchmark for all EVs. The official NEDC figure stands at 75 miles, a figure some way off the i3's 118 miles or the Nissan Leaf's 120 miles. MG, however, argues the range is more than sufficient for city use and the average daily commute (roughly ten miles per day), the idea being to possibly pitch its EV as a functional second car.

Getting the price right is therefore going to be key, but at the moment MG refuses to be drawn on where a production model might sit, emphasising the need to wait for more comprehensive charging infrastructure and standardisation. If it does sufficiently undercut the main competition, performance shortcomings will be easier to overlook, and the EV could point to a bright future for the brand. - *Auto Express*





## MG TF Will Get A Successor By The End Of The Decade



4 July - British automaker MG is planning to release a successor to the TF two-seat sports car. It won't happen right away, possibly not even until the end of the decade, but company execs have already discussed the possibility of its return.

Auto Express is reporting that MG executives have not made any concrete plans on the TF's successor, but did say that steps will be taken as soon as the company successfully transitions under its new owners, China's SAIC.

Fans of the TF will be happy about this development. We haven't seen the TF since MG ended production of the sports roadster in 2011. If the estimated timeline is accurate, 2018 or 2019 are likely the safest bets that we see the TF's successor make its arrival.

That's admittedly a long way from now, which is a little disappointing. For now, the company is focused on building a pair of new vehicle architectures that will be used on other models, including a CS Concept -based SUV and an MG5 that the company plans to put against the Ford Focus. At least one of those models is slated for a 2015 release.

There's clearly a lot of moving pieces going on within MG these days. Being under SAIC ownership has helped in that regard, allowing the British automaker to begin its return to relevancy.

This talked-about two-seater sports car may still be years away from being launched. But the mere mention of serious discussions taking place has us hopeful of an automotive future that has MG in it.

Back when it was on the road in the mid 2000's, the MG F was considered an impressive sports roadster that could hold its own against the likes of the Mazda MX-5 and the



## MG TF Will Get A Successor By The End Of The Decade

BMW Z3 . Its handling, performance, and practicality were its strengths and it showed when the sports car posted healthy sales numbers. Unfortunately, the MG TF didn't perform as well as the MG F, leading to numerous issues that resulted in the company ending production in 2011.

Now that it's under SAIC, MG now has the financial capability to bring back one of its niche models. It's been a while since an MG roadster turned a lot of heads so we're excited to see what the company has in store for us. The TF successor is still years away from arriving, but simply knowing that it's being discussed seriously is more than enough for us to be optimistic about it.

Before production ended in 2011, the MG TF was actually a nice sports car. It didn't have the cache of the Miata or the luxury stature of the Z3, but it was a free-spirited ride that stayed true to its roots as a sports roadster.

It came with a sporty design that attracted its share of customers and being a mid-engined, rear-wheel-drive two-seater also helped establish it is a real sports car. The TF even had serious performance credentials to the tune of a 1.8-liter four-cylinder engine that produced 160 horsepower and 128 pound-feet of torque, good enough to hit 0 to 60 mph in over six seconds with a top speed of 137 mph.

*by Kirby Garlitos - Auto Express*



## Odds & Ends



**New seatbelt design:  
45% less car accidents!!**



Above - The sort of action you can expect in the pits at the MGCC Classic Race Meeting?  
Right - Contributor wishes to be anonymous.



## The Sound MG Classic Race Meeting

**Thursday 13th to Sunday 16th November 2014, Manfeild Circuit**

Greetings to all past and intending new participants in the 29th MG Classic Race Meeting scheduled for Manfeild Park circuit in Feilding near Palmerston North.

Applications to enter and the associated Regulations governing the meeting are available on the MG website <http://www.mgcarclub.org.nz/>.

As a large entry is expected, and the grid capacity is limited, intending competitors are encouraged to submit entries as soon as possible to avoid possible disappointment. The feature race for Saloons will be the Sybil Lupp Memorial Invitation race for British sports and saloon cars. The presentation of the cars running in the T&C Classic time groups only gets better each year, with more cars coming along with more trim fitted. Really good to see.

