



Bulletin

PO Box 3135, Wellington, NZ. Dec 2014 - Jan 2015





Safety car leads Geoff Brader - Photograph Stew Wood



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Cover: Les Newman's MGB roadster at Lake Ferry - Photograph: Les Newman.

Inside front cover: MG's in action on Saturday at the 29th MG Classic.

Photographs: Dean Gray, taken from the MGCC Hospitality Suite.



Coming Events

Sat 6 Dec	Tawa Lions Christmas Parade. 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.
Sat 13 Dec	35th Annual Lake Ferry Excursion Sunbeam Car Club - See page 25
Mon 19 Jan	Drivers Training day at Manfeild Details will be confirmed by e-mail.
Sun 8 Feb	British Car Day - Trentham Memorial Park, Barton Rd, Heretaunga British Car Club - Admission for display vehicle - \$5.00
Wed 11 Feb	Noggin N Natter Details will be confirmed by e-mail.
Thurs 19 Feb	Old Speckled Hen Run Details will be confirmed by e-mail.
Wed 25 Feb	Club Night Dinner - Lone Star, 296/298 Jackson St, Petone. Details will be confirmed by e-mail.
Sat - Sun 28 Feb - 1 Mar	MGF/TF Festival MG Mangeweka - See page 29
Sat - Wed 28 Feb - 4 Mar	Pre '56 MG National Rally - Greymouth Contact: George Walter if interested - e-mail: gwalter@clear.net.nz
Sun 1 Mar	Southwards Car Museum Open House - Start time 9am. MGCC car display, details will be confirmed by e-mail.
Sun 8 Mar	Big Breekie Run See page 29
Fri - Mon 3 - 6 Apr	MGCC Easter Rally See page 5
Committee meetings are held on the first Monday of the month, 5.30pm, Meeting room, level 1, NZ Motorsport House, 69 Hutt Rd, Thorndon.	



President's Note



The last few months have been full on with the prize giving dinner, the regular Noggin & Natter, monthly dinners, OSH runs and the well attended 29th MG Classic Race meeting.

Congratulations to the winners of our vast array of cups and trophies. It would be good to get more of the winners along so next year we'll let you know that you need to be there in person to help make the evening. The venue and food were once again top class and those who attended had a fine evening. Our regular auction for charity saw a number of interesting items get attention and sold with the \$227 going to KaraHands. Thanks to those who attended and dug deep for a great cause. Big thanks to John G for organising it.

Talking of dinners the monthly dinner at Long Beach Restaurant Waikanae saw a great turnout from the Golden Coast members, should that be Gold Card, with David & Suzanne Priestly owners of a lovely TD joining us for the first time. Some 25 members from Bulls to south Wellington attended. Well done.

I've been flat out preparing the home for new carpet. Painting the skirting's and having to move everything is somewhat daunting since the last carpet went down 30 years ago. Thank goodness for banana boxes from the local super market. Had to move the B out to my niece's garage for a few months to make room for the many boxes of STUFF as it's collectively referred to. I might have to do a bit of a culling when reassembling the household later in the month.

I did my thing at N & N with a short presentation on our China trip and the MG R&D centre visit in Shanghai. Looks like it stimulated a few to think about taking the long over due trip themselves.

The MG 29th Classic Race meeting, celebrating MG 90th, was another successful event and congratulations to Ron and the hard working team that put it together once again. 248 cars started and 44 races made it a very busy weekend. Gazleys kindly loaned an MG6 GT as the safety car, possibly the only MG6 safety car in the world. Resplendent in white with red signage it got a number of comments. MG UK tells me that the picture we supplied to the 90th website has had a most number of hits. Check out <https://www.facebook.com/MGNinety>

Bill Denize joined me in the safety car as the radio man this year. Bill having a full race licence can be a back up driver in the future now he's retired from racing. He was amazed by what is entailed in running the event on the weekend from flag marshals to race control it's very busy out there. In the SC you see and hear all that's going on around the track. Around 100 volunteers make it happen, something many drivers don't fully appreciate. The Sunday morning breakfast BBQ for these good people hit the spot as did their attendance at the Saturday evening Spit roast. Looking after the volunteers ensures we get the man power on the day.

We used the Saturday night to present an award to Barry Carrington for his service to the club. Barry has been Chief Scrutineer for many years and helps behind the scene at other



President's Note - continued

club events. Others, namely Geoff Brader, Andrew Moynagh and Andrew Fox collected their club prizes also.

In addition around 35 MGers took advantage of the MG Hospitality suite along with our sponsors and their guests. With Jan and Mike Gall and Julie and Brian Pope ensuring all were fed and watered over the weekend. Jim and Judith also policing the door etc.

The Tawa Christmas parade on Saturday 6th will see MG supplying a ride for the mayor this year. No "on your bike" comments please. As is now traditional the Xmas BBQ will follow it at our place and Anne and I look forward to socialising with many of you. These have been knows to go on well into the evening despite the 3:30 pm start.

The planning for Easter is also well under way with a coordinated approach with MG Auckland. This year will also see the MGF in force as it's their 20th anniversary celebration. Keep and eye out for info re booking etc on the website and in this bulletin. Returning to New Plymouth will be a popular move and we have secured the outstanding motorkhana venue we used a couple of years ago.

Well that's enough from me so have a great festive season, be kind to your MG(s) and we hope to catch up with one and all in the near future.

Yours Octagonally. Ross



Clemie and Emma star on the cover of the Moss Fall/Winter MG TC,TD,TF Catalogue. Emma is Ross & Anne's niece.



2015 Easter Rally

MG Car Club Easter Rally 2015 New Plymouth

April 3-6 2015

The Auckland and Wellington Centres will once again be organising the Easter Rally in 2015, back once again to New Plymouth. The format will be as we've had in the past, with a combination of social and sporting events, with no special requirements for cars or competitors other than to have fun. The basic programme will be;

- Friday – Concours followed by welcome BBQ.
- Saturday – Motorkhana and Autocross, free evening.
- Sunday – Trial and farewell/prize-giving dinner.



Registration fees are yet to be finalised, however accommodation should be booked as soon as possible to secure rooms before the busy Easter rush! We have secured a discounted room rate and have set aside a number of rooms at the Flamingo Motel arriving Friday 3, departing Monday 6 April. Rates per night are;

Studio unit \$115 One-bedroom: \$125 Two-bedroom: \$135

Prices are based on two people, each extra person \$20/night. It is also possible to book for Thursday the 2nd of April – please let the motel know when you book. Please book directly with the Flamingo Motel and quote the MG Car Club Easter Rally to receive the discounted rate.

Flamingo Motel, 355 Devon Street West, New Plymouth
0508 FLAMINGO, mareeandtony@flamingomotel.co.nz

*For any queries, please contact Andrew Walbran (mgmad@clear.net.nz/021 648823) or
Ross Armstrong (arfmg@mgcarclub.org.nz/0274438826).*



Editorial

Well the MG Classic Motor Race meeting is over for another year, the 29th in fact, roll on the 30th. A big thank you goes to Ron and Naomi who work incredibly hard for months to make it a success.

