



Bulletin

PO Box 3135, Wellington, NZ.

Apr - May 2016





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Cover: Mrs Hudson the Younger poses in front of Pat & Lynette Widdup's 1931 MG Midget at the front of the MG Club display. Inside front cover: Top - Club members proudly display the 'Best Club Display' trophy. Bottom - Left: George Walter with his 'Peoples Choice' Trophy. Right: Chris Ward outstanding in his field. Photographs Iain Frazer.



Coming Events

Sat - Tues 9-12 April	MG Car Club National Rally. Contact: Peter Stanes - saents@xtra.co.nz
Sun 17 Apr	Cecil Kimber Run - see page 5. 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 - William Pyne Memorial Run Contact: Michael Anderson - e-mail: michael.anderson@xtra.co.nz
Wed 4 May	Noggin N Natter - Contact: Paul Chipp, details will be confirmed by e-mail.
Sun 15 May	The Sound/MG Charity Classic Motor Race Meeting, See Page 31 Contact: Ron Robertson - ron@mgarclub.org.nz
Wed 25 May	Club Night Dinner - To be confirmed Contact: Bob Hulena, details will be confirmed by e-mail.
Thurs 26 May	Old Speckled Hen Run - To be confirmed Contact: Michael Anderson - e-mail: michael.anderson@xtra.co.nz
Sun 29 May	Round 1 - The Surgery Sprints 2016 Contact: Ron Robertson - ron@mgarclub.org.nz
Wed 1 June	Noggin N Natter - Contact: Paul Chipp, details will be confirmed by e-mail.
Wed 29 June	Club Night Dinner - To be confirmed Contact: Bob Hulena, details will be confirmed by e-mail.
Thurs 30 June	Old Speckled Hen Run - Mid-Winter Christmas Run Contact: Michael Anderson - e-mail: michael.anderson@xtra.co.nz
Wed 6 July	Noggin N Natter - Contact: Paul Chipp, details will be confirmed by e-mail.

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

Members are welcome to attend committee meetings, but please contact the club secretary in advance. Rosalie Andrews - 027 600 0480 - risf@xtra.co.nz



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Editorial

Another edition plenty of events to report on, sadly we report on the death of 2 members. One the home front, with the Morris back on the road, it was time to either re-start work on the green MG or tidy up the red MG, which while reliable was starting to get shabby on the edges of the front guards, with rust appearing at the bottom of the rear edge. The car isn't garaged and was last worked on 16 years ago. I kept the bottoms from the wrecked Morris so I could weld in these as replacements. As the guards are welded to the car, it all has to be done in situ. While working on the drivers side I found bogged historic rust below the headlight and the passengers side was just as bad, so the job became more involved as I poked here and there, needless to say I spent many hours welding, but have put away the welding torch and are currently preparing to paint.

Safety Fast motoring everyone!





Captain's Ramble

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:

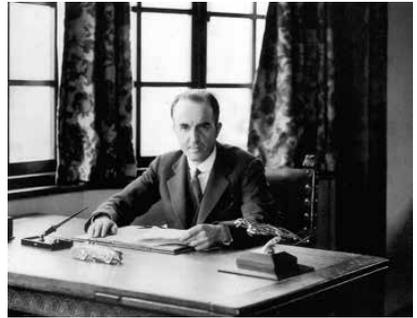
John and Pippa

Phone 233 1082

Email j.p.grant@extra.co.nz

Celebrating Cecil Kimber and the Best of British

Cheers John



Articles

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

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

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

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

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



Noggin N Natter - February

Noggin N Natter was well attended with members coming along to hear David Black talk about Racetech seats. The entertaining talk is largely repeated in this Dominion Post article. Great to see a local business doing so well on the international stage - *Ed*.

Racetech creating the seats for all sorts of speeds

Less than three years after fire destroyed their Wellington factory, Racetech has won deals to supply its premier racing seats to Aston Martin Racing, McLaren GT and Porsche Motor Sport.

It's a huge coup for the small privately owned company which reopened at new premises in Seaview a year after losing everything in the August 2013 fire in nearby Petone.

“To be supplying seats to three of the most prestigious racing brands in the world is not a bad place to be. We have at times supplied BMW Motorsport as well. We haven't quite got into Ferrari yet, but we are working on it,” managing director David Black says.

Racetech's range of motorsports seats are painstakingly hand made in the Seaview factory from either carbon fibre or fibreglass and are designed to fit different sized drivers in different categories.

Seats range from \$500 for an entry level model suitable for ClubSport up to \$10,000 for a professional seat like those used in the V8 supercar series and in touring cars in the United States.

Black credits the company's revolutionary seat design for its success in signing deals with the big names in European motor racing.

