



# Bulletin

PO Box 3135, Wellington, NZ.

Feb - Mar 2016





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Cover: Han Brounts' MGTF replica dressed up for the Tawa Christmas parade.  
 Inside front cover: Top - Hans Brounts leads the MG's with Angela as his Christmas elf.  
 Bottom - Tawa Christmas parade, Midge at the rear.



## Coming Events

Sun 14 Feb	British Car Day - Trentham Memorial Park, Barton Rd, Heretaunga British Car Club - Admission for display vehicle - \$5.00
Thurs 25 Feb	Old Speckled Hen Run - Murrayfield Langdale Café & Restaurant, see pg 35. Contact: Michael Anderson - e-mail: michael.anderson@xtra.co.nz
Sat - Sun 27-28 Feb	3rd MGF/TF Festival - Mangaweka, see pg 35. Contact: John & Viv Eames - mangaweka@hotmail.com
Wed 2 Mar	Noggin N Natter - Contact: Paul Chipp, details will be confirmed by e-mail.
Sun 6 Mar	Southwards Car Museum Open House - Start time 9am MGCC car display, Admission for display vehicle - \$5.00
Sun 6 Mar	Tuatara Brewery Tour, tasting session & dinner, 7 Sheffield Street, Paraparaumu, see pg 35 - Start time 3pm. Contact: Michael Shouse
Sun 20 Mar	Big Breakie Run to the Wairarapa - Dish, 10 First St. Masterton, see pg 37. Contact Bob Hulena, details will be confirmed by e-mail.
Sun 27 Mar	Wanganui Rotary South Classic Car Show, see pg 33. Contact: Leigh Grant - leigh.grant@xtra.co.nz
Wed 30 Mar	Club Night Dinner, Fisherman's Table, SH1, Paekakariki. Contact: Bob Hulena, details will be confirmed by e-mail.
Thurs 31 Mar	Old Speckled Hen Run - To be confirmed Contact: Michael Anderson - e-mail: michael.anderson@xtra.co.nz
Wed 6 Apr	Noggin N Natter - Contact: Paul Chipp, details will be confirmed by e-mail.
Sat - Tues 9-12 April	MG Car Club National Rally, see pg 34. Contact: Peter Stanes - saents@xtra.co.nz
Sun 17 Apr	Cecil Kimber Run - see pg 4. Contact: John Grant - j.p.grant@xtra.co.nz
Wed 27 April	Club Night Dinner, One Fat Bird, 162 Karori Rd, Karori. Contact: Bob Hulena, details will be confirmed by e-mail.
Thurs 28 April	Old Speckled Hen Run - To be confirmed Contact: Michael Anderson - e-mail: michael.anderson@xtra.co.nz



## Presidents Report



Hi All

Unfortunately I didn't manage to get a report into the last Bulletin with the Classic Race Weekend in November closely followed by my going off to do a river Cruise in Europe between then and Christmas.

I can report that the November Classic Race weekend was another huge success mostly thanks to Ron and Naomi. As it was our 30th Classic Race Meeting we pulled out the stops and made it a special event with over 300 entrants and 50 races over 2 days.

The Driver Training again was another success with 34 people including 2 women and several younger drivers (under 18 years old) coming along to participate. It was pleasing to see younger drivers coming along to have a go as the whole reason for the driver training day is to encourage people especially the younger ones to come to the track and experience driving on a race track while learning race skills. Then perhaps later on they will go a step further and actively participate in our higher level Motorsport events.

The next event on our calendar is the British Car Day at Trentham Memorial Park. This event for a lot of us is one of the highlights of the club year and is not to be missed I would therefore urge you to get your MG out of the garage and bring it along. As usual the club will have its Marquee there along with a large group of enthusiasts enjoying the day, the company and the cars.

Following the British Car day by a few weeks will be the Southwards open day. This is another day not to be missed. You will find the Club again right by the Club Marquee. Aside from the highlight of the day being the MG's many other clubs will be represented by all manner of Classic and exotic cars. Southwards always have the workshops at the back of the complex open for all to view, which also very interesting. The museum will be open for you to view at your leisure and you may wish to go and watch a demonstration of the Wurlitzer organ in the southwards Theatre. So another day not to be missed.

All in all a great month or two to look forward to.

*Kind Regards*  
*Paul Chipp*





## Captain's Ramble

With Christmas and summer holidays fast becoming a distant memory it's time to be looking forward to the 2016 events on the MG calendar.



### **Cecil Kimber (1888-1945)**

- was the main influence in the creation of the MG marque in the 1920s.
- was Managing Director for several years before being asked to resign in 1941, because he had obtained contract work on aircraft without first obtaining approval.
- was killed in an accident at Kings Cross Station in London, after the train he was a passenger in had stalled in a tunnel.

### **Celebrating Cecil Kimber and the Best of British**

One of our more significant events celebrates Cecil Kimber's birthday (12 April 1888). Our celebratory run this year will be on **Sunday April 17**.

Pippa and I have organised an interesting run which will culminate with a celebratory coffee at a strategically placed cafe.

As usual with runs we organise we will meet at **Ngati Toa Domain** in Pascoe Ave Mana at **9:30 am**.

Please mark it in your calendar now and confirm your attendance before **Thursday 14 April**.

RSVP to:

John and Pippa

Phone 233 1082

Email [j.p.grant@xtra.co.nz](mailto:j.p.grant@xtra.co.nz)

Celebrating Cecil Kimber and the Best of British

*Cheers John*





## Editorial

Well it's another year! First Bulletin for the year and I will endeavour to keep informing you on events and activities past and future. I hope you all got to relax or do the things you needed to achieve over the Christmas break. I certainly did with the Morris. I set myself the deadline of 22 January to get her back on the road, this was the date that the registration exemption expired, if I didn't have it WOFed by then I would need to extend the exemption, which is a minimum of 3 months. There was plenty to do, when I had last updated you, I had finished the wiring and reinstalled the dash board. Next to do was the suspension, I first removed the rear sub-frame, which disappointingly was just starting to develop surface rust on the top surfaces. This was cleaned up, rust treated and primed with Zinc-it and repainted. I overhauled the rear brakes, check all was working correctly and the cylinders hadn't seized. Repacked the wheel bearings and installed it in the body. Next was to remove the engine and gearbox. This had faired



better and just needed to be touched up, while out I replace the gear-change bushes and added a magnetic oil trap. The front sub-frame was next, this was unassembled, each piece touched up, repainted, then reassembled and installed. Front brakes were next, the calipers were disassembled, painted, the seals were replaced and stainless steel pistons



## Articles

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



# Editorial



installed. The engine reinstalled, all the auxiliaries installed and vital fluids replaced. The battery was installed and the wiring tested, sadly an number of issues arose and the dash board had to come out again. These were soon sorted and the big moment arrived and no disappointment, she started first turn of the key, a re-time and she was purring. Reinstalled the interior, carpets, seats, etc. Finally I need to get rid of the old body, before I could drive her to her appointment with Karori Autos Service, which she passed, with the comment the front tyres would need replacing soon. But I knew that.