On the home front I am still on the paint side of things, still polishing, repainting, touching up, waiting for the paint to harden and sanding, polishing, more polishing, etc. The professionals make it look easy, but us amateurs need a number of attempts before we even get close to a good finish. While the paint dries, I've begun to rewire, with all the modifications and extra circuits wanted, it needs careful planning, I am starting with the simple bit first, the wiring loom from the dash to the rear, which has gone from the original 6 wires to 24, all part of the challenge. **Request:** Can anyone in the club supply or know someone who can supply 10cc of ether, I would like to repair 3 Smiths dual oil pressure/water temperature gauges, please contact the editor.

Have a merry Christmas and Happy New Year with plenty of enjoyable MG Summer motoring.

Safety  Fast!



Articles

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

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

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

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

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



Captain's Ramblings

We are now well into the 'silly' season with Christmas almost upon us. I would like to thank those MGers who turned out for the Coast to Coast run in October, albeit in small numbers. Hopefully we can encourage greater participation in the outings in 2015.

I found the article below recently and thought as MG owners you might find it interesting.

The English car magazine 'Popular Classics' recently undertook a survey of its readers to better understand the makeup of its readership. Here are some of the findings:

In answer to the question, 'Which of your cars you wish you had kept on the basis that it would now be a high-value classic?'

The top answer was Mini.

What did readers think are the biggest issues affecting the classic car movement today?

Answers in order of priority

- 1 Ageing owners
- 2 Ethanol in petrol
- 3 Road taxes
- 4 Cost, availability and cost of spares
- 5 Government interference via legislation
- 6 Increasing price of fuel.

Below is an indication of the most popular classics in the U. K.



I would like to wish you all a happy and safe Christmas. Take care on the roads or round the home and I look forward to catching up in the New Year.

John



Old Speckled Hen - Coast to Coast

Sunday 6 am National Radio News oh hell time to get out of bed and check out side to confirm that the sun is up, bugger no sun and it is still wet and still raining oh well the top will stay up on the B as we head off at 8.30 for a 9am meet at Ngaitoa Domain Paremata thankfully the weather is better here but the roof stays on as it will all day John and Pip Grant can sure map out a mean trial with a good range of roads with only gravel missing.



Briefing at Ngaitoa Domain

John also invited members of the Vauxhall Car Club to join us and our party was joined by a rather nice HA Viva and a early PB Velox both from the 1960s and both in great condition.



Line up of cars at Ngaitoa Domain

The run took around Grey's Rd and part way over the Haywards Rd. but only as far as Moonshine Rd which the going starts to get a little interesting, for those of you who don't know this piece of road I suggest a little side trip over it next time you travel west to east towards Upper Hutt, (or the other way it's just as good) it feels and looks like it was designed for one way sports car traffic however it is 2 way as the rather bemused woman waiting in a 4x4 in her driveway to head east to west while a stream of MGs past her gateway will attest to. This road is a delight to drive with twists and turns hills and descents with scenery to match.



Traversing Moonshine road

Once on SH2 the trip over the Rimutuka's was pretty straight forward apart from the wet roads which reminded me that a higher quality tyre is required for the rear of the B. The coffee stop in Featherston at the Everest Cafe was a great choice with some members unable to resist the pastries, this cafe is best described as small but perfectly formed



Morning tea at Featherston



Old Speckled Hen - Coast to Coast

with great coffee, sausage rolls cakes, and pastries they also bake and sell their own fancy breads.

Featherston also boasts a fine example of what a petrol station looked like back in the 50s and 60s and they still sell bits for cars surprise, surprise.

John's promise of a different but equally enjoyable stage two was well met as the journey out too Martinbrough proved to be dry in the main part and made very interesting by the strange route to get to Lake Ferry which entailed traveling north from Martinbrough too almost level with Carterton and then looping back south east again to Martinbrough then on to Lake Ferry, all via back roads somewhat less travelled by those people is Commodores with funny lights on their roofs (enough said).

We were joined at lunch by Gary Wall in his MG SA which is always a great sight to see and Gary's always good company.

Lunch was a splendid affair with whitebait, mussels, scallops and fish making up the largest part of the menu suffice to say that many of us only had a snack for dinner that night the coffee is worth a mention as this was also top class.

Thanks to John and Pip for a grand day out who say they have a few more Coast too Coast runs mapped out for the future and if this one was anything to go by I will be going east again via what ever route John's dastardly mind has worked out

by Les Newman

*Photographs by Les Newman
and Dean Gray*



Line up of cars at Featherston



Somewhere in the back of the Wairarapa



Pip and John marking the trial at Lake Ferry



Lunch at Lake Ferry

Graeme Tulloch

Tulmac

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Owning an imported RV8 from Japan



Bill's RV8

Back in April 2013 I made the decision to purchase a low mileage RV8 which was a fresh import from Japan. I liked the idea as there were only 1,983 built in the early 1990s (which hopefully would mean that over time they might retain their value) and more importantly, their bodies were galvanised which largely means there are likely to be few rust problems.

It hasn't all been plain sailing I must confess however I have persevered to the point that I am now happy with my purchase. The car in question was built in the UK during 1995 and registered brand new in Japan in 1996. By the time it was landed here in NZ early in 2013 it had travelled less than 14,000 kms from new. The build number is 1994; NB the numbering system started at No. 250 I believe.

On the 420 km delivery trip back to Wellington several issues developed. My first stop was Rotorua to fill the car with petrol. When I removed the petrol cap I noticed that the inlet pipe to the petrol tank was rusty and thought at the time that I needed to take this pipe out and have it galvanised. I continued on my way and just south of Turangi I realised the car was starting to lack power. I struggled over the Desert Road and stopped at Waiouru and lifted the bonnet but couldn't see anything amiss so after having some lunch I continued southwards with absolutely no power to pass anything. By the time I got to Paraparumu I was crawling along the side of the road. I stopped and called the AA. Like me the AA couldn't see anything wrong and arranged for a tow truck to pick up the car and deliver both of us home to Papakowhai.

I rang the importer of the RV8 and he sent me down (at his cost) two new in line fuel filters plus a new petrol pump. By this time we had discovered that both in line filters



Owning an imported RV8 from Japan

were full of rust particles. What had transpired was that the car had little use in Japan, probably left with little fuel in the tank and condensation had built up inside the tank resulting in rust forming on the inside walls of the tank. The tank wasn't leaking but the mere fact that I had filled the tank with petrol in Rotorua resulted in the flaking surface rust (inside the tank) dislodging itself and gradually blocking the in line fuel filters.