The world class seat dates back to 2002 when Racetech was asked by Daimler-Chrysler to develop a seat for the competition coupe Dodge Viper. Their safety advisor, the late Dr John Melvin, talked to Black about mounting the seat not just at floor level but also at shoulder level, transferring the load to the chassis and enabling drivers to better survive high speed crashes.



David Black at Noggin N Natter.



An Aston Martin Racing vehicle.



Noggin N Natter - February

“Really all I did was listen to what he said and follow his guidance.”

Black says that while the seats are designed with safety in mind, the fixing system also helps drivers to better feel the performance of their cars.

“Because the seats are rigidly mounted to the car they can actually feel what the car is doing better. That is part of the reason that some of these big manufacturers are coming to us.

“The other reason is that because of the back mounting, it means that the floors of the cars don’t have to be strengthened or modified because most of the lateral load is taken out at shoulder level.”

The top performance seats have other features too, like air cooling, a bonus for drivers competing in endurance series or in hot climates.

Black gets a huge kick out of seeing the world’s top drivers using Racetech seats.

“It is fantastic. But the other side of it is I get really frustrated when I see drivers getting killed when they don’t need to. If they had adopted our seats or the latest FIA standard earlier, then maybe they would still be with us.”

Racetech was asked by the FIA to work on a safer seat for rally cars in 2003 after British drivers Mark Lovell and Roger Freeman were killed in a North American rally accident. The seat Racetech developed was adopted by the Subaru World Rally Team in 2008 and helped save the lives of Chris Atkinson and Stephane Prevot when they were involved in a crash at the Wales Rally GB.

Black, a former national rally champion, knows all too personally what a high impact crash feels like. In 1994 he ‘flew’ his F2 rally car over a 75 foot (23 metre) cliff, experiencing a ‘severe frontal impact’ first hand.

He makes a point of being present whenever Racetech seats are put through crash testing



A McLaren GT racer during testing.



George Walter just does it and tries out the race seat at Noggin N Natter



Noggin N Natter - February

and says many top race teams still fail to understand what happens to a driver in a serious crash.

“The testing for the latest standard is done in Milan and it is a quasi-static test so it is just loads being pushed on the seat and the seats are only allowed to deflect so far, but it still gives you an idea of the sort of loads that are happening in a race car.

“I weigh roughly 100 kgs so if I hit a wall at 100 g then that is 10 tonnes being pushed onto the seat. People just don’t understand that that much load could be exerted by the human body.”

Black hopes the deals with Europe’s top racing teams will open new business opportunities.

“It will hopefully open doors for us to move into other more mainstream manufacturing such as seat manufacturing for sports cars.”

For now though, their seats are available off the shelf at the Seaview showroom. You can even get your name on it. - *The Dominion Post*



Denis Christiansen has a go in the cool seat



Noggin N Natter - March

Andrew Fox talked about building his \$5,000 MGF race car for the Classic last November. He started with a car with a blown head-gasket for \$1000, rebuilt the engine, Fitted a race seat, hardtop and a roll-cage from club member Ron Robertson. He did respectable times in Classics Group 2, but he wouldn’t say what they were, although his son has done better times in the sprints! He then posed the following Questions:

- 1 - How many camshafts does a VVC MGF have?
- 2 - What year and where was the MGF introduced?
- 3 - Was there a waiting list for the MGF? (if so how long?)
- 4 - What is the most powerful MGF production variant and what was it’s power output?
- 5 - What is the smallest engine fitted to the MGF? Bonus point what year?
- 6 - What was the last year of MGF English production?
- 7 - What is the advertised weight of a MGF?
- 8 - Why is the MGF called the ‘F’?

Answers page 32



British Car Day - Upper Hutt Leader

Out&About



Maggie O'Gorman at the wheel of her 1951 MGTD. O'Gorman drove the car over the Rimutaka Hill Rd for the first time to attend the event at Trentham Memorial Park.



Upper Hutt local John Appel with his 1914 Rover 500C motorcycle.

Cor blimey! Brill Brit cars

With hardly a cloud in sight, the weather wasn't what one would call typically British in the Hutt Valley on Sunday. But, although the weather was more Lemnos than London, the atmosphere was quintessentially British as Anglophile car fans came out in force for the annual British Car Day at Trentham Memorial Park. Roving reporter (and proud MG owner) Jim Chipp checked out the cars and bikes on the day.



Steampunk aficionados "Mrs Hudson the Younger" and "Colonel Hawthorne" with a Morris 1000.



Tawa's Anne Armstrong at the wheel of her 1950 MGTD.



Ashley Blair showing what he calls a pre-digital GPS system fitted to his BSA.