The classic sports and saloon grids will be defined as close as possible with Appendix 6 of the Motorsport Manual Appendix 6, Schedule T&C. Vehicles entered under Schedule T&C will be asked to present current Certificates of Description at documentation. The other groups, including the "Alternative" group, will run according to their own specific rules and regulations.

The Pre65 Racing Saloons are back this year with a good field of cars promised. Always good to watch because of the difference in the style and make of cars. Sometimes the smallest is the fastest.

The NZ Sports Cars will be a real treat with more cars coming from Europe and maybe a F5000 or Libre car tossed in for good measure, These cars are really quick for a little motorcycle engine. And you cannot compare the sound of a Formula 5000 at full song.

It will be great to see the Central Muscle Cars, now in their 11th year and the Castrol BMW Race Series all out racing to their hearts content.

We are trying to promote the older cars and have asked the VCC to form a group of period cars. Many of the older cars have not been out recently; one of the reasons is the speed difference and the increasing value of some of our finer Marque cars. If you have



Geoff Brader at speed during last years 28th MG Classic Race Meeting



## The Sound MG Classic Race Meeting

an interest in running in this group please let us know.

**THERE WILL BE FREE ENTRY TO ALL LADY DRIVERS and MG CARS ENTERED.**

There will also be draws where you can win some interesting prizes.

**Ferry Tickets:** We have 2 Ferry tickets to give away and some cheaper deals on Interislander travel. For more information on some really good prices, please email [ron@mgcarclub.org.nz](mailto:ron@mgcarclub.org.nz) for the details and code.

**Testing:** The Friday testing will be run by the MG Car Club and will be open only to vehicles entered for this event. This gives more time to each group in a controlled way. Testing on Friday will be at the standard Manfeild rate of \$100 per driver; however, if testing is booked and paid for with entry (\$75) a discount of \$25 is available but you must pay with your entry.

The Saturday night dinner has fewer drivers each year, but we will continue to do something for the volunteers and drivers that are interested.

One suggestion was a SPIT ROAST DINNER at the Manawatu Car Club rooms. We did this many years ago and it worked out fine. We need to have some input from you the drivers; any suggestions are welcome, as long as they do not involve sharp objects.

We hope to see you all in November. Till then keep motoring - Safety Fast.

Any comments or suggestions to [ron@mgcarclub.org.nz](mailto:ron@mgcarclub.org.nz) or [paul@netclinic.co.nz](mailto:paul@netclinic.co.nz).

Join us to celebrate 90 years of MG.

*MG Classic Race Committee (Photographs - Stew Wood)*



Tony Strum's MGB leads Andrew Fox's MG ZR 160 in last years meeting.

Tony would write off the MGB at Taupo in January.

**MG Car Club (Wgtn) members** get free entry to the MG classic and also to the Toyota hospitality suite BUT – you do need to get an entry ticket!! If you are intending to be at the classic – and you wouldn't want to miss it – you need to e-mail Paul Chipp at [paul@netclinic.co.nz](mailto:paul@netclinic.co.nz) or phone him on **027 248 3430**.

You will need your new MGCC membership card to get entry to the hospitality suite, why not buy a MGCC lanyard so you always have your membership card on hand.



## How MGs and NZ gave Bernie Ecclestone his start in Formula 1

Bernie Ecclestone is a controversial personality who sharply divides opinions amongst Formula One enthusiasts. Some say that he is responsible for where F1 is today with the biggest sports audience in the world, while others have doubts and think his successes have been matched by unnecessarily high entry and participation costs.

This is of largely academic interest to the NZ enthusiast, except that it could be said to have resulted in far better coverage of F1 than we have ever had before, although this access might simply down to improved technology. Certainly the current regime is no help for repeating a time when 3-4 NZ drivers were competing in a single F1 season.