We took the tank out of the car with the idea of treating the inside to prevent any further rust. However because of the fuel injection pipes inside the tank, the tank could not be dipped and I was strongly advised to try and obtain a replacement tank. The alternative being was to always leave the tank full of petrol when the car wasn't being used.

Rae did some research on the internet (what would we do without the internet?) and discovered that British Heritage UK were producing brand new galvanised RV8 tanks so we bit the bullet and imported one straightaway. From time of order to date of receipt here in NZ was just 6 days. Given that British Heritage are now producing new galvanised tanks would suggest that some of the cars coming out of Japan have the same issue that we experienced.

Now we had a mobile car which we could drive. However we were still experiencing problems with a very noisy new fuel pump which you could hear whirring away constantly above the sound of the V8 motor. After several people had looked at this issue and because the car had a new fuel pump installed which had been supplied by the Importer, nobody was able to resolve the issue. So again we went on to the Internet and discovered that Dominic Scott (Wellington MG club member based in Palmerston North) had experienced a similar issue and was able to advise me that the aftermarket fuel pump supplied had insufficient sucking power to provide enough fuel to the motor. Dominic was able to purchase the correct Bosch fuel pump from a Supplier in Palmerston North and this he couriered down to me overnight. The new pump was

installed and hey presto it was as quiet as a church mouse. The sad thing about this was that it had taken many months of experimenting to actually resolve the noise problem.

The next issue we had was that I discovered clutch fluid was dripping down on my shoes when out driving. This resulted in having both the clutch and brake master cylinders overhauled. Not a big issue and symptomatic of the car having spent most of its time sitting in a garage in Japan.

I have spent a lot of time bringing the car up to a reasonable concours standard. The front sub frame member is powder coated



Bill's RV8 at Lake Ferry - Photo Les Newman



Owning an imported RV8 from Japan

at the factory and this tends to lift off and rust forms underneath. So I put the car up on axle stands and carefully removed as much of the powder coating as possible and then painted the surfaces with POR 15. Not a perfect job but a lot quicker than removing the sub frame which I believe may require removing the motor first.

The car also suffered from “cat rattle” and I have had the catalytic converters removed/replaced by straight pipes. Prior to doing this I spoke to John Barnes (who had one of these cars not long after they came out) and he had to do the same thing. There may be a marginal increase in noise level but it is not significant....these V8 motors have a lovely sound.

If anyone is contemplating buying one of these cars, look for one that has been in NZ for some time, when hopefully all the little issues have been sorted out. I am not a mechanic and it took some time to sort some of the issues out. Furthermore, under the current regulations these cars are registered as a special interest vehicle (because they do not meet the frontal impact standards) where you must provide evidence that you have an everyday car. Furthermore under this special registration you cannot sell the car for a period of 4 years.

Anything you want to know about these cars is on the Internet e.g. If you have a long back like me, there are step by step instructions (including pictures) to lower the seat height so that you are not looking over or through the top rail of the windscreen.

I have recently brought back from the UK (as carry-on luggage...and that's another story!!!!) a set of krypton filled adjustable shock absorbers for the car in an effort to soften up the very firm ride these cars have. I have also experimented with the pressures in the tyres (when I took delivery of the car it was bouncing all over the road and I discovered that the pressures were set at around 44 psi). The car is much more pleasant to drive with circa 26/28 psi (all 4 wheels) which does make it a little heavier in the steering at low speeds when parking. However I can live with this and prefer the better road ride the lower pressures give you.

I must say a big thank you to Dominic Scott for his guidance and help...without it I may well have given up and sold the car purely out of frustration.

In summary do your research on the Internet. There is a wealth of information about these cars which are quite rare and over time should be quite sought after and as I mentioned earlier, find one where someone else has sorted out all the teething issues.

by Bill Denize

Photographs by Bill Denize





MG Win BTCC Manufacturer's Championship



13 October 2014 - MG have won the 2014 Dunlop MSA British Touring Car Championship Manufacturer's Championship.

The Triple Eight run team secured MG their maiden title after sealing two wins and two further podiums in the first two races at Brands Hatch.

The hard work was all but done in race one after a dominant display saw a one-two for the MG6s, with Jason Plato earning his sixth victory of the season.

With both MGs starting on front row following Saturday's qualifying session, it was a repeat result on the Sunday as Jason Plato took the victory, aided superbly by team-mate Sam Tordoff, who came home in second place.

Plato didn't have the best of getaways as the lights turned green - Tordoff and Championship rival Colin Turkington raced ahead into the first corner. It wasn't long though before the two-time Champion made a move to retake second place. Just behind the leaders, there was even more action with both Hondas being forced to retire after being involved in a multiple car collision.

Plato took the lead from his team-mate on lap eight and, helped by Tordoff's defences against Turkington's BMW, earned a sixth win of 2014. Turkington's third-place finish was enough to secure the Northern Irishman a second Driver's Championship, consolidating Plato to the runners-up spot.

Race two was somehow even more eventful than the first and with a second double-podium of the afternoon, the Manufacturer's Championship was officially sealed.

Turkington's BMW outpaced the MGs off the line, but the newly-crowned Champion's race was cut short as contact from Plato spun the BMW off into the gravel. Mat Jackson capitalised to take the lead, but a similar incident sent the Airwaves Racing car off the track with Rob Collard then capitalising.

A truly superb lap of racing on lap 15 saw Adam Morgan take the lead from Collard - a move which enabled Plato to take advantage and move up to second. Not settling for that, the MG driver took his chance when Morgan ran wide and then took control to earn a second victory of the afternoon. Tordoff, also involved in the battle at the front, earned a superb third place.



Bill & Rae's UK Adventure

With visits to various car museums

Rae and I spent 6 weeks in Europe and the UK during July/August of this year.

The first part of our holidays was a 15 day river boat cruise between Budapest and Amsterdam which was just fantastic. We did this with APT Travel. Our boat was beautifully appointed; more food and drink than we could cope with and the day trips to various places of interest were just out of this world.

After spending a day in Amsterdam we boarded a flight to Southampton then flew out to Jersey where we had 4 days and nights. Whilst in Jersey we spent some time visiting Nigel Mansell's museum which showcases his days in Formula One motor racing plus several of his Formula One cars. Most of Nigel's silverware from racing is on display and there is a full audio commentary on all the items of interest in this collection. Underneath the museum is a car showroom where Nigel Mansell's sons sell late model second-hand cars.



Nigel Mansell Collection

Jersey is an interesting Island being a tax haven for the rich and famous. There are circa 100,000 people living on the Island and lots of exotic cars being driven around very narrow island roads.