Jan Flewetten enjoys a sunny Upper Hutt day in her Fraser.



British Car Day - February

On February 14 the sun shone brightly for what was a milestone for British Car day, its 30th anniversary.

British Car Day was started in by Vic Walter way back in 1987. To celebrate this great event George Walter (Vic's son), Rob Jones and Andrew Weeks produced a commemorative magazine, the proceeds from which went to the Wellington Free Ambulance.

As far as I know only one event has been cancelled in all those years, due to the weather.

This year just over 500 cars took part, a British Car Day record, with more than \$4,000 being donated to Wellington Free Ambulance.

With two members of the MG Car Club responsible for putting together the commemorative magazine, it was only fitting that the club won the Club Display and George Walter won the People's Choice award with his immaculate MGA.

If you haven't already bought a copy of the magazine there are still a few available for just \$20.00 from andrew@weeks.net.nz.

Words John Grant & Photographs: John Grant, Iain Frazer, George Walter & Dean Gray



Oldest - Pat & Lynette Widdup's 1931 Midget



Newest - Iain Frazer's 2015 MG6





British Car Day - February





British Car Day - February





British Car Day - February





MGF/TF Festival Mangaweka - February

This fun event held over the weekend of 27/28 February began with 15 enthusiasts from as far afield as England, Auckland, and New Plymouth gathering at Gumboot Manor in Taihape on Friday evening for dinner. It was a great pleasure to have Elizabeth and Neville Hill from Herefordshire MG Owners Club here for our event.

There was some trepidation about the weather for the weekend with the remnants

of 'Winston' lurking around but Saturday dawned nicely and apart from a dull but dry period on Saturday afternoon the event enjoyed hot sunny conditions.

Everyone assembled at 'Awastone' by the river at 10am Saturday for morning tea followed by the tradition of then arranging the cars for a photo shoot. An impressive line-up of cars was captured from a platform of stacked river rafts with the intrepid Gina up there doing most of the photography.

After a sumptuous 'Awastone' lunch we set off on a back-country run north-west of Taihape. In areas like this, unfortunately there are often unsealed link roads with dusty conditions to travel to access the best views. A nice afternoon tea was hosted by Mataroa School and a few cars elected to take the 'lowland' route to there avoiding unsealed roads. We certainly understood that point of view beforehand but when circumstances after the event found me with four cars to clean.....phew!

The run ended at Taihape about 5pm and we gathered at 'Awastone' from 6.30 for a lovely dinner. The evening was capped off by Doug Dingle from Auckland MG specialists Paul Walbran Motors sharing some of his extensive knowledge on maintaining our cars.

Sunday's programme at the Mangaweka Campground began with morning tea at 9.30 provided to the usual magnificent standard by the ladies of Heritage Mangaweka.

By then, Garry and Lorna from New Plymouth had already laid out a gymkhana course and Doug had used the special laptop to extract several cars' previously unknown security numbers for pleased owners.

The morning was filled with great socialising and fun watching or participating in the grass gymkhana. Garry put up the best time but gallantly awarded the trophy to Rachel to grace her mantelpiece for the year as top female driver. After another sumptuous lunch it was farewells all round and time for happy owners to F off home.



and time for happy owners to F off home.

Words & photographs John Eames



Old Speckled Hen Run - February



We had a pleasant run on the 25th in what has become an annual fixture to Murrayfield Langdale Café & Restaurant, with 23 people and 13 cars attending. Attendees included Jules Anderson from Hudson, New York, John Goodlet from Scotland, David & Suzanne Priestly from Otaki, Richard & Belinda Whitehead from Whitby and David Etchells from Otaki Beach. I travelled up from Waikanae with Bill Pyne in his MGF Abingdon which he has recently purchased. I've driven this car, and it truly is a delight.

At the end of the lunch we discussed the programme for 2016. Volunteers were assigned to organise each of the monthly runs, and we also reviewed what activities members wanted to do. There was discussion about a run in October, an East Coast Tour over 6 nights. There are currently 12 people indicating that they are starters. Additionally, there will again be a Mid-Winter Christmas Run and Dinner in June, to Raurimu for an overnight stay in the Ski Lodge of Les & Chris Newman.

Following on from these discussions, it was decided that all "Runs" this year will be on the last Thursday of the month, other than the October tour which commences on Thursday the 20th. Additionally we will again have alternate "Runs" being either short or long, with the March 31st run being a short run to Alan Blundell's property in Waikanae, to view his cars and home and to enjoy a BBQ.

Thanks to Michael Anderson for organising this enjoyable outing, and for his on-going co-ordination of the club's 'Speckled Hen' runs.