It is therefore ironic that in some ways that the MG marque and NZ were partly responsible for Ecclestone joining the ranks of F1 entrepreneurs.

In the early 1950s British single seater cars and presence in Formula One was largely represented by the unreliable 1500cc supercharged BRM (F1 was for 4.5 litre or 1.5 litre supercharged engines) and small manufacturers like HWM and Connaught who concentrated on the then Formula Two class for engine sizes up to 2000cc.

A Connaught first raced in NZ in 1956 when Briton Leslie Marr bought out a special streamliner version of the B Type that had been fitted with a 3.4 Jaguar engine in place of the usual 2.0 Lea Francis unit. At that time the NZIGP and other racing was run on a "Formula Libre" basis. The car scored some success here by finishing 4th in the NZIGP at Ardmore behind Moss in the 250F Maserati and Gaze and Whitehead in Ferraris.

In 1954 F1 changed to 2.5 litres (750cc supercharged) and manufacturers like Connaught saw the opportunity to enter F1 by fitting a 2.5 four cylinder Alta engine. The team was, however, hopelessly underfunded and in 1957, collapsed. One of their drivers had been the up and coming Stuart Lewis-Evans, soon to join the 1958 World Championship winning Vanwall team. Lewis-Evans had a mate called Bernie Ecclestone. Ecclestone and the Lewis-Evans family were competing London car dealers and Ecclestone had been very successful in selling the new MG sports cars (most notably the MGA) re-appearing on the market in the 1950s. He also competed with Stuart Lewis-Evans in the growing and popular 500cc F3 class.

Ecclestone quickly saw an opportunity in the collapse of Connaught to enter the glamorous world of F1 at a bargain basement price and made a bid to take over parts of the team. What financial arrangements were made, if any, seemed to be unclear but a large part of the financing appeared to involve taking two of the cars to race in New Zealand, one the "Toothpaste Tube" bodied B Type for



MGA - Terry's first car, bought in 1968.



## How MGs and NZ gave Bernie Ecclestone his start in Formula 1

Lewis-Evans and a standard 'Syracuse' car for Roy Salvadori. The latter being instructed to try to pick up as much of the starting money on offer as he could and then sell the cars locally.

The cars, however, were not competitive, the starting money poor, and no buyers presented themselves as interested in the by now obsolete Connaughts. Indeed, Stuart Lewis-Evans raced unheralded at Levin in a borrowed 500cc Cooper because the organisers could not stump up with starting money for him in the Connaught.

All this came as an unpleasant surprise to Ecclestone who was apparently fairly abrupt to the bemused Salvadori when he telephoned to say that the best offer he had for the cars was, according to Tom Bowyer's biography of Ecclestone, a collection of Hungarian stamps.

Ecclestone's response was to instruct that the cars be brought back to Europe, where he entered one for Monaco, and took over the driving himself after apparently firing the driver he had hired. Not surprisingly, he failed to qualify in what some described as "not a serious attempt". Nonetheless, Ecclestone was now fully involved by the drama and glamour of F1 and with his MG car dealership prospering he could afford to continue to devise ways to become a key player. This ambition came to an end in October 1958 when his friend Lewis Evans was killed in a Vanwall at the Moroccan Grand Prix.

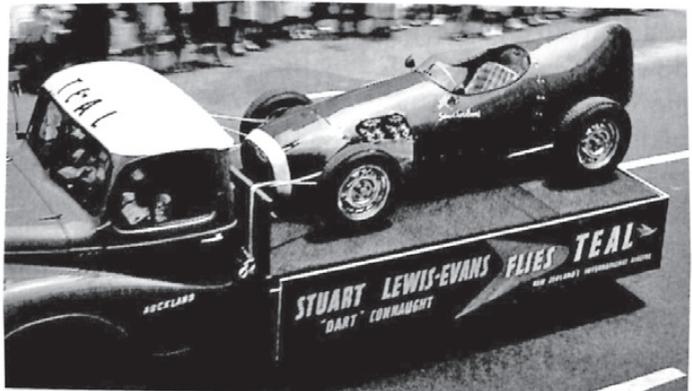
A shaken Ecclestone decided to sell the Connaughts for what he could get, put the F1 dream on hold and concentrate on making serious money before re-engaging his F1 dream. The rest, as they say, is history.