On returning to Southampton we picked up our hire car and drove to the New Forest area in southern England, spending 4 nights in Brockenhurst, Hampshire. This is a lovely area where the wild ponies have complete freedom of the villages and surrounding countryside, where there are no fences to restrict them and they can be found grazing at the roadside. We took in another visit to Beaulieu National Motor Museum (our last visit was six years ago) where I spent quite a lot of time looking at the collection of land speed record breaking cars which included Malcolm Campbell's 1920 Sunbeam 350 hp Bluebird; Henry Segrave's 1927 Sunbeam 1,000 hp and 1929 Golden Arrow and the 1960 Bluebird driven by Donald Campbell.

Whilst in Beaulieu Village we also visited the Beaulieu Classic Car Garage which specialises mainly in MGs where they had a number of fully restored MGAs, a stunning early 70s BGT, several TDs and a TF, Midget etc. Most of these cars were in immaculate condition with some of the MGAs in the GBP 40,000 plus selling bracket. In fact the MGAs are commanding far bigger prices than the TDs and the TFs. There were other cars besides MG, namely a Jaguar E Type, Jaguar C Type replica, Triumph TR3A,



Bill & Rae's UK Adventure

Triumph Stag, Alfa Romeo 2000 GTV just to name a few. They had one RV8 on display which had just been sold and I understand that this car had a 5 litre aftermarket V8 motor fitted.



River Windrush Bourton on the Water

We then spent 5 nights in the Cotswolds in a stunning village called Bourton on the Water. If you ever get the chance to stay at Bourton on the Water make the effort and do so...you will not regret it. It has a picturesque stream running through the middle of the village and the most amazing small motor vehicle museum full of cars and motoring memorabilia. Attached to the museum is a great shop selling all things in the way of car memorabilia e.g. toy cars, books etc. where I spent some considerable time. In the same village there was also another very good model car and train shop.

On one of our days in the Cotswolds, which is famous for the thatched roofs on many of the older homes, we took a drive to the Gaydon Motor museum. This had been recommended to us by Dominic Scott of our club and in my view is far better than Beaulieu. Gaydon has an excellent selection of MGs (as well as many other makes of car/truck) including several MG prototypes which were very interesting. Included in the display was an MGBGT which was cut in half so that you could see the complete structure of the vehicle's body, interior and



Gaydon - 2004 MGSV fewer than 100 built



Gaydon - Split MGBGT



Gaydon - MG record breakers



Bill & Rae's UK Adventure

motor etc. This museum is a must for any MG fanatic to visit.

We spent a day in the University town of Oxford but didn't have time to visit Abingdon. This was Rae's shopping day for shoes!!!

Eventually we drove north to Birmingham and we flew to Aberdeen to be met by Rae's sister and her husband. Aberdeen was our base for a week and during that time we visited several castles and attended an MG open day at Drum Castle in Aberdeenshire. The MG display was excellent with about 45 cars on show which included a wide range of Bs, a few MGFs, three MGZR's, several TDs, and a beautiful red MGZT with the 5.00 litre Mustang motor and one very well used RV8 which had been imported from Japan.

We also visited the Grampian Transport museum in Alford, Aberdeenshire which had a special exhibition of some of the vehicles used in The Great Train Robbery. This included a Mark One Lotus Cortina and an E Type Jaguar. This museum had a good collection of MGs which included an MGA roadster which was originally built for display purposes only with cut out sections so that you could clearly see the manner of construction of body, engine and interior.

One thing we did notice was an absence of MGFs and TFs on the roads in the UK i.e. for every 10 MX5s we saw we were lucky to see one MGF. RV8s were rare too. In this regard we saw just two RV8s in all our travels but given that there were only 1,983 built with nearly 80% going to Japan when new, their rarity in the UK isn't unusual.

by Bill Denize
Photographs by Bill Denize



Drum Castle - MG F Type 1932



Drum Castle - MGCGT



Drum Castle - MGZR Turbo



Spotters Guide - MG ZA/B Midgette

In 1949 Gerald Palmer, having already been employed at M.G. from 1937 to 1942, returned as Chief Designer to The Nuffield Group, which had bought M.G. in the intervening years. During his short spell at the much smaller Jowett company, Palmer had designed the Jowett Javelin, of which over 30,000 units had been sold. At Nuffield he was to design new models for M.G., Riley and Wolseley. The current M.G. model, the Y-Type, was intended to appear in 1940 but with the intervention of the war only came to the market in 1946 and was, as a consequence, already dated. As the Y-type's successor, Palmer designed the Z Midgette in conjunction with the Wolseley 4/44 which was intended to take care of the bottom of the middle range. Succession for the Riley line is provided by the Pathfinder, which is somewhat bigger. In his design, Palmer is influenced by the great Italian designers, which explains the similarity to the Lancia Aurelia (front) and other Fiat and Alfa Romeo models.

Although it was the M.G. that was designed first, it is its Wolseley stable-mate that appears first in 1952 because a new Wolseley model is more urgently needed. It is powered by the XPAG unit but this has lower power output than in the M.G. T Types so hardly produces an inspiring performance propelling a saloon weighing over a ton.

Launch of the ZA Midgette

In October 1953, there appeared at the London Motor Show a green ZA Midgette with beige interior and a grey/grey car, both of which had been completed only a short time before the exhibition opened. Because of production problems the finished cars did not correspond with the advance publicity material in all respects: the M.G.s on show still lacked quarterlights and also the advertised wooden dashboard could not be produced because of materials shortages.

This situation was reversed in March 1955 when, after barely 6000 units had been produced, supplies of Italian walnut became available. Because of this, the cars were uprated with foglights and bumper over-riders as standard. Presumably this was intended to eliminate any difficulties arising from the other changes to the spec. Also the cars were visibly well equipped in other ways. A heater is offered as standard, when this is still not the case with other more expensive models. And what is more,





Spotters Guide - MG ZA/B Midgette

the passengers will ride in comfort on leather seats.

The Midgette is equipped with the new B-series engine, which produces as much as 60bhp at 4600rpm. Admittedly, the engine still lacks the external oil filter feed-pipe at the rear of the block as it will later appear on engines used up until the M.G.B. This had the result that at start-up the bearings had to operate for too long without oil and often they managed a life-span of only 10,000 miles. However, the problem was quickly identified at M.G. and so only 1460 Midgette owners had to live with this defect before the noted oil pipe was fitted.

At £915 the ZA Midgette cost less than the Y-Type (£989). Whilst the Wolseley attracts praise in 1952, the launch of the Midgette unleashes an outcry among M.G. enthusiasts. The re-use of the glorious Midgette name on a family saloon with Wolseley bodywork, an Austin engine and a dummy radiator was not the sort of thing they had come to expect from M.G. Nonetheless, the M.G. is no Wolseley copy. In order to emphasise the sporty character of the M.G. in contrast to the sedate but luxurious Wolseley the bodwork was made two inches lower, which not only looks more sporty but assures better handling. However, this has the result that the Wolseley and the M.G. share very few body panels. Apart from the roof, the front doors and the boot-lid, the panels are not interchangeable! As the Midgette sits lower, the floor pan, the sills and the front and rear wings are different. What is more, each car carries its own traditional radiator grill so their bonnets are not interchangeable either.