Words & photographs Scott Stevenson



Graeme Tulloch

Tulmac

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Tech Talk - MGF/TF Alarm System

The MGF and MGTF are equipped as standard with a passive-arming immobiliser system as part of the vehicle's security suite that also includes dead-locking doors, steering wheel lock and security coded in-car entertainment headunits. From launch, the immobiliser function was performed by the **Lucas 5AS** system, a system that benefited from continual development throughout the period of manufacture. The Lucas 5AS gained full **Thatcham Category 2 certification** in July, 1997, and more latterly, in late 1998, the 5AS gained a further refinement: **passive disarming**. A small magnetic coil in the ignition barrel excites a coil in the key fob, causing the transponder in the fob to automatically send a signal to the Lucas electronic control unit (ECU) to disarm the immobiliser – a very useful refinement in the system that significantly adds to owner convenience.

The Lucas system continued for the duration of MGF manufacture and initially continued through to the introduction of the newer TF launched in 2002. However by 2003, the immobilizer was changed as part of a wide-ranging wiring system upgrade, being supplanted by the **Pektron Security Control Unit (SCU)**. The Pektron SCU took over the functions of not only the immobiliser, but also of the Multifunction Unit (MFU), controlling ancillary functions such as wipers, fog lamps and horns – thus integrating all complex electronic logic functions into a single ECU.

The two systems are readily identifiable from the type of un-locking key fob employed.

A - The earlier Lucas system used a square key fob with two buttons (initially the 3TXA hand unit, but later supplanted by the superior 3TXB and more latterly by the 17TN fob).

B - The Pektron SCU system employed a circular key fob, complete with an attractive central MG logo and two buttons (later versions used a third button as a boot lid 'popper').



Each system has their pros and cons.

The Lucas 5AS

This is by far the most numerous system, being employed in all MGFs manufactured, and a useful number of early TFs as well. The Lucas immobiliser has proven itself as a reliable system – but with some limitations.

Short signal range

The most frequent complaint with respect to these key fobs are their limited signal range. There are at least three solutions for this problem:

Solution #1

The commonest solution to this problem is to locate the yellow aerial cable that is attached to the 5AS ECU unit, found under the heater control box in the centre dashboard. This is readily accessed by removing the passenger foot well panel (it holds



Tech Talk - MGF/TF Alarm System

the foot well lamp, and is retained by just two screws). The yellow cable is typically taped up to the main wiring loom. Detach, straighten and re-tape safely, and you should find a useful improvement in range (i.e. you don't need to hold the plipper right up to the window to operate!)

Solution #2

The next solution is to adopt what I would now call the "Lucas position" – which is to hold the plipper up against the chin and then press the button (I do this without thinking now!). It then uses your skeleton as an extension to the emitter aerial, providing a useful boost in signal range. It is perhaps a little difficult not to look daft while doing it though - sorry about that.



Solution #3

A rather more involved approach is to extend the aerial length of the emitter inside the key fob casing itself. There's been one successful report of this having been done, using a 20cm wire soldered to the PCB-mounted aerial with a very useful extension in range. Whether you feel that confident with a soldering iron is something only you can decide!



Radiofrequency interference

Early, pre-1996 Lucas 5AS units used an earlier design radio-frequency receiver. Later re-designed, these early units can be very susceptible to local radio-frequency (RF) interference. This can prove to be a real nuisance – but rectification could prove to be either inconvenient or expensive (or both). Two options are:

- 1 - Replace the existing Lucas 5AS ECU with a later version, get the engine control unit coded to the new Lucas unit, and your existing fobs coded to that. Or –
- 2 - Send away your existing 5AS unit to a specialist for replacement of the RF receiver.

Finally, the fobs – and particularly the rubber buttons are prone to wear. Fortunately the micro switches seem to survive well, and all that is required is a replacement case – which is supplied as part of a repair kit, part number YWX101010.

Coding in a new/replacement key fob (Lucas 5AS system)

Originally, all MGFs were supplied new with two keys and two key fobs. Over the passage of time, the second key and fob may have become lost. This is not a disaster. New or second hand key fobs can be coded into the security system relatively easily provided that you can get your car to a garage that possess the Rover Testbook diagnostic equipment.