By way of a postscript, in 1957 a privately owned 2.0 Connaught A type was brought to NZ by a Ron Duncan, and this car is apparently still in NZ. In 1984 Paul Leuch imported one of the Ecclestone B Types for historic racing, but in 1987 the car was severely damaged in a fire, and was eventually returned to England. Some interesting amateur movie footage from the 1958 NZIGP can be found on Youtube with the 'Toothpaste Tube' car clearly featured in several shots.

*By Terry Collier*

Sources:

"No Angel: The Secret Life of Bernie Ecclestone" Tom Bowyer, Faber & Faber 2011  
 "Historic Racing Cars of New Zealand" Graham Vercoe, Reed 1991



Toothpaste Tube Connaught in the parade before 1958 NZIGP



# MG GT Detailed

30 Sept - MG design director Anthony Williams-Kenny said “The MG GT will lead to a new interpretation of MG. It will be a symbol of the MG as it enters a more aggressive, dynamic era.”

The pictures show the GT in slavish detail, with everything from switchgear to alloys revealed. A range of models from across the GT range is represented here – the cars with daytime running lights being the top model, while the fog-light equipped car representing the base.

As previously revealed the GT will feature a 1.4 litre turbo-charged petrol, with 154bhp and 173ft lbs of torque, while media sources in China have claimed that the MG will begin exporting the GT to the UK in 2015 (and New Zealand?).

*I Love MG Web-site*





## Noggin & Natter - August

A small but enthusiastic group of members attended and enjoyed a very well put together presentation by Ron & Jacqui Blackwell.

Having owned a number of cars and coping with a growing family the duo presented their respective side of life with MGs. In particular the BGT which they have owned twice in their lives and still do.

The Rover SD1 and BGT part of a growing families adventure trips around New Zealand.

Jacqui also informed us of a little know design attribute the GT has, it's ideal for changing babies naps with the tail gate up at the back. A marketing ploy BMC seemed to miss.

Ron & Jacqui thank you for an entertaining view of life with MGs. They also have an MGF now.

*By Ross Armstrong*



# COLLETT'S PANEL & PAINT

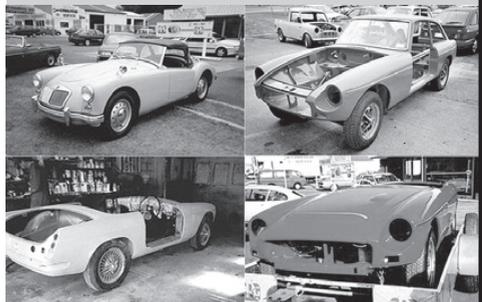
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## Club Night Dinner - August

Wednesday 27th August - 16 MGers had dinner at the Speight's Ale House, Shepherd's Arms or what those people old enough to remember knew as The Western Park Tavern.

Food was good, company even better.

We welcomed back Rae and Bill Denize from their trip to Europe, and from their stories it was an excellent trip. I am sure we will hear a lot more of their adventures in the coming months at MG events. Maybe the next trip is being planned already.

Billie and I will away in Europe September/October as will Ross and Ann, so next time we all meet will be at MG Classic in November.

Take Care, Remember Drive to Survive.

*Billie & Bob Hulena.*



## The Great GT Get-Together

**Calling all MGB GT Owners including V8 and CGT  
MG MANGAWEKA invites you to enjoy  
The Great GT Get-Together**

**When:** Labour Weekend 25-26 October 2014

**Where:** Beside the beautiful Rangitikei River at Mangaweka  
200kms north of Wellington, 160 kms south of Taupo on SH1

**Venue:** Is 1.5km from SH1. Turn off immediately north of village

**What:** A relaxed fun gathering to celebrate the common bond of owning and driving one of MG's most successful cars. The opportunity to share ownership experiences, make new friends and travel some superb scenic backcountry.