I attacked it with an angle grinder and hacksaw, cutting off bits I wanted to keep and into man handleable sizes. I ended up with an unusual found art sculpture on the front lawn! So that is what I did on my holidays, what did you do on yours? Now there is the red MG to touch up or do I get back on to the green MG...



*Safety*  *fast!*



# Tawa Christmas Parade - December

The Tawa Lions Christmas parade was another great success, the weather had been patchy up until the weekend, but was gloriously sunny on the day. The club had a great turnout of thirteen cars, three provided by Ross Armstrong and two by Geoff Brader. MGTD, 2 x MGTF, MGB, MG Midget, MGBGT, MGBGT V8, 2 x MGR, 2 x MGF and Ross in a Mustang! The cars, floats, marching bands, etc, collect together at Tawa Primary School, before proceeding down Tawa's Main street lined with spectators. All the MG's were decorated with Christmas tinsel and MG flags, etc. Hans & Angela Brounts had gone to great effort to Christmas decorate their car even going as far as including a Christmas tree! Many went on to Ross & Anne's place for the Christmas Barbecue, which followed the parade.



Lined up in the playground ready of the off



Christmas helper decorates Ross's MGB



Nice touch, Christmas tassel on MGF



Ross Armstrong - Mustang

# Tawa Christmas Parade - December



Geoff Brader - MGTF



Bob Hulena - MGR



Bill Denize - MGR



Richard Hickman in Geoff's - MG Midget



Sorry could the driver of the MGF  
email the editor



Jim Higgins - MGB



# Tawa Christmas Parade - December



Liz Sutton - MGF



Lyndon Andrews - MGBGT V8



Ron Blackwell - MGBGT



Han Brounts - MG T Car



law Sianon in Ross's - MGB



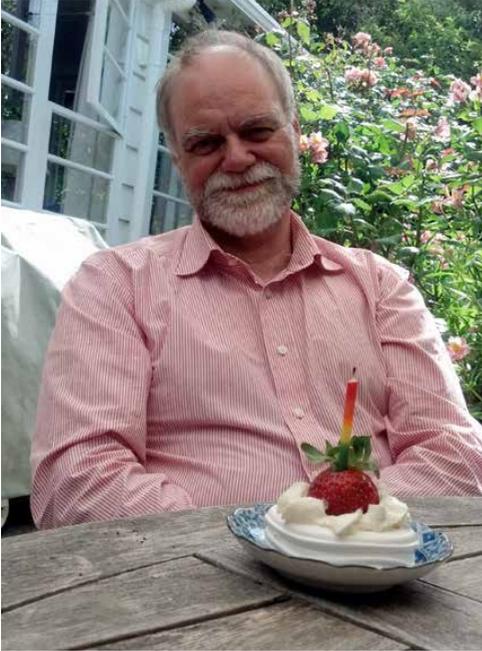
Mike Burnside in Ross's - MGTD



## Christmas BBQ - December

Another excellent Christmas BBQ was again hosted by Ross & Anne Armstrong, Ross being the knight in shining armour at the grill. As per previous events, good company, an extensive spread of delicious food made for a very enjoyable event.

*Photographs George Walter & Dean Gray.*





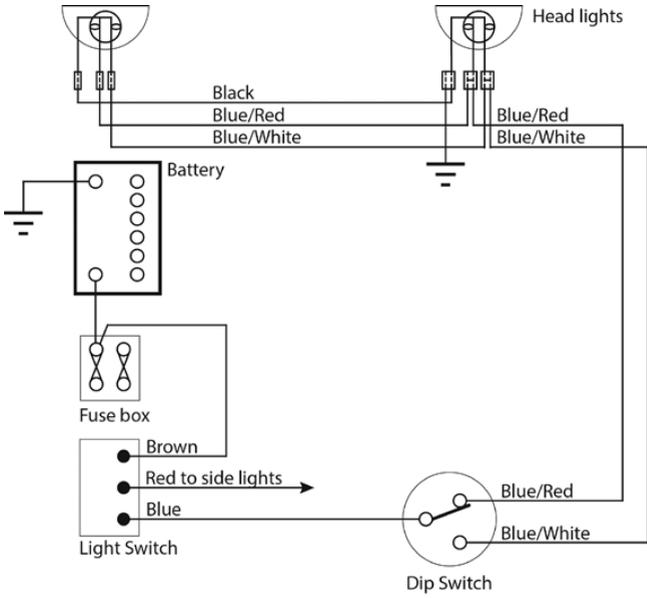
# Christmas BBQ - December





# Tech Talk - Modifying the lighting circuit

Last year while driving home one night, the cabin filled with acid smoke, on-coming cars started to flash their headlights! I pulled over to confirm that my dip switch had failed and I had no head lights, I did have high beam, so I swapped connections and drove home. Replacing the indicator/dip switch the following day. A poor connection caused the contacts to arc, rather like an arc welder, heating up the contacts until something melted, causing an open circuit. This got me thinking about modifying the circuit to make it more reliable, taking the load off the switches, by adding a couple of relays.



Original circuit

In the original circuit the power to the lamps, comes from the battery via the brown wire from the non-fused side of the fuse box to the lighting switch, on to the dip switch, where it splits into main and high beams.