Interestingly, any of the Lucas key fobs can be used – be that from Land Rover or other Rover models, as 3TXA, 3TXB even 3TXC and 17TN units (they all look outwardly



Tech Talk - MGF/TF Alarm System

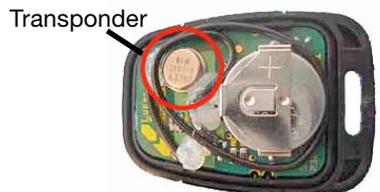
similar). It has even been suggested that the Lucas 3TXB transponder, as used with the 1996 Nissan Micra (built in the UK in Sunderland), might also be used [3] – but I don't know of anyone who has gone and proven this! Please note though that earlier key fobs will not function with the later auto-disarm function, lacking the necessary receiver coil – so for later vehicles, look for 17TN fobs out of preference. Also be aware that early Lucas key fob PCBs can be re-packaged into later Lucas cases – so beware. But the good news for early MGF owners is that none of this matters not one jot! Any fob will do the job!

One word of warning: not all Lucas key fobs were created equal. This warning is pertinent to those components that have been re-imported from elsewhere in the world. In particular, the radio frequency ranges used in markets such as Japan are different to those certified for use in the UK and the rest of the European Union. For the record, the **EU uses 433MHz**, and **Japan and some other export markets, 315MHz**.

To identify with frequency of your Lucas 5AS receiver requires you to look at the ECU's outer casing. On it is a white label, and on the right of this, there is a letter within a circle. If this letter shows an A/H/L or R, then you are looking at a 433MHz receiver. If the letters are any one of M/K/S or T, then the frequency is 315MHz.



To identify the frequency of the emitter transponder in the key fob is a little trickier, as there is no outward identification on the casing (labelled 3TXA, 3TXB, 3TXC or 17TN in all markets). To do this, you need to look at the transponder itself on the printed circuit board (PCB) – a 1239 resonator signifies a 315MHz transponder, and 1207 a 433MHz unit.



When reprogramming the Lucas ECU, it is important to know that all available key fobs (up to eight can be programmed, although quite why you'd need this many is a bit of a mystery) need to be present and in functioning order (replace the battery if needed!) at the time of re-programming; all old/redundant key fob codes are erased at this time.

Programming for a new key fob:

Programming procedure for the Lucas 5AS unit is straightforward. On testbook, the ECU is put into a programming mode. Once in this mode, the 5AS will accept any code sent to it 8 times in quick succession – hence the need for each of the key fobs to be present at the time of programming, and for the fob to be in full working order.

For the MG enthusiast (or kit car/specials builder) the Lucas system has a significant benefit over the later Pektron unit. When it comes to programming the Lucas unit, you



Tech Talk - MGF/TF Alarm System

do not require either the Emergency Key Access (EKA) code or a functioning key fob. Therefore, when it comes to re-commissioning an early MGF, all you need is access to Testbook, a new key fob with a fresh battery, and you are on your way.

The Pektron SCU

The later Pektron security control units (SCUs) have not, unfortunately, enjoyed the same excellent reputation for reliability as the earlier Lucas units. The Pektron SCU takes on many other body control functions (it is also known as the body control unit (BCU)) and in effect, replaced both the Lucas 5AS immobiliser ECU and the Multi-function Unit (MFU) of the earlier cars. These units have provided a number of reliability issues – with software and firmware glitches as well as hardware faults with burn out of key components (which may manifest with various issues such as non-operation of fog lamps or horns – or indeed complete unit and therefore system failure).



More problematic for the MG owner on a budget (or in the days when these units are no longer available), it appears to be impossible to re-programme a used Pektron SCU if you do not have a matched and working key fob or failing that, the EKA to go with it. The issue here is that the SCU locks out Testbook when the immobiliser is active. Therefore, when a unit fails, it becomes nearly mandatory to purchase a new one unless a used matched fob/EKA and SCU can be found...

The good news is that the Pektron SCU provides some additional new features – on later TFs (particularly the SAIC era cars), there is a remote boot release option, and also passive alarm activation. Better still, the signal range with these units are usefully better than when compared to the Lucas equivalent! So you trade features and alarm range for reliability. I suspect I know what most people would prefer in the long run...

Coding in a new/replacement key fob (Pektron SCU system)

The Good news/Bad news story continues here too. Like the Lucas system described above, it is perfectly feasible to code in new key fobs/plippers into the Pektron system. The bad news is that there are a few additional security hurdles to cross – and thanks to shaky software/firmware, attempts to programme the Pektron has reportedly lead to system lock-ups...

Extra security features

To code a new key fob with the Pektron SCU, you will need a fully working key fob (already coded to the system) or the EKA. This means that if you buy a car without the above, you're faced with a bill to replace not only the missing or faulty key fobs, but also to buy a new Pektron SCU. Ouch.



Tech Talk - MGF/TF Alarm System

Fortunately, you can code in a second hand key fob for use with the Pektron SCU – HOWEVER you will also need the 22-digit bar code. Without it, the key fob is essentially useless and therefore scrap.