N.B. This is an open invitation to all MG GT owners from anywhere.

No membership of any club, MG or otherwise, is required.

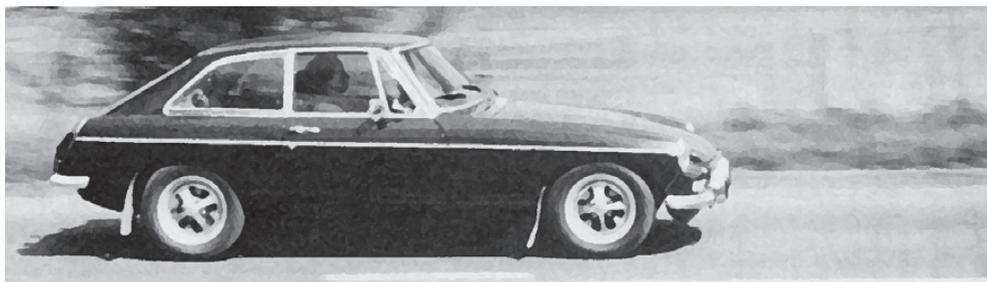
Only one requirement – event is solely for MG GT cars.

Accommodation options include farmstays, B&B's, camping, motels and backpackers (full list available)

We recommend the rural options for a real country experience in keeping with the spirit of the event. And all are nearer the venue.

For full information contact: **Rachel Dean**

E-mail: [quickbowler@gmail.com](mailto:quickbowler@gmail.com) Phone: **06 382 5544** or Mobile: **021 1309 138**





## Daffodil Day Run - September

Sunday 14th September - A somewhat soggy Sunday morning saw a dozen or so MGs and honorary MGs gather at the Haywards Hill carpark. Needless to say there were no tops down but the 30 or so members still had hopes of seeing sun over the hill (we didn't L). We set off dead on time, in a light drizzle, and had a good run over the hill with a pit stop in the usual place in Featherstone (still in a light drizzle) and then on to Carterton. Michael Shouse gave me the job of leading the pack – probably not one of his better ideas – as I completely missed the turnoff to Gladstone resulting in a string of U-turns as the pack had to reverse direction. We duly arrived at the Gladstone winery (still in the drizzle) who had everything set up for us. After a very enjoyable ploughman's lunch accompanied by a glass of their very excellent wine, the hardiest of the troop headed off into the daffodil fields for a picking expedition and finally off home. The weather did improve on the way back and I completed the journey with the top down. In all a great day, in spite of the weather.

*By Jim Higgins*



## Noggin & Natter - September

The September Noggin N Natter featured a presentation by Kevin Richards owner of The Shock Shop. The presentation was billed to cover Shocks, Brakes and Tyres but about 90% of the time was taken up in a discussion of shock absorbers. Kevin is hugely knowledgeable about shocks and commenced the discussion with a video of the effect worn shocks have on braking and handling. The video was extremely well done with before and after videos superimposed so that you could see the vehicle lag as the cars covered the slalom course as well as the difference in stopping distances. This presentation was a real eye-opener and certainly impressed on the members in attendance, the importance of keeping your shocks up to scratch!

*By Jim Higgins*



## Club Night Dinner - September

September's club dinner was held at Uncle Mike's Kansas City BBQ, Jackson Street Petone. A very small group of members gathered at Uncle Mike's on the Wednesday to partake of their Western menu. Mike's staff greeted us with their usual cheerful hospitality and had extended their usual Tuesday 'Cowboy Special' to us even though it wasn't Tuesday. The menu is somewhat meat-oriented – probably only to be expected – but beautifully cooked and very reasonably priced. Although our group was small it probably aided conversation and a very convivial evening was enjoyed by all.