Nevertheless, the Midgette starts a new era at Abingdon. It is the first M.G. built onto a unitary "monocoque" body. Naturally, this brings its own problems with it, because thus far M.G.s had always been chassis-built, as was still seen in the M.G.TF and from 1955 the M.G.A. So it is no wonder that the build time for a Midgette amounts to as much as four weeks. After 140 vehicles have been built this reduces to one week, which then also becomes the norm. Production begins in February 1954 after the rear axle is modified on the instructions of John Thornley. (See extra article via navigation bar) The bodies are delivered, fully painted, by Pressed Steel in Swindon; the power train comes from Coventry.





Spotters Guide - MG ZA/B Midget

More power for the ZB

Until July 1956 only minor details are changed, but then the engine output gets some treatment. By increasing the compression ratio from 7.15:1 to 8.3:1, larger H4 twin carburettors and modified inlet and exhaust valves the output is raised to 68bhp. In September 1957 the ZB Midget appears but differs from its predecessor only to the extent that the chrome body-trim has minor modifications. For an extra £25 the prospective buyer can opt for the Varitone model. This offers a larger rear window and a two-tone colour scheme. Nonetheless there do exist single colour Varitones. For a further £50 the customer can also have an automatic transmission fitted. However, the first few automatic cars make it clear that the transmission does not work properly and are recalled for modification in 1958. The “Manumatic clutch” was never popular and was no longer fitted from October 1958. Anyone who had opted for it and later realised that his £50 had been poorly invested could have a conventional transmission retro-fitted for the sum of £75.

Sporting Midgets

The Midget never provided M.G. with a recipe for sporting successes. The name was no help with this at all. The Midget was too heavy and produced too little power. Thoughts of switching to six cylinders or to the already developed twin-cam engine were quickly dropped. Nonetheless three Midgets took part in the 1955 Monte Carlo Rally under the name of “The Three Musketeers”, admittedly without notable success. Only the 1st and 3rd place in the Silverstone Production car Race in the same year brought the desired press attention. A year later Nancy Mitchell achieved third place in the Ladies Competition at the Monte Carlo Rally. But she only won the Ladies European rally Championship because she competed for the rest of the season in an M.G.A. Pat Moss stayed in the Midget without success. In 1957 the Midget disappeared from the Works teams. It was only deployed by BMC as a support vehicle for camera teams. It was, however, campaigned in subsequent years by privateers. The Midget recorded its greatest sporting successes in stock car races in the sixties and seventies. With its great stability it was ideally suited to this. However, by this means a large number of Midgets were consigned to a glorious but destructive fate. Estimates of the M.G. Car Club’s Z Midget Register suggest that about 1,000 vehicles still exist.

The end came for the Z Midget in December 1958 after 36,601 examples had been produced. The sequel came in the middle of 1959 in the guise of the Mk III Midget, with nothing more than its name in common with the Z Type. But that is another story.....

Malcolm Eades - MGUK Midget Register





Dave Hector's - MG ZB Magnette



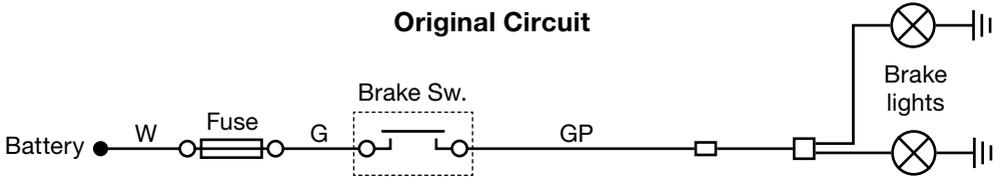


Tech Talk - Replacing a Hydraulic Brake Light Switch

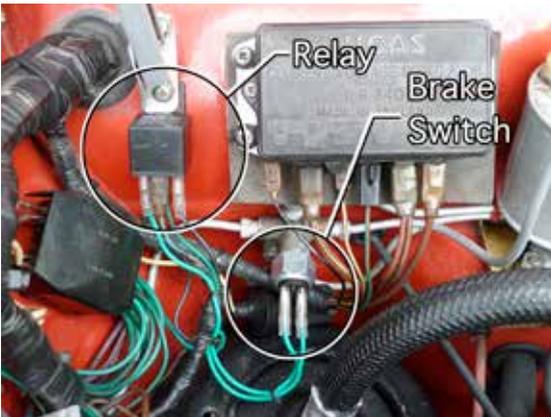
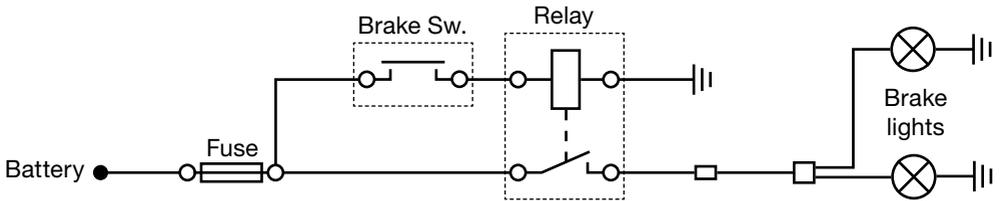
I was on the Coast to Coast, having arrived a Lake Ferry for lunch, Gina Jones told me my brake lights were not working, thank you Gina, something you don't check often enough and the WOF was only 2 months old. I used hand signals on the way home! Lucky I had bought a replacement switch for the other MG just in-case it had failed in layup. Being a British car from the 1960's it has a hydraulic brake switch, which requires bleeding the brakes after fitting, so you don't want to replace them every month. BUT the new replacement switches have a bad reputation for failing, particularly if you have fitted a high-stop brake light. I did replace 3 on my Morris before giving up and fitting a mechanical switch on the pedal box. But that requires welding up a bracket and fixing it to the pedal box, plus new wiring.

The other solution which I used on the MG is to fit a relay to do the work, so the switch has only the relay as the load. Best practice is to fit the load after the switch. If the relay is mounted close by, as shown, you can use the original wiring to the relay switch. If you want originality, the relay can be hidden somewhere, such as behind the dash.

Original Circuit



New Circuit



You can download PDF's of previous Tech Talk articles from

www.mgcarclub.org.nz/Site/technical/restoration/Tips.aspx



Tech Talk - MGF Soft-top Re-proofing

First, ensure that your car has a factory original hood in good repair (i.e. no rips or tears).

If you have an after-market mohair hood then I am not sure that the following advice applies! But I do not see why not. However, please note that I have not tested the process outlined below on a mohair hood. The first job is to wash the hood well with a gentle detergent. I used Softly brand wool wash. Give it a good brushing to help loosen ingrained dirt - a nail brush or soft clothes brush is perfect. Rinse well, twice. Let the hood dry completely then rebrush (when dry) and vacuum up any loosened dirt.