As with the Lucas 5AS, when reprogramming the Pektron SCU to use additional key fobs, you need all your key fobs present and in full working order; any key fobs not present at the time of re-programming will be deleted from file. Interestingly, it appears that you don't need the 22-digit bar code for the existing key fobs, just for any that the Pektron SCU hasn't 'seen' before.

By this extension, if you are fitting a new Pektron SCU, ensure that you have the 22-digit bar codes for your existing fobs, as the 'new' SCU won't have 'seen' your old key fobs before. You may find this original 22-digit code label stuck inside your car's service booklet.

If you don't have this code, these key fobs are, I am afraid, scrap.

The Emergency Key Access Code

Both the Lucas 5AS and Pektron SCU offer an emergency manual override of the immobiliser in the event of a flat battery in the key fob. This is the emergency key access (EKA) code. You should have a copy of this with the owner's handbook and documentation. If you don't have it, don't panic. This can be retrieved by attaching the car to Testbook, and the EKA can be retrieved. Equally there are a number of companies on the internet that can provide you with the EKA information based on the Vehicle Identification Number (VIN) for a charge.

How does the EKA work?

Entering the EKA is very straightforward. You need the ignition key (hopefully this is the same as the door key!). Insert key into the driver's door lock. Now, taking the the EKA to be "2468":

First turn key to the lock position and then release – you now enter the EKA entry mode.

- Turn key to unlock door 2 times
- Turn key to lock 4 times
- Turn key to unlock 6 times
- Turn key to lock 8 times
- Now turn key to unlock the door.

The immobiliser should now be deactivated, the alarm indicator light will stop flashing and the engine can be started.

If the code has been entered incorrectly, a warning beep will sound when the key is turned to the final unlocked position.

If this occurs, open and close the door (this will cancel the error), and enter the code again.



Tech Talk - MGF/TF Alarm System

However, there was a problem with early MGFs, as the cars were dispatched from the factory with an incorrect EKA (a software error on the code generating computer on the production line). This incorrect number may still be with your car.

The standard correction for this factory labelling error is to add “1” to the 2nd and 4th digit. Thus, taking our example EKA above of “2468”, this becomes “2569”.

Note that there is a 10 minute lockout after 3 failed EKA entry attempts – so there is plenty of time to find a branch to flog your car with if you find yourself in this situation...

Rob Bell - www.mgf.ultimatemg.com



MG GT Enters Costa Rican TCC Series!

MG Costa Rica have made a formal announcement of participation in the new championship road racing: Costa Rica Touring Car Championship CTCC in 2016.

This is the first foray into the sport for MG in Costa Rica and a new category that is expected to be part of the new development of motor sport in the country, with the backing of the major car brands in Costa Rican industry. The car will represent the team is the new MG GT which is the flagship car in MG Costa Rica.



Tawa Christmas Parade Apologies



The driver of the MGF in the Tawa Christmas parade was Jackie Blackwell. The editor apologies for not knowing that fact before going to print.



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MG6 Facelift has arrived



The first three MG6 Facelift models have arrived in New Zealand with the automatic DCT gearbox, these are the first 3 RHD automatics made, with Vin numbers 1, 2 & 3! ‘Designed and engineered in MG European Engineering Technical Centre in Britain, the new MG6 was inspired by the trend of British style and in line with the UK Design aesthetics. Its Fast-Back body design perfectly interprets speed and dynamic while its five-door hatchback styling provides an extra-large trunk space. As a perfect integration of vogue and pragmatism, the new MG6 demonstrates the rakish yet graceful sporty identity.’

DIMENSIONS	
Length/Width/Height(mm)	4653/1827/1478
Wheel base(mm)	2705
Trunk capacity(L)	429/1379
Fuel tank capacity(L)	62
PERFORMANCE	
Engine	1.8T
Max power(Kw/rpm)	118/5500
Max torque(Nm/rpm)	215/(2000-4500)
Top speed(km/h)	205
Transmission	TST 6-speed dual-clutch transmission
Suspension system	Front MacPherson strut/Rear Multi-link independent suspension
Brake system	Front and rear ventilated disc brake
Steering system	HPS
Wheel	Alloy 7.5JX17
Tyre	215/50 R17



MG6 Facelift has arrived



Britain is only receiving diesel manual MG6s, while New Zealand's MG6's are petrol and automatics. Rumour from MGNZ is we will also get the MG GS SUV before Britain which is to get it in May this year.





Remembering Bill Baxter

It is with great sadness that we report the passing of 'Bill' William Olliver Baxter on Saturday 5 March, a long time supporter and Life Member of the Club. One of our most popular members, Bill attended most of our events and will be sorely missed. Our thoughts and condolences go out to Gay, sons: Dean, Ian, Selwyn and the family.