With the modified circuit power instead comes from the battery via a couple of relays, which are controlled by the original circuit. This circuit works whether positive or negative earth.

Items you will need, 2 relays (optional 30A fused), 6 pin multi-plug, 15A wire, 10A wire, 8 x female spade connectors, Jiffy box (optional). All items are available from Jaycar.

The modified circuit power is via a couple of relays, controlled by the old lighting circuit. I suggest you use fused relays, which will add extra protection. Mount the relays near the lights, I mounted mine in a Jiffy box that holds four relays, which will give added weather protection. This circuit may also increase your lighting output due to less voltage drop.



30A fused relay



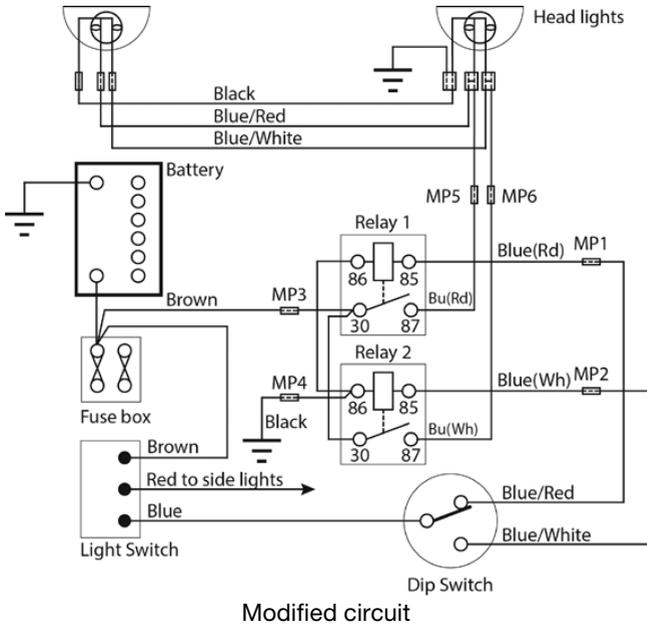
6 pin multi-plug with male & female spade connectors



In location, with cover off Jiffy box, 6 pin multi-plug to the right



## Tech Talk - Modifying the lighting circuit



Multi-plug terminal 1 (MP1) - Disconnect the blue/red bullet connection to the lights, un-solder the bullet from the loom and replace with a female spade connector from the multi-plug (side A). This will determine the location of the multi-plug. Wire a male spade connector for the multi-plug (side B) to a 10A wire and run to coil terminal 85 of relay 1. Keep the bullet connectors safe as we will be re-using them later.

Multi-plug terminal 2 (MP2) - Disconnect the blue/white bullet connection to the lights, un-solder the bullet from the loom and replace with a female spade connector from the multi-plug (side A). Wire a male spade connector for the multi-plug (side B) to a 10A wire and run to coil terminal 85 of relay 2.

Multi-plug terminal 3 (MP3) - Automotive wire comes in 3 sizes, you want to run minimum 15A wire (Brown) from the fuse box (direct to battery) to the multi-plug (side A). Wire from the multi-plug (side B) to switch terminal 30 of both relays. The thicker the wire the less voltage drop.

Multi-plug terminal 4 (MP4) - Wire a 10A wire (black) from coil terminal 86 of both relays to the multi-plug (side B). Wire multi-plug (side A) to earth.

Multi-plug terminal 5 (MP5) - Wire a 15A wire (blue) from switch terminal 87 of relay 1 to the multi-plug (side B). Solder the used bullet connector to a 15A wire (blue) and connect to the blue/red female bullet connector and wire to multi plug (side A). Apply a touch of red paint to the wire if possible.

Multi-plug terminal 6 (MP6) - Wire a 15A wire (blue) from switch terminal 87 of relay 2 to the multi-plug (side B). Solder the used bullet connector to a 15A wire (blue) and connect to the blue/white female bullet connector and wire to multi plug (side A). Apply a touch of white paint to the wire if possible.

By Dean Gray



## Driver Training Day - January

Driver Training day is a great chance to try get to know your car and to experience the world of track racing without the risk of true out & out track racing. In the early sessions faster drivers can only overtake on the straights. Proof of this was Robbie Lindsay driving for the first time ever! Under the watchful eye and turorship of Naomi Bray. Robbie was driving Michael Shouse's new ex-Japan Rover Mini. There will be another Driver Training Day on Wellington Anniversary next year, give it a try, mark your diary.  
*Photographs Naomi Bray & Denis Christiansen*



Robbie Lindsay driving for the first time! under the watchful eye of Naomi Bray.



Robbie and his brothers



Getting ready for his first drive



# Driver Training Day - January



Lunch break



Out on the track



More serious race cars and trailers in the pits



Cars lined up in the stables of pit lane, between runs.



# Graeme Tulloch

## Tulmac

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## 'Driver training day - a mini, a mum and her 3 boys'

...had a blast at Manfield...



As a relatively new member of the MG Car Club I was excited to be able to register all three of my sons to take part in this annual event. We couldn't have asked for a sunnier day and all three boys were keen to understand what was involved and to make the most of this fantastic opportunity. With each boy at a different stage of the journey towards being a licensed driver, and none of them there yet, they presented a range of needs and abilities and were all more than catered for thanks to Naomi and her wonderful blend of patience, calm and encouragement as she talked each of them around the track from the passenger seat.

What made it all the more entertaining for the spectators (well, maybe just their mother) was that they were all taking turns driving a 1995 Rover Mini while we shared the track with an array of much faster cars including Formula vehicles, American Muscle Cars, etc. and, notably, a new MG 6. Somehow everyone managed to have a good time and give themselves and their vehicles a good blowout despite the range of skills and abilities- although there were one or two casualties where towing was involved.

My proudest moment was being driven around the track by my youngest son, Robbie (15) at the end of the day, when he had started the day having never been behind the wheel. On that first journey I had been in the back seat trying very hard not to say anything and let Naomi do her thing, and Robbie accomplished a speed of 20kph, much to the amusement of his brothers watching from the side-lines. On our final lap at the end of the day he reached 100kph and had good control as well as an understanding of the principles of racing.

Thanks again to the MGCC for such a valuable experience - all three boys are already talking about next year!