I have successfully used NiWax XT Proofer, but any good Gortex waterproofing agent would be suitable. Club member Lionel Brackley used a canvas proofer sourced from an outdoor centre with great results.

NiWax XT is a white milky product. Be sure to cover the car's paintwork with old towels in advance. Do take care not to get the proofing agent on the car's paint as it tends to dry quickly and leaves an impossible-to-remove residue. The same applies to windows.

Spray the proofing agent on liberally and work in with a nail brush and a flat hand to get an even and complete cover (less is more, if you get my drift) and work it well into the seams and around the rear window. Leave it to dry in the garage with a good draught or fan. Move the car outside on a hot sunny day to fix surface - same as using a clothes dryer for Gortex jackets! Give the hood a misting with water to check that you have achieved good coverage - reproof any missed patches. They will be obvious as water will not bead.

If you are happy with coverage, then rinse with fresh water. Wash the car's paintwork with your usual car detergent and dry off to remove any proofing agent residue on the paintwork. Failure to wash the car after using a re-proofing agent might result in streaks on the paintwork if you have light rain when you first use the hood - BEWARE.

My re-proofing has lasted three years so far, so it is worth taking time to do a good job.

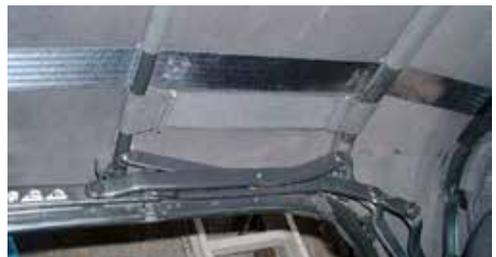
.....

Just one word of advice - be careful folding the hood down as it is easy to get the fabric caught in the hood bows scissor action resulting in cuts to the hood. I notice them on quite a few MGF/TF hoods. I suggest that you install anti-jamming straps to avoid this problem.

New packaged MGF / MGTF anti-jamming hood straps are available on eBay for about \$21. I have them on both my MGF and MGTF which makes folding the hood a breeze.

Rover part No. DJE000010.

By Alan Thorn





The Sound MG Classic Race Meeting

Those years are certainly starting to roll on by – yet another MG Classic, the 29th in fact! Despite many events these days struggling for participants, sponsors, and spectators, the 2014 MG Classic on 15-16 November still produced another enjoyable and successful meeting with some 70 cars across three Classic grids and over 150 cars in other groups.

Although the Saturday morning practice was wet the weather was generally good, although a cool wind blew from the west both days. This did not seem to deter the spectators, however, and it was again well supported by the enthusiast as well as families. It was also good to see local Wellington region small and not so small businesses supporting the event by sponsoring races.

As usual the quickfire racing format kept everyone entertained and delays from the occasional off road excursions on the wet Saturday morning were quickly dealt with by the excellent volunteer track crews and marshalls.

The BMW E30s opened with their usual packed fields but coped well despite the slippery conditions. The “Fast Classics” group gained momentum as the circuit dried out and Aucklander Grant Kern’s 3.9 Rover engined MGB Roadster kept the flag flying for the British marque by improving to challenge Ross Graham’s fast V8 Torana and Nigel MacDonald’s quick Mustang. Ian Williamson’s incredible Mazda RX2 rotary gave notice that he would be a force to be reckoned with later in the weekend, while Philip Hehir’s rare Alfa Romeo Montreal also held his own against way bigger engined vehicles.

The Central Muscle Cars are always a crowd favourite and as usual produced some sterling racing with Greg Honnor (Mustang), Grant Dalton (Camaro) and Dean Perkins (Falcon) fighting it out in many of the races .

The ‘Alternative Sports & GT” group, which is really an open class, saw on Saturday a tremendous battle between Andrew Whittaker’s Porsche 911 GTRS and Todd Moffat in a “Jaguar XK120” V12 4Turbo. This car apparently comprises a set of carbon fibre body panels modelled from the owners real XK120 built around an XJS sub frame, with a Jaguar 5.3V12 Four Turbo engine installed. Definitely not a classic, but it created a lot of interest both on the track and in the pits. Although Graham Barnes’ 5.8 V8 Capri got firsts in both Saturday races the ‘Jaguar’ caught the Whittaker Porsche by surprise on the last lap in the initial event to take second. From then on Whittaker was awake to the threat and made sure that did not happen again!

The organisers were apparently hoping to have a field of VCC cars to merge with the older Classics but there was apparently insufficient interest and the older Classics instead put on their own show at the rear of the slower Classic group. These proceeded with some interesting cut and thrust between Neil Moore’s 1951 Jowett Jupiter, Geoff Brader in the 1954 MGTf (you should have seen him drift it in the sweeper!), Andrew Moynagh’s 1959 Turner Climax, David Neill in the 1955 MG Midget, Trevor Dixon’s 1961 Humber 80 and Andrew Fox in a Triumph 2000, amongst others.

The Historics group was again dominated by the Formula Ford fraternity but Ken Williams managed to get amongst them in his 2.8 BBM Mercedes for a 6th in one race,



The Sound MG Classic Race Meeting

but the effort was too much for the old rear mounted Mercedes engine in the next and it expired leaving a considerable amount of oil on parts of the circuit. Richard Wright's Beowulf again performed well as did John Rapley in the ex Great Train Robber Roy James's Brabham Formula Junior.

The NZ Sports Car Group saw battles between the modern high revving Junos, Radicals and a Reynard Inverter, chased by Warwick Mortimer in the 8 litre M8F McLaren and Andrew Robertson's 'smaller' 7.0 McLaren M1B replica. What a great sight and sound these cars made!

The feature race, the Sybil Lupp Trophy invitation handicap race was well supported with Margaret Goodwin eventually winning in her 5.7 Camaro, although fastest of the women entrants was Joanne Kapua's 6.5 Ford Thunderbird.

Race 44, the final of the weekend, was a Flying Farewell dedicated to Eoin Young, won by John Mines in the JRM Mk III, one of a number of the local JRM race cars he has built and driven over the past 50 years. I think Eion would have been pleased.

By Terry Collier



Judith Higgins, Margaret Christiansen, Jim Higgins - some of the many people behind the scenes who make the event a success.



35th Annual Lake Ferry Excursion

Organised by the Sunbeam Car Club of NZ (Wellington) each year.

The event is open to anyone – club member or not, English cars, American cars - and they absolutely welcome classic Japanese cars along on the day. Saabs, Volvos, Fiats, Lancia, Porsche, Ferrari, home-built... whatever your car is, if you are an enthusiast the Sunbeam Car Club welcome your attendance.

As mentioned, this is the 35th anniversary of this run and the Sunbeam Car Club aim to top the best-ever count of 150 cars (on the 10th anniversary). Please – spread the news of this event far and wide to other club members, friends and family. The Sunbeam Car Club welcome people from all areas, not just Wellington. They always get a great response from the Wairarapa.