Bill joined the club in 1958 and with Gaye was made a life member in 2009. They also received a lifetime award at the MG90th dinner in 2013.

Bill and Gaye own a MG TC, a MGA Deluxe and an early 1964 MGB they originally bought new and have re-acquired and is currently being restored. They have also at one time owned a MG Montego turbo and a MG Metro which was rolled at an Easter meeting by one of their sons, and more over the years. Bill raced the MG TC at the early days of the MG classic races (along with Bruce Edgar and Geoff Brader) and when not racing worked for many years behind the scenes of the MG Classic & Charity race meetings.

He worked as an electrician at Ohakea air force base for many years and helped with the set up of the Wings & Wheels race meetings at Ohakea in the 1990's.

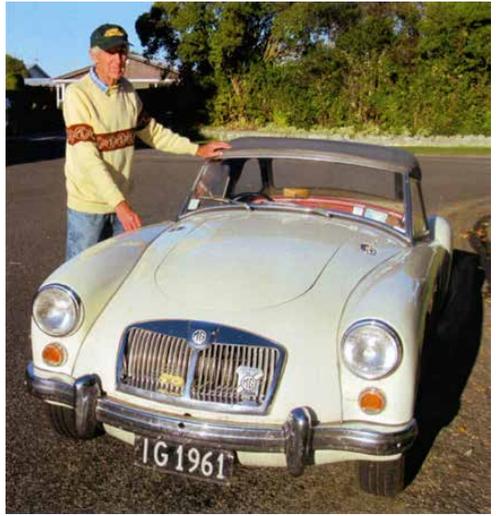
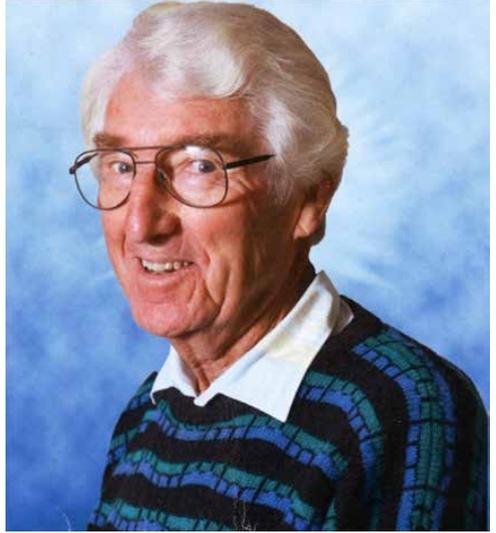
Even after being diagnosed with liver cancer, Bill still attended many local Manawatu and Wellington MG events and helped Gay organize the MGA 60th event held early this year.

George Walter





Remembering Bill Baxter





Southwards Open Home Day - March



Sunday 6th March - The Southwards Open Day is one of the big days for the club, with an opportunity to showcase our cars and what we do, to the rest of the public. This year a small group of helpers met on Saturday afternoon to erect the marquee on our regular spot just inside the gates. After a lot of shouted instructions and staggering about we had the marquee up and left it for the next morning. Sunday was a fabulous day and I was No.6 through the gate to start our setup. Unfortunately the breeze got up quickly which prevented us from putting up our usual display boards and we decided that the gazebo might also succumb to the wind so it remained in its bag. The inward flow of cars and motor cycles soon built up and the folks at the gate were furiously busy. Chris Ward did a great job of policing the entry, pouncing on any unsuspecting MG which came through and directing them to our site. We soon had some 25 or so MGs, including several non-members who weren't quick enough to escape Chris's clutches.

Overall the show was probably slightly larger than last year and there were many fabulously presented vehicles in a great range of marques. Southwards had their workshops open to the public and provided free entry to the museum itself. Public attendance was high, which was good for us as they all had to walk past our site to get in. This resulted in a lot of interest in the assembled MGs. In all, a great day once again!

Words Jim Higgins & photographs Dean Gray



Chris Ward scouting out any arriving MG's





Southwards Open Home Day - March



Sebring style MGB - Read about it's rebuild at www.asciimation.co.nz/pics/index.html



Larry Jones's newly aquired MG ZR surround by other MG's. He outbid Bill Denize on TradeMe!



Brendan Whitaker & Hans Brounts



The clean-up crew



Graeme Collett - 2nd Time Lucky

Graeme was lucky in 2015 in a bike accident in Cambridge, he was so close to him being paralyzed after landing headfirst on the road.