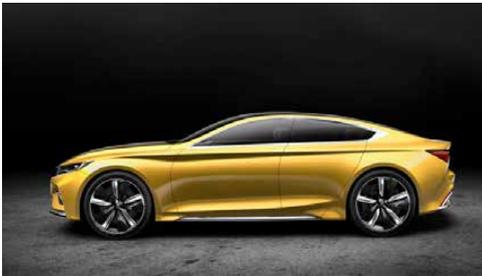
*by Helen Cox, Photos Michael Shouse.*





# Roewe Vision-R Concept

24 November - At the Guangzhou Auto Show SAIC has unveiled the Roewe Vision-R Concept, a sleek four-door sedan that at repositioning the brand and defining its design DNA.

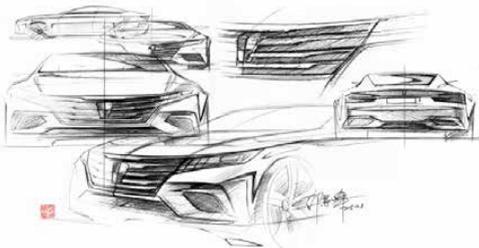


The design philosophy behind the Vision-R Concept – called “Emotional Rhythm” – is the result of a long-time research conducted by the SAIC Design team, led by design director Mr. Shao JingFeng, aimed at developing a distinctive identity for the Roewe brand, first launched in 2006.

The goal was to create a language that fits in today’s car design trends while stimulating “oriental aesthetic desires” through distinctive styling, colors and materials: the result is a balance between Western Design Discipline and Eastern Aesthetic Culture.

The Roewe Vision-R Concept – whose name stands for “The Vision of Roewe” – was developed by a team made by a younger generation of car designers, who have “visualized a progressive understanding of life wheels in the near future.”

The car has a low, well-balanced stance. The car is 4670 mm long, 1991 mm wide, 1337 mm tall, and has a wheelbase of 2800 mm.





## Roewe Vision-R Concept



The exterior is characterized by sharp lines that offer an interpretation of eastern aesthetics and express a sense of tension from the inside.

The front end features a dominant grille that seamlessly connects to the headlamps and conveys a sense of power and confidence.

The interior is very clean and features a flat wooden floor and a horizontally extended IP theme, that bring a sense of openness and visual calmness.

A modern touch is provided by the ultra-wide screen integrated in the IP. The colour scheme uses gold paint for strong visual impact, and grey and white to help conveying a sense of fashion and comfort.

The Vision-R Concept is equipped with two electric motors at both front and rear axles and a four-wheel drive system.

Thanks to a low drag coefficient of only 0.24 and a dry weight of only 1250 Kg, the Vision-R Concept accelerates from 0-100 km/h in 4.3 seconds, and can reach a cruising range of 540 km.

[www.carbodydesign.com](http://www.carbodydesign.com)

Is this the future of MG? Photos supplied by Ross Armstrong.





## 1925 MG 14/28 Super Sports



### **The story of “Muscles” - a 1925 MG 14/28 Super Sports attending the Pre War MG Register of Australia National Rally at Bathurst between the 13 – 15 November 2015**

The history of this car is really interesting, as one would expect and begins in 1925, when the running chassis left the Morris Works in late September and was dispatched to the Morris Garage, where Cecil Kimber would weave his own magic on the mechanicals, fitted a sporty aluminium body of his own design, finished it in two tone of polished aluminium and a “Special” blue colour enamel. He replaced the artillery wheels with open hub wire wheels and last but not least, added the “piece de resistance” to the now greatly admired and famous Bullnose radiator, the rare and unique MG Super Sports badge comprising a half size Morris Oxford badge encircled in light blue with the words “The MG Super Sports”.



Cecil Kimber was not completely satisfied with the original badge and so added a St Christopher Medal, encircled with the words MG Super Sports, which he had attached to the middle of the instrument panel, in the interior of the car.

On October the 21st 1925, this magnificent example of Kimber brilliance appeared, for the first time. The only resemblance to the Morris Oxford of the time, was the distinctive Bullnose radiator. This was a sleeker, lower and most decidedly faster looking car.



## 1925 MG 14/28 Super Sports

In the 30's or 40's the car was brought to Western Australia, by a very successful and prominent jockey, named Tom D'Arcy and he sold the vehicle to an English ex professional Motor Cycle Rider Eric Langton, in the early 50's, when he settled in Perth. During his ownership some cosmetic restoration was done to the car. It was subsequently sold to someone in Victoria and then sold to the current owner Julie Craig and her late husband some 22 years ago.

The understanding is that this car was a works car for a period of time and was used by Cecil Kimber as his family car. This car was the only one produced that was painted in the special blue colour and which has been maintained in that colour since its production some 91 years ago. Interestingly, Cecil Kimber's daughter Jean Kimber-Cook when visiting Australia some time ago saw the car and whilst she couldn't remember the specific car did remember her father driving an identical looking car because of the colour. Since then other MG experts from UK have authenticated the car, as it has all the correct and matching numbers.

Needless to say the current owner have had various repair and restoration work done to the car over the years but nothing which would affect its originality.

It is believed this car is the oldest original MG on the road anywhere in the world, but there are a number of Bullnose and Flatnose MG's on the road in England and two 14/40 Flatnose MG's in Australia. Are there any in New Zealand? The writer would be interested to know.

As can be seen by the photos this car is in extraordinary condition and is a fantastic example of the start of the MG Marque.

### Technical Details:

Manufacturer: Morris Garage

Production: 1924 – 1927 (Some 395 produced)

Body & Chassis: Sports Car

Body Style: 2 door, 2 & 4 seater open tourer  
2 door coupe' (Salonette)

Powertrain: Engine 1802 cc – four cylinder, side valve

Transmission: Three-speed manual

Maximum Speed: 65mph

Dimensions: Wheelbase – 106 inches (2705mm)

Length – 150 inches (3810mm)

Successor: MG 14/40

*Michael Anderson – January 2016*

*Photographs Michael Anderson*





## MG GS review

22 October - The MG of old may have been best known for its sports cars, but today's MG is pinning its hopes on a sports utility vehicle. The MG 3 and 6 are both dynamically competent but sales have been hampered to varying degrees by the engine and transmission offerings. MG's new GS has no such problems.