The Lake Ferry Excursion is always the 2nd Saturday in December. This year makes it the **Saturday 13th of December.**

As always, They meet at the Fell Museum in Featherston at 11am for an 11.30 departure to Lake Ferry, where we meet to talk over a BYO picnic lunch.

Kind regards

Bryan Atkins, convener (Sunbeam Car Club of New Zealand)

Phone/fax (04) 562 7424 or e-mail atkinsbm@gmail.com



Routine eye examination reveals brain tumour

Black-eyed and bruised after a series of falls and accidents, Karen Jones concluded she was just getting old, and booked herself in for a vision test - but her optometrist instead discovered a life-threatening brain tumour.

Within three days, she was having surgery after a brain scan showed the 3cm tumour. Jones still has trouble recognising her own reflection in the mirror, but says she is ecstatic at having dodged death.

About a month ago, Jones, 57, of Paraparaumu, noticed her peripheral vision was declining. She was feeling disoriented and was falling, bumping into walls and people, and dinging other cars' wing-mirrors while driving.

In 2011 she had been diagnosed with lung cancer while living in Australia, and had received chemotherapy. But she believed it

was in remission and there had been no evidence of the cancer spreading at that point, she said. She put her clumsiness down to normal degeneration: "I thought it was just old age." She visited Specsavers in Paraparaumu for a routine eye examination on September 18. Optometrist Graeme Bunker (MG Wgtn Club member) performed a peripheral vision check and found she was unable to see anything on her left side, which further tests confirmed.

Assessing Jones' visual disturbance as "too catastrophic" to have been caused by a stroke, he suspected a tumour in her visual cortex and referred her to her GP for an urgent MRI scan that day.

The scan uncovered the tumour. Three days later she had brain surgery at Wellington Hospital, where surgeons had to remove a section of her skull and patch it up with 32 staples.

Jones will soon have radiation therapy to blast any remaining cancerous cells.

She has lost all peripheral vision on the left sides of both eyes and has to take steroid medication, but she said after five days of being bedridden she was keen to get on with life.

"I was champing at the bit to get out of hospital. They said, 'You can't go home' and I said, 'There's a taxi downstairs with the meter running, I'm off!'"

Jones said she was doing better, although her still-swollen brain had robbed her of sleep and depleted her spatial awareness.

"I can see myself in the mirror, but I can't. I say I can see myself because I know that I'm there, but I can't see any of the details.



'INCREDIBLY LUCKY': Kapiti Coast woman Karen Jones.



Routine eye examination reveals brain tumour

"I'll make a ham sandwich, and I think, 'Oh, gosh, this is good,' and I'll put the ham down on the bread but instead it's in a sink of soapy water."

Bunker said the growth had been caught in the nick of time: "If she'd waited a little bit longer she might not have been with us."

He said hemianopia - loss of the field of view on the same side of both eyes due to brain tumour, trauma or stroke - was something seen "once or twice in a career".

Jones said her prognosis was a "wait and see" situation and she was happy to have caught the tumour when she did.

"I count myself to be incredibly lucky."

RED FLAGS

The recommendation is to get your eyes checked every two years, but optometrist Graeme Bunker says there are red flags for more serious health conditions that should prompt an urgent vision examination.

Beginning to notice vision loss in just one eye.

Feeling disoriented, suffering from unexplained headaches.

Disturbances in peripheral vision.

"Floaters" or dark patches obscuring vision.

By Talia Shadwell - The Dominion Post



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Noggin & Natter - October

A small group of members gathered at the Waterloo Bar & Grill to listen to Paul Chipp talk to us about his recent visit to the UK, more especially attending Goodwood. The talk started with vehicles he'd discovered in the carpark – almost the best part of the day. We then moved to the Marque displays and then out to the racing itself. Paul had managed to get himself a perfect spot in a stand just coming out of a sweeping right-hand corner and we saw some great pics as the cars came around – many saving tyre rubber by having only three wheels on the ground. The clarity of Chippie's photography was quite remarkable – I really thought he must have been using a tripod – and we often saw three shots of the same car as it came around the sweeper. A very enjoyable evening!

by Jim Higgins



Michael Shouse resigns

Michael Shouse has resigned from the MG Car Club committee as of 1st November citing increased workloads in his full time job as the reason.



MG Car Club Library

We have finally found a home for our Library! The Library will be located at the BodyStyle Studio on the lower level, Karori Mall. Members are welcome to call in and browse through the collection. Please call first on (04) 8910 444 to ensure someone will be there when you arrive. At the moment our collection is mainly club magazines with a few books. We are keen to add to the book collection so if anyone has any books they might donate please email Jim Higgins to arrange pickup.



Noggin & Natter - November

November's Noggin N Natter featured our President Ross Armstrong, newly arrived back from China and other parts. Ross was fortunate enough to be able to arrange a visit to the SAIC factory in Lingang where the MG and its sister Marque the Roewe are being built. Ross was able to get some pics even though factory security got a bit grumpy and it was interesting to see the MG badge alongside the Roewe badge on the main building. The Roewe was to be a Rover before SAIC found they hadn't bought the marque after all but the Roewe badge has kept the same outer shape as the old Rover one. SAIC is China's biggest car factory and produces millions of cars annually. The factory pics were followed by some of Ross and Anne's trip up the Yangtze a great trip and very interesting presentation.

by Jim Higgins





2015 MGF / TF Festival

Attention all MGF and TF Owners

MG Mangaweka invites you to the 2015 MGF / TF Festival
The 2014 Festival was a great success and by popular request it is on again

Weekend of **Saturday 28 February - Sunday 1 March 2015**

If you own one of these nifty little sports cars, mark your calendar now!

For full information contact: **John and Viv Eames**
mangaweka@hotmail.com
Phone: 06 382 5717
Cell phone: 027 782 5717



Terry sells his Midget

Terry Collier has sold his race Midget. The new owner bought Terry's Midget on the Thursday before the MG Classic Motor Race Meeting in which Terry was entered to race. The car is following Ross Armstrong's MGB race car to the South Island. Terry is in the meantime close to finishing his historic open wheeler and hopes to be racing at next years MG Classic.



Olive Oil

Wairapapa Regional Contacts, Brian & Julie Pope have had a bumper crop of olives on their life style block and have turned it into olive oil which has been popular with MG club members in past years, if you would like a bottle or two. Contact Brian & Julia on Home phone: **06 377 1285** Cell phone: **027 496 9036** E-mail: **bjpope@xtra.co.nz**



2015 Big Breekie Run

All arranged for **Sunday 8th March 2015** at The Dish in First St Masterton 11.00am
We will meet at Haywards 9.15am and leave from there for Featherston for a re-group to Restaurant.