*By Jim Higgins*



# The Old Speckled Hen Run - September

## OSH Run to Valhalla Seeds, Longburn – Thursday 18th September 2014

When we have the OSH Monthly Run going north, we tend to meet at the New World Car Park at Waikanae and on this occasion we had 11 people including Lox & Lynne Lummis, Bill Denize, Ron Mitchell & Shirley Kelly, Bill Pyne (in his new acquisition, the ex Bill Denize Blue MG ZR160 ) and Scott Stevenson, Bill & Gay Baxter, Michael & Elaine Anderson gather at 10.30am for a 11.00am departure. We had also arranged that Sue Forde from Palmerston North would join us at the Horseman’s Café, Shannon and Gary & Heather Wall at Valhalla Seeds. So a total of 13 people supported this month’s run.

We arrived at Valhalla Seeds at approximately 1.30pm the agreed time and were met by John Calleson, who took us into his many sheds, to show us his collection of early Cadillac’s and Dodges. The Calleson family, have lived at Longburn since the 1870’s, so you can expect them to have witnessed the many changes that have happened to the district, over that time, including earthquakes, floods and the inevitable drought.

Valhalla Seeds processes and stores various types of seeds and has over 50 silos currently full of product for clients. Inevitable, with that number of silos there is always maintenance and this has enabled John Calleson over a long period of time, to develop skills which have really assisted in the restoration of early cars with a wood working workshop, a general engineering workshop and the ability to make car panels from sheet metal.

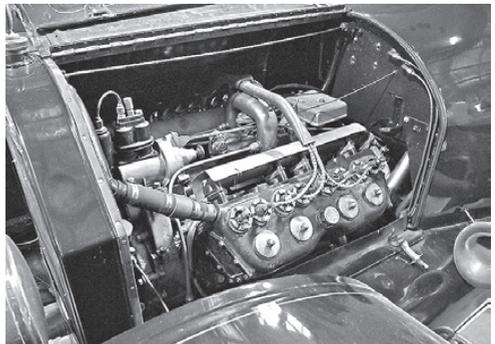
The cars we viewed included a French 1912 Clement Bayard beautifully restored from scratch, a 1915 Cadillac, a 1918 Cadillac and an early Dodge which is in magnificent order. Additionally John Calleson has undertaken restoration work for friends around the world, including a 1911 Stoddard Dayton, manufactured by the Dayton Motor Car Co as a Touring 5-seater and had the most advanced engine



Valhalla Homestead



1912 Clement Bayard



1915 Cadillac V8



## The Old Speckled Hen Run - September

of that era. This car was the first Pace Car for the Indy 500 in 1911 and is owned by a friend from Calvary, Canada.

Of real interest with the 1911 Stoddard Dayton were the instructions from the manual "Proper care of a Stoddard Dayton" around the adjustment to the valves/spark plugs.

How to adjust the valves

"On the intake side the proper clearance is the thickness of a piece of ordinary writing paper.

**THIS EXACT THICKNESS IS VERY IMPORTANT**

On the exhaust side of the motor the clearance should be of the thickness of a business card or shipping card"

How to adjust the Spark Plugs

The standard gap is the thickness of a worn 10 cent piece.

These instructions were obviously before feeler gauges were invented!!!!

John Calleson has over a number of years developed relationships with local engineering (both general and precision), car body restorers including upholstery specialists, auto electricians etc and these small businesses have all contributed to assisting John achieve his goals of restoring his various cars. So it is amazing what happens out in the provinces. He currently has a number of other projects, including the recasting of a Peerless engine for an overseas client.

Another project he undertook, was to build a replica of the modified Massey Ferguson Tractor Sir Ed Hillary took to the South Pole, which is now on display in the Antarctic Centre at the Canterbury Museum, Christchurch

It would fair to say, John Calleson has more than enough projects for a lifetime of restoration and that's on top of running his seed business and his activities with VCC!!!!!!

Following our visit to his sheds we then where invited to look at John & Judy Callesons 1934 Two Stored House which has been painstakingly restored, by Judy and John.