Available with both a 1.5 and 2.0-litre turbocharged petrol engines, we drove the smaller displacement unit, which was produced in collaboration with General Motors. Producing an impressive 166bhp, it should manage to give the car more engaging performance.

Externally it's a modern looking thing, but the rear, while distinctive, is likely to be divisive. The look is reminiscent of a beluga whale with a bulbous bumper, which incorporates the tailgate, giving way to a slab frontage that has multiple lines. Black accents above the MG logo then highlight a sharp angle up to the roofline.

In order to stand a chance in the UK the interior is going to need some serious improvement. With the 3, MG has garnered sales by making it interesting to look at inside and out. Currently the inside of the GS is a tad on the boring side but where it really suffers is from the heavy use of nasty hard plastics. The dash is a standard charcoal colour while the leather seats are available in beige or black.

Even base models get a 6.0in touchscreen infotainment system, which is bigger than that of a Qashqai, although our range-topping Deluxe model gets an 8.0in unit which incorporates MirrorLink to integrate smartphones. There are also more standard features, such as a reversing camera with dynamic guidelines and sat-nav. The unit is, however, excessively sunken into the dashboard.

In the back there is no large transmission tunnel, which in turn means there's ample room for three people. Leg and head room is good, too. Obvious cost-cutting, however, means that the bench does not fold up, but the backs of the seats do fold down to form a flat surface. The boot is impressively sturdy with an additional cover for the spare wheel, while the capacity is more than 50 litres greater than that of a Qashqai.

The GS is available with both a six-speed manual and a seven-speed dry dual-clutch automatic gearbox, fitted in our test car, which provided seamless shifts up there with some of the best systems. Unfortunately there are no paddles (these are only available on



## MG GS review



the 2.0T) but manual control is possible through the drive selector.

Power is abundant, giving a spirited performance, but this seems to come at the cost of fuel efficiency, which on our journey showed figures poorer than those you'd expect from some of the competition. The steering needs better weighting for the European market, too, as it's currently too light, while the brakes suffer from limited pedal travel, meaning that even a light touch with your foot leads to disproportionately heavy braking.

The fact that our test route consisted of mainly straights roads meant it was difficult to get a true feeling for the GS's handling. It seems as though the dampers could do with stiffening for the European market, although a corrugated ramp did produce a large amount of jarring.

MG needs to do a considerable amount more work on the GS before bringing it to the UK market if it is to achieve the success the firm is counting on. The basics are good but the GS's drive needs to be tailored for European conditions and tastes, and MG needs to find much better quality materials for its interior.

**Price** £17,500 (est in China); **Engine** 4cyls, 1500cc, turbocharged, petrol; **Power** 166bhp; **Torque** 184lb ft; **0-62mph** NA ; **Top speed** 118mph; **Gearbox** 7-spd dual clutch automatic; **Kerb weight** 1539kg; **Economy** 39.2mpg (combined); **CO2** NA.

*Mark Andrews - [www.autocar.co.uk](http://www.autocar.co.uk)*





## MG EX182 - Le Mans 1955



From a 1951 prototype the MGA was launched in October 1955. Three pre-production can in modified form were entered for Le Mans before the car was announced; they were known as the EX 182. By the time production ceased in 1962 over 100,000 MGAs had been built, about 95 per cent going for export.

It is true to say that the MGA, when it was announced at the Motor Show in 1955, was not greeted with overwhelming enthusiasm by sporting motorists. It represented a complete break from the traditional MG two-seater imago and as such became a controversial car in the eyes of the flourishing motor club fraternity of that era. Seven years and 101,000 cars later when it was replaced by the MGB, it began to be regarded as a classic of its time.

The real root of the MGA body shape can be traced back to a works racing car built for George Phillips to drive at Le Mans in 1951. It was based on the current production MG, the TD, but had many of the MGA styling features. It was the beginning of an attempt to streamline the sit up-and-beg kind of square barn styling that had been with MGs since Cecil Kimber's day.

From this a prototype known as the EX175 was built on a widened chassis, powered still by the famous XPAG cross-flow engine. It was still only 1952, yet apart from a bulge in the bonnet to accommodate the tall, 1.250c.c engine, this looked for all the world like a production MGA. But the merger of Nuffield with Austin caused a policy change for MG and, to avoid a conflict with the soon to be announced Austin Healey 100, the EX175 was shelved and the TD was revamped into the TF.





## MG EX182 - Le Mans 1955

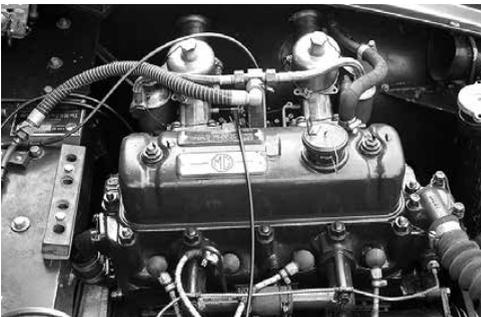


Then in June 1955 details were announced of an MG team entry for La Mans. Three cars, known as EX182, were prepared. At the time it was put out that their purpose was to provide information for a future production version, but a close look at the detail of the car reveals that much of the production tooling was already in existence.

The main difference between the EX182 and the 1952 EX179 designs was in the power unit. Although the venerable XPAG engine was stretched to 1,500c.c. for the later MG TF models, that was as far as it would go and its methods of construction did not seem suitable for the volume of production envisaged for the MGA. Instead of this unit therefore the BMC B-series unit as used in the MG Magnette of the same era was substituted. It was capable of a lot of further development and had the advantage of being shorter from sump to rocker cover.

As tuned for the La Mans race, the engine developed 82.5 bhp at 6,000 rpm with a peak torque of 86lbft at 4,500rpm. The production unit introduced later had a power output of 72 bhp at 5,500 rpm with 77 lbft of torque at 3,500 rpm. A lapped head with no gasket was used for the race, giving a compression ratio of 9.4 to 1. In production a normal gasket reduced this to 8.3 to 1.