After breekie we have arranged to view a car collection that a lot of members may not have seen before or at least a long time ago.

Bookings to Bob Hulena email: **bobthecalendarman@gmail.com** or **04-2938112** no later than 4th March, at the Restaurants request. After which we can all mosey on home.



Motor Vehicle Licence Fee Reductions

Advice from NZTA - "On 1 July 2015, the ACC levy component of the motor vehicle licence (rego) is being reduced by an average of 45% (excluding motorcycles). To minimise the number of months your vehicle is licensed at the 'old' levy rate, you should consider the different licensing periods available, such as three or six months."

Contrary to the advice in a widely circulated email, re-licensing fees will fall in July not April. For some petrol cars the drop is about \$132, or \$11 a month with the cost of re-licensing virtually halved.

If a vehicle becomes due for re-licensing between now and June 30, 2015, you can take fuller advantage of the decrease, by not paying the full current fee for 12 months. Re license only for the number of months from when your current licence expires, up to and including June next year. Make sure the renewal expires in July, not June, because if you re-license again in June, you will still be charged the current higher levy rates, not the much lower new fee.

While the re-licensing form invites you to select from 3 months, 6 months and 12months, you can in fact apply to relicense your vehicle for any period you choose from one day to one year.

If it is your intention to use a heritage vehicle for a one-off special event it is possible to relicense it for only two or three days at a cost of just a few dollars, by using a "change the date of expiry" form. But if it is less than 40 years old and subject to continuous licensing, an application to put it back on hold must be lodged before the license expires or else an automatic three month fee is charged.

With the reduction in levies the ACC is introducing risk-ratings for the passenger vehicle fleet aged less than 40 years. That means levy reductions will depend on a car's safety rating as determined by New Zealand and Australian crash data. For owners of the safest cars the ACC levy reduction will be 66 per cent from the current standard \$198.65 down to \$66.71.

But the majority of heritage vehicles aged less than 40 years will most probably be classified in Band One of the risk ratings and be charged a levy of \$156.71, little more than a \$40 annual saving.

Risk rating does not apply to vintage cars (aged 40 years and over), but they will enjoy a fixed cut in ACC levies from \$69.53 to \$37.42.



New Members

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

Todd Moffat

1971 Ford Escort

2001 Falcon XR6

Rhona Calverley

2003 MGTf 160 Sprint X-Power Grey

Willie James and Sharyn James

1956 MG Magnette Red



The Old Speckled Hen Run - November

21st of November marked the end of the OSH runs for 2014 and it finished in style which is what we have come to expect with everything that Michael and Elaine Anderson have organised or have had a hand in. So before anything else thanks for the great food fine wine and a great beer OSH of course. There were 21 attendees and a big thanks goes to Bho Patel, Federal Merchants & Co. for their support and supply of gift merchandise and Old Speckled Hen

This year has been a fantastic one with a great variety of trips throughout the lower North Island seeing some great sights good roads and always always finishing with good food and as mentioned before this "run" was no exception with Elaine excelling herself with a selection of salads that that would have gained max points at Masterchef as would have the cooking of the sausages and chicken.

All attendees are looking forward to next years OSH runs as they have proven to be a highlight of the month which has cemented many friendships

By Les Newman Photographs by Les Newman



Club Night Dinner - November

November Club Night Dinner was held at Waikanae ,at Longbeach Restaurant. Excellent turnout 50/50 from Wellington and those who reside on the Gold Coast of Kapiti.

By all the banter going on it was a very convivial group enjoying another successful MGCC outing, only time it got a little quieter was when all the eating was being done.

Food was excellent and worth a visit on a sunny MG day out cruising over the Christmas period. We had a group of some newer members and the regular attendees. Good to see Bill & Gay Baxter.

We can all look forward to more of these in 2015.

Cheers from Bob & Billie Hulena.

Wishing you one and all a Merry Christmas and a Happy New Year.
Remember Be Careful Out There and Drive to Survive.



MG GT Launched

2 November - MG GT, a fashionable high-performance mid-size car, is put into market. It brings a safer, more efficient and interesting driving experience.

As the first model equipped with SAIC CUBE-TECH new-generation power assembly, MG GT is launched with nine variants of 1.4T and 1.5T displacements. Introduction of SGE 1.4TGI in-cylinder central direct injection turbocharged engine, TST 7-speed dual clutch transmission, and application of Start-Stop intelligent energy-saving system, EPS electrically assisted power steering system, make MG GT a representative of the domestic small-displacement, high-tech vehicles class.

Wang Xiaoqiu, SAIC's vice president and SAIC Motor Passenger Vehicle's general manager, stated that, as a knockout product of SAIC's Chinese and British teams, MG GT serves to young consumers' needs for individualized, intelligent vehicles with its novel design language, novel power assembly and novel intelligent technology. MG GT not only gives MG brand a new life and injects it with positive energy, but even leads SMPV into a novel product age. - saicmg.com



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For Sale



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

We have got a MG6 GT TSE demonstrator for sale. The car is now 12months old, color white, manual transmission and has done 2000 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 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



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

1956 MG TF 1500

Genuine original NZ new on wire wheels, Registration on hold, All matching factory numbers. Comes with most new parts to complete a restoration.

All offers considered.

Contact: Lloyd (Palmerston North)

Phone: 06 357 5044 Mobile: 0274 421 979

E-mail: ollybabes37@xtra.co.nz

or contact: Gay Baxter Phone: 06 322 0978

E-mail: mg.baxt@clear.net.nz



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

Includes seals, replacement piston and spring, bought for my MG 1100 but it is the incorrect size, will also fit a Classic Mini pre 86.

Contact: Dean Gray E-mail: editor@mgcarclub.org.nz

WANTED TO BUY

MGBGT in good going condition, with overdrive.

Contact: Peter Phone: 06 3542956

or contact: Gay Baxter Phone: 06 322 0978 E-mail: mg.baxt@clear.net.nz



Membership Fees 2014/15



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

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

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

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

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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WELLINGTON'S ONLY INDEPENDENT SUBARU SPECIALISTS

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18 Haining St, Wellington



Grill Badges

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

The intention over time is to begin using this badge on communications, regalia and other activities.
61mm x 81mm - **\$50.00.**



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

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



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

Rear Cover: Photographs Dean Gray
Top - MG's patiently wait in the garage while the action is outside.
Bottom - Geoff Brader was prepared for all weather.



Advertising specifications for display advertisements

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

Enquires to Ross Armstrong (04) 232 4175, 027 443 8826, arfmg@mgcarclub.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 - \$74.00.



MG90 - Football Jersey
Navy blue - S-XL - \$74.00.

MG Car Club regalia can be purchased from
Jane Hector, phone: 027 246 6034
or e-mail: jayhector70@gmail.com.



MG90 - T-Shirt
White - S-XL - \$24.00.



MG90 - Football Jersey
Royal blue - S-XL - \$74.00.