Thanks to John & Judy Calleson for their kindness in allowing us to have a very interesting afternoon.

*By Michael Anderson*

*Photographs by Scott Stevenson &*

*Michael Anderson*



MG's outside the workshops



Peerless engine parts



# Tawa Lions Christmas Parade

To be held on **Saturday 6 December 2014**  
at 2:00pm wet or fine.

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

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

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

If you would like to join in the Parade in your MG,  
please contact: Ross Armstrong.  
Ph (04) 232 4175 / arfmg@mgcarclub.org.nz

The MG Car Club Christmas BBQ will also be held  
on this day, details to follow.



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## For Sale



### 2013 MG6 GT TSE, White - \$29,990.

We have got a MG6 GT TSE demonstrator for sale. The car is now 12months old, color white, manual transmission and has done 1100 KM. Do you know anybody interested in this lovely car. The recommended retail price is \$34,990.

Contact: Hermann Meyer, Sales Manager, Autohaus Rotorua.

Phone: 07-348 7444



### 2004 MG TF160, Red - Offers above \$19,000.

First registered as new in New Zealand in February 2005. Only one owner since new. Genuine 17,847 km's. Full service history can be provided. Mike Satur Roll Bars fitted. No scratches or dents – as new. Can be viewed early May in Kumeu.

Contact: Fred Bryden. E-mail [fnbryden@xtra.co.nz](mailto:fnbryden@xtra.co.nz) Phone 0061 431 996 491



### 1963 MGB Roadster. British Racing Green - \$17,000.

It has always been garaged, and only driven by the owner. It has completed 13081 miles since restoration. This is a very original MGB in excellent condition.

Contact: Graeme Bird. Phone: 04 9042501



## For Sale



### **1970 Midget, red - \$14,000.**

No WOF or Registration yet. Newly reconditioned and in mint condition. Hardly been driven since.

Contact: Yid-Ee Goh. Mobile: 021 545 436 E-mail: yideegoh@gmail.com



### **1977 MGBGT. Burgundy - \$12,000.**

62,000 miles, 3 owners, NZ new, current WOF and rego. In a well-maintained original condition. Drives well. Lots of work done, receipts available. O/D gearbox reconditioned. Includes Personalised Plates 'MG77GT' and original plates IK8878. Haynes workshop manual included.

Contact: Susan. Mobile: 027 262 0052

### **MGFOXY - personalised plate**

Contact: Martin Garner

Phone: 06 2726948 Mobile: 0272844971 E-mail: martin.garner@ballance.co.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](http://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.

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

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



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## Grill Badges

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

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

61mm x 81mm - **\$50.00.**



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

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



Grill badges can be purchased from

Jane Hector,

phone: **(04) 562 8108** or

e-mail: **jayhector70@gmail.com**

Rear Cover: MG's in action at last years MGCC Classic races.

Top: 108 - David Gilliver, 135 - Andrew Fox, 339 - Tony Sturm.

Middle: 739 - Grant Kern

Bottom: 135 - Don Roy, 204 - Anthony Christenhusz, 339 - Tony Sturm.

*(Photographs - Stew Wood)*



## Advertising specifications for display advertisements

Prices for 12 months

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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, arfm@gmccarclub.org.nz



# MG Car Club (Wgtn) Regalia



MG90 Car badge  
75mm - \$43.00.



MG90 Embroidered badge  
72mm - \$5.00.



MG90 Label pin  
30mm - \$12.00.



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



MG90 - Football Jersey  
Red - S-XL - \$75.00.



MG90 - Football Jersey  
Navy blue - S-XL - \$75.00.

MG Car Club regalia can be purchased from  
Jane Hector, phone: (04) 562 8108  
or e-mail: [jayhector70@gmail.com](mailto:jayhector70@gmail.com).



MG90 - T-Shirt  
White - S-XL - \$25.00.



MG90 - Football Jersey  
Royal blue - S-XL - \$75.00.