Other differences between the MGA you could buy and the one raced at Le Mans were a close ratio gearbox with 3.7 to 1 rear axle, a 20-gal fuel tank taking up most of the boot space (with large neck poking through the lid), and an all-aluminium body riveted to a framework. There was also a complete undershield.





## MG EX182 - Le Mans 1955

### LE MANS MG SPECIFICATION

**Engine.** 4 cyl. bore 73.025mm. stroke 89mm (1489cc.). Compression ratio 9.4 to 1. Three-bearing crankshaft. lead indium bearings. 62.5 bhp at 6,000 rpm. Maximum bmep. 142lb per sq in. at 4.500 rpm Heart - shaped combustion chamber with vertical valves operated by rockers and push rods from single side camshaft.

**Transmission.** Dry single plate 8in. dia. Ball type clutch withdrawal race. Gear box, four forward speeds and reverse. with synchromesh on second. third and top. Remote control gear change. Hypoid rear axle with bevel gear-type differential. Overall gear ratios (with 3.7 axle ratio). top. 3.7: third 4.712: second 5.994: first 9.085 to 1. 21 mph per 1.000 rpm of engine. with 6.00-15in. rear tyres in top gear.

**Suspension.** Front: independent, wish-bones and coil spring. piston-type dampers. Rear: half-elliptic leaf wrings, piston-type dampers.

**Brakes.** Lockheed hydraulic. two-leading shoe front. leading and trailing shoe rear. Drums 10in diameter by 1 3/4in. wide.

**Steering.** Rack and pinion.

**Wheels and Tyres.** Dunlop wire wheels with light alloy rims. Rudge type hubs. Tyre sizes. front 5.50-15in. rear 6.00-15in.

**Electrical Equipment.** 12 volt positive earth: 37 ampere-hour battery.

**Fuel System.** 20 gallon tank Twin high pressure S.U. electric feed pump.

**Main Dimensions.** Wheelbase. 7ft 10in. Track. front 3ft 11 7/8in. rear 4ft 0 3/4in. Overall length, 12ft 6in. Height, 3ft 6in. (excluding screen). Ground clearance. 6in. Dry weight. 14 1/4cwt (1.596lb).

*By Geoffrey Howard - Autocar 4 February 1971*

*Photographs - George Phillips Photograph Collection, Revs Institute® Archives.*



Car number 42, burning after Jacobs' accident.



Car number 64, Ted Lund/Hans Waeffler, finished 17th - here in Les Esses.



Car Number 41 - Ken Miles/Johnny Lockett which finished twelfth followed by 42 - Dick Jacobs/Joe Flynn before accident.



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## Taree to Bathurst & Back

**A Journey from the 12th November to 17th November 2015**

It's one of those things I guess you do, if given the opportunity to participate in another country's Pre-War National Rally, which Elaine and Michael Anderson did, at the end of last year.

Don & Marj Phillips had attended the Pre-56 Rally in New Zealand in April 2015, driving one of Gary Walls cars and during the course of a conversation, offered to loan us his 1948 MGTC, to attend the Pre-War National Rally in Bathurst. Naturally, we took up the very kind offer and things went from there.

We arranged to go up by train, on the North Coast NSW Line from Sydney to Taree, where Don & Marj Phillips live, a journey of over 5 hrs and arrived to stay with them on the 10th November. Taree is a town near the coast, in the Manning Valley Region and not far from Port Macquarie. By road it is some 312km's from Sydney

As Don is a stalwart of the Taree Historic Motor Club, a mixed model car club with some 250 members and a monthly programme which really puts our efforts to shame. Some 14 events each month, catering to all the membership. They also have a large representation of MG's, as part of the club.

The next day we attended to MG Muster, organised by the Taree Historic Motor Club and as Don has a number of MG's he suggested I drive his MGC. It has been predominantly set up for racing and a car you have to keep the revs up otherwise it will stall. Took a bit of getting used to!!!! The run was to Black Head for morning tea and where we caught up with members of the MG Car Clubs of the Hunter Valley Region and Newcastle. After morning tea, we headed off to Bulahdelah a small town inland, where we all had lunch at the Plough Inn and met up with the MG contingent coming down from Queensland to attend the Pre-War National Rally including Gary & Heather Wall and Paul Turner. Some 50 odd cars and approximately 120 people involved in the lunch. Drove Don's MGBGT V8 back to Taree – what a delight!!!!



Start of MG Muster to Black Head



Lunch at Plough Inn, Bulahdelah



## Taree to Bathurst & Back

On **Thursday the 12th November** we set off in the morning to Bathurst in convoy – Don with his 1937 MG SA Saloon called Sybil and ourselves in his 1948 MGTC called Thomas. Our trip would take 2 days as we went via the back roads of NSW including Kurri Kurri, Cessnock, and skirting the Yengo National Park to arrive at Wisemans Ferry where we stayed after crossing over the Lower Hawkesbury River. The quality of roads largely were pretty second class and certainly tested the springs and running gear of both cars.



Sybil and Thomas en route to Bathurst

**Friday the 13th November** was the run into Bathurst via Windsor, Kurrajong Heights in the Blue Mountains National Park, Lithgow and for a change, we turned off and went through some stunning rural hinterland, with steep hills which the TC didn't like that much. Even had to have a second run at one of them, because it was difficult keeping the revs up!!!! Nevertheless Thomas did prevail with a certain amount of coaxing and fortunately I didn't have to ask Elaine to get out and push!!!!

Following Rally Registration and room allocation at Rydges Hotel which is on the Mt Panorama Circuit, we attended the Welcome Reception at the National Motor Racing Museum some 400 metres from the hotel. Great night, with the official opening by the Mayor of Bathurst, Gary Rush. The interesting thing about the Rally was the fact it celebrated the 80th Anniversary of the MG SA and the 50th Anniversary of the Pre-War MG Register. So a lot of good things to acknowledge and reflect on.



## Taree to Bathurst & Back

The next day **Saturday 15th November** was the Car Display in Bathurst itself. Some 90 cars turned up ranging from 1925 – a MG 14/28 to an MGA and everything in between. Cars had come from all the States including WA and had been either driven or trailed. We were also joined by a display of Pre-War Wolseley's, which added another dimension, to the overall display. A fantastic day and many people in period costume of the time. It generated lots of local interest and photographic opportunities. It was also the chance to drive the Mt Panorama Circuit, which I did in Thomas taking in five laps. Quite a challenging circuit!!!! Obviously the locals also use the circuit and I was a bit nonplussed to see a car towing a trailer sailer doing a lap or two. Not sure what that was about!!!!



A “brace” of M Types



Line up of MG Q's, K3's, J's, PA's, N's, K's & J2's – Russell St, Bathurst



A very rare MGTA “Airline”



## Taree to Bathurst & Back



Part of the Mt Panorama Circuit, Bathurst from the TC (Thomas)



Gary Wall & Paul Turner at Borrrorell Winery

In the evening there was a BBQ in the Panorama Room at Rydges for all participants other than SVW's which held a separate dinner at the Oxford Hotel in Bathurst.

Our final day at Bathurst was the **Sunday 16th November** which included a run (with precise instructions) to Borrrorell Winery for lunch and the opportunity to take in a number of historic towns, sites and the forerunner to the Mt Panorama Circuit – Gnoo Blas circuit. Good fun, with a great line-up of cars at the Winery. The Rally Closing Dinner was held in the Panorama Room on Level 7 with a presentation of awards, a guest speaker and the cutting of the 50th Anniversary cake. This was a well organised Rally and special thanks go Tim Shellshear and Rob Dunsterville the joint organisers. A nice touch, was the presentation the following day to the Bathurst Base Hospital of \$5,000, allowing them to purchase much needed paediatric theatre instruments.

New Zealanders attending the Rally included Gary & Heather Wall from Martinborough, Paul Turner from Cambridge, Pat & Collen O'Connell from Christchurch and Michael & Elaine Anderson from Waikanae.

The return back to Taree took another two days, as we went via Mudgee, Gulgong, Merriwa and Denman for the night then onto Singleton, Dungog, Gloucester and finally Taree. All in all we travelled 1,350km's and with no mishaps which was a total relief even though as we said before both cars got really tested on the poor quality roads. A great trip with special thanks to Elaine for travelling in the TC all the way!!!! Don for allowing me to drive the TC which incidentally was a delightful car to drive and Don and Marj for their kind hospitality.

*Michael Anderson*



Back in Taree all in one piece



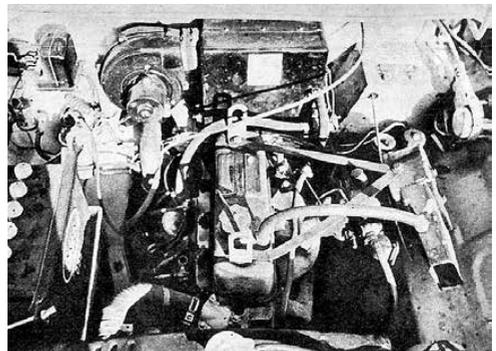
## Spotters Guide - Siam Magnette

A license obtained from the British Motor Corporation led to the Argentinian Siam di Tella building cars based on the British BMC Farina series of the late 1950s. The car fitted with a Riley grill followed the specifications of the BMC car in most respects, but was fitted with a low compression version of the 1489 cc B-Series engine with a single carburettor. The vehicle became very popular among taxi drivers in Buenos Aires. The Di Tella 1500 was followed by the Traveller station wagon and the Argenta pick-up truck.

In 1963 the upmarket 'Magnette' was released. The Magnette, in addition to being better equipped than the 1500, had two carburetors, increased compression ratio of 7.2 to 8.3 to 1 and 72 HP at 5,200 rev/min, 157 kph. In 1965 the 'Magnette 1622' was released, the engine was increased to 1,622 cc, 75 HP at 4,750 rev/min, 160 kph. But what stood out most of this model was the wood and leather interior.

The proliferation of domestic subsidiaries of U.S. and European automakers led to the bankruptcy of Siam's vehicle line in 1966; in all, around 64,477 units had been produced between 1959 and 1966 (2,664 Magnettes). The automobile production facility was sold to Industrias Kaiser Argentina. IKA renamed the model MG Magnette Fordor BM 613 or more simply MG 1650. IKA was taken over by Renault in 1967 and production of this British-derived range of cars was shut down.

The main difference with the British version was the Siam badge on the grill, 'Magnette' on the front guard and the extra protection bars added to the bumpers





## Race Committee

# WANTED

New members for the Race Committee

Want to become an organizer of the longest and most successful race series in New Zealand? The MG Classic Motor Racing Committee needs new blood to help run the 31st MG Classic Motor Race Meeting.

Committee members are standing down at the next AGM in August, so the club needs someone to work along side and take over their roles.

If you want to help please contact Ron Robertson  
[ron@mgsclub.org.nz](mailto:ron@mgsclub.org.nz)



## Wanganui Rotary South Classic car show

The ever popular Wanganui Rotary South Classic car show is rolling round again on the 27th March 2016. At the Wanganui City College Grounds.

This is a great day, and an opportunity to show off. Relaxing, catching up with mates and getting to know others with similar interests. Bring a picnic basket. Maybe win a raffle or two, or browse among other enthusiasts at this very popular show.

Stay a night and enjoy an experience ride on our beloved Waimarie, the only coal fired steam drive paddle wheeled vessel in New Zealand.

Please send your RSVPs to [leigh.grant@xtra.co.nz](mailto:leigh.grant@xtra.co.nz)

We'd love to see you 27th March 2016.

*This event is popular with MG Manawatu who thought Wellington may also be interested - Ed.*



## New Members

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

Paul Barnett	Wellington
Kate Brader	Wellington
Samuel Chuffart & Kirsten Mason	Wellington
David Etchells	Otaki
Mark Flemming	Waikanae
Evan McCarthy	Wellington
Andrew Fox	Lower Hutt



## MG Car Club National Rally April 2016

**Saturday 9 – Tuesday 12 April 2016**

### **GREETINGS**

Here is a wonderful opportunity for you to participate with other MGCC members in this major event in April 2016. This National Rally will combine traditional events with MG comradeship, set against the unique background of Lake Taupo in the wonderful atmosphere of the central plateau.

### **ENTRIES**

All people attending the rally are required to enter. There is one entry category, which applies to both competitive and social entrants.

### **ENTRANT**

Entry fee **NZ\$199** per entrant entitles you to enter all events, competitive and social, plus provision of meals listed on the programme.

### **ACCOMMODATION**

Suncourt Hotel, 14 Northcroft Street, Taupo - \$160 for twin room (2 people) includes breakfast, \$40 extra per person per night, includes breakfast. To book your accommodation, phone 0800 786 268 and quote booking reference 64973.

### **EVENTS**

Entrants may enter one or more events but, to be eligible for Overall Rally Awards, must enter all four events.

**Concours d'etat:** (Sunday am) All participants will display their cars at the Concours

**Trial:** (Sunday pm) A scenic run lasting the full afternoon

**Speed Event:** (Monday) Track Day ("Sprint")

**Motorkhana:** (Tuesday) Grass surface unless weather requires a sealed surface

### **SOCIAL EVENTS INCLUDE:**

**Welcome Dinner and Mix & Mingle** (Saturday evening)

There are no organised dinners for Sunday or Monday.

**Drinks, Awards Dinner** (Tuesday evening)

Full event details and supplementary regulations will be included in the programme, which will be sent to entrants by the end of February 2016. If you have any queries please give us a ring or send us an email. In the meantime fill out the entry form and return it with your **NZ\$199** payment per entrant now. Wind up the MG and come and celebrate what promises to be the best Nationals yet. The Auckland Centre looks forward to hosting you all in glorious Taupo.

Octagonal regards from

**Your MG National Rally Committee**

Entry forms can be found on the MGCC Auckland web-site under April events.

Enquiries to Peter Stanes, email: saents@xtra.co.nz or Ph: +64 9 524 6721.



## Old Speckled Hen Run

Thursday 25th February 2016 – Murrayfield Langdale Café & Restaurant for Lunch and a Planning Session.

10.45am New World Car Park Waikanae for an 11.00am departure.

Contact Michael Anderson – e-mail: michael.anderson@xtra.co.nz



## Tuatara Brewery Meal - Sunday 6 March

Make a day of it, by attending Southwards Open Day and then having a meal at the Tuatara Brewery.

Tuatara does not do Brewery tours on a Sunday, if there is enough interest, they will make an exception. Tuatara has reserved the car park for MG's only and we are booked in from 3pm.

7 Sheffield St, Paraparaumu.

Book early - contact: Mike Shouse - e-mail: upnzway@earthlink.net

Please book by **Thursday 3 March** and indicate if you are interested in the Brewery tour.

Tuatara is one of the leading lights of NZ's world-beating craft beer scene and this is the perfect chance to peek behind the curtain and find out where all those head-spinning flavours come from.

The Brewery Tour is a 45 minute experience, includes the tour and four tastes, the conducted tour will conclude with a meal. Tours are strictly R18. - Price to be confirmed.

You must wear closed footwear to meet their health and safety requirements. No jandals, sandals, open-toed shoes, or bare feet will be permitted to enter the brewery.



## Third MGF/TF Festival

Yes! This popular gathering for MGF and TF owners is on again.

**When:** Weekend of 27/28 February 2016.

**Where:** Beside the beautiful Rangitikei River at Mangaweka.

The first two Festivals have proven a real treat for F and TF enthusiasts.

If you own one of these nifty sports cars, mark your calendar and be there!

For full information contact:

John & Viv Eames

mangaweka@hotmail.com

06 382 5717      027 782 5717



## From the archives



'T Register run, Waikanae, circa 1980.

Cars L-R; Bill Goodall - NA, Rod Brayshaw - TF, Ted Boorer - TF, Mike Hellberg - MGA, David Hector - MGA, Bill Baxter - MGA, girl running Jane? George Walter - MGA.

I can't remember where we had been, but we had travelled up the Akatarawa road to this paddock just before the road starts to climb for an informal motorkhana. - *Dave Hector.*



Mt Crawford hill climb, circa 1980

Far side of road - my Wolseley 1300, Bruce Edgar TC, group of people I won't swear to but I think they are Bruce Edgar, George Walter & Jamie Williams. MGC (well half of one, the other half MGB). Near side #12 George Walter's MGA, CP1743 on the modified wide wheels is Rob Pitchforth's MGB, and it could be Rob himself facing the camera with the dark glasses. The location is the level bit of road by the prison's manual training centre, i.e. bottom of the climb before the start. - *Dave Hector.*

*Photographs supplied by George Walter.*



## Big Brekkie Run - March

Big Brekkie Run is on again, to popular Wairarapa destination the 'Dish Cafe' in Masterton for a slapup breakfast.

### Sunday 20 March

**9.30am** bottom of Haywards Hill, pitstop Featherston.

**11.00am** Dish Cafe, 10 First Street Masterton.

Chef requests all bookings to be made to Bob Hulena no later than Thursday 17 March.

E-mail: [bobthecalendarman@gmail.com](mailto:bobthecalendarman@gmail.com)

Phone: 04-293-8112



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

Contact: Sefton Gibb Mobile: 027 4422 713



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

Includes personalised number plate. Oxford blue. Vin No. 1602, Body No. 1460. Car 1351 built, 175th Oxford blue of 259. Car 1013 exported to Japan. Mobile: 027 4482 225 A/H: 04 293 8112 E-mail: bobthecalendarman@gmail.com



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E-mail: bobthecalendarman@gmail.com

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E-mail: neilharrap@gmail.com



# Membership Fees

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

Existing members will receive a renewal invoice in the post, usually early June. Those non-members wishing to join the club can do so by following the 'Membership' tab on our Web site: [www.mgcarclub.org.nz](http://www.mgcarclub.org.nz). This will provide a couple of options, including an online form which is the simplest and quickest way for intending members to join the club.

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

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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: **027 246 6034** or  
e-mail: **jayhector70@gmail.com**

Rear Cover: 1925 MG 14/28 Super Sports, see story page 18.  
Photographs: Michael Anderson.



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



# MG Car Club (Wgtn) Regalia



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



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



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



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



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



MG90 Car badge  
75mm - \$43.00.



MG90 Embroidered badge  
72mm - \$5.00.



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

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