On Monday the 19th January 2016 he rode his bike to Morrinsville to pick up Andy Lowe's BGT to take back and do some panel and paint work. He commented that the ride to Morrinsville was not easy against a headwind and mentioned that he told his doctor after his bike accident that he had a tight chest.

On Tuesday morning instead of normally cycling by himself and cheating death, he met 9.00am sharp at the Cambridge Hall, a group of cyclists he had not cycled with before, shook hands with one of the female cyclists and slumped on the ground with glazed eyes and open mouth and 3 completely blocked veins.

One of the girls put Graeme in the recovery position and immediately began CPR, whilst others rang 111 and another ran to the local Z petrol station for the AED device. During CPR Graeme's whole face was going blue and local St John's arrived to give 2 shocks with the AED device and brought Graeme back from the dead, with him protesting that he just wanted to continue his bike ride! He was rather lucky that he did not get a free ride to the undertakers! With all the cyclists, 2 ambulances and 3 fire fighters, all saving Graeme's life, things could have been very different out the back of Leamington cycling by himself with nobody around him.

A fit 65 year old cyclist who has competed in 82 marathons, 150 half marathons, and 12 half and full ironman events, doesn't smoke, drinks very moderately and only farts a lot.

He is very grateful to the people who saved his life and cannot say enough.

The Cambridge fire chief said his team attended 50 heart attack callouts this year and only 2 people survived (lucky Graeme was 1 of the 2) and Waikato St John's chief manager said only 15% of NZer's leave hospital after a cardiac arrest.

Andrew Lowe



Noggin N Natter - Answers

Andrew Fox posed the following Questions at the Noggin N Natter evening:

- 1 - How many camshafts does a VVC MGF have? - Three
- 2 - What year and where was the MGF introduced? - 1995, Geneva Motor Show
- 3 - Was there a waiting list for the MGF? (if so how long?) - Yes, 4 months
- 4 - What is the most powerful MGF production variant and what was its power output?
- 160Hp (119Kw)
- 5 - What is the smallest engine fitted to the MGF? Bonus point what year? - 1600, 2001
- 6 - What was the last year of MGF English production? - 2005
- 7 - What is the advertised weight of a MGF? - 1060kg
- 8 - Why is the MGF called the 'F'? - No one knows.



2016 Charity Classic

Sunday 15 May - Manfeild Park Autocourse

Not competing? Then volunteer to help run this charity fundraiser. All kinds of helpers are needed.

Please phone or e-mail Ron Robertson.

E-mail: ron@mgcarclub.org.nz

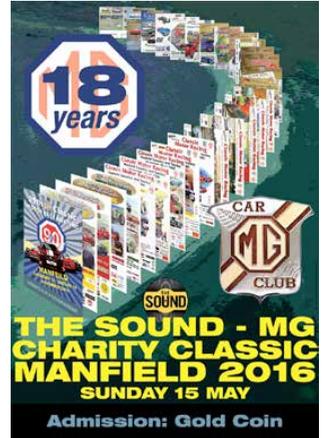
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Over 20 races for classic sports and saloon cars, Charity lunch time rides, track action from 10am.

Entry by large gold coin donation for the Wellington and Manawatu divisions of the Cancer Society, children under 12 (accompanied by an adult) free.

Toyota suite available to MG Car Club members.



Tuatara Brewery Meal - March

After Southwards Open Day a number of MG's retired to the Tuatara Brewery for a glass of the local craft brew and a plate of their delicious pizzas, a few hours passed quickly with present company on a beautifully carm and sunny day.



New Members

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

Clint Taylor
James & Penny Malden & Children
Craig & Cynthia Wylie

Martinborough
Wellington
Wellington



MGC 50th Anniversary

.....PRESS RELEASE.....



1967 - 2017

MGC 50th Anniversary

Much more than meets the eye!!!

With much excitement and pleasure, **The MGC Register** announce first details of the
50th ANNIVERSARY of the MGC ROADSTER & MGC GT

7th JUNE – 11th JUNE 2017

It will take place over 4 days, packed full of activities and adventure to entertain both driver and passenger. We will be taking in the counties of Oxfordshire, Warwickshire, Worcestershire and Gloucestershire and we have managed to secure a hotel with a motoring history that will be able to accommodate all of our anticipated attendees. Each day you will experience something different and each evening we will all dine together, at our chosen hotel.

It is vital that you express your interest as soon as possible for us to ensure that we can both accommodate and deliver a momentous event. So please, at this first stage we just ask for you to express your interest and register your name, area or country with your vehicle details and your e-mail address. This will enable us to keep you fully informed. Both Hotel and Full Event details will be available very soon, so keep an Eye on C Register notes in Safety Fast, Enjoying MG & other Publications over the coming months. Meanwhile now the date has been announced this will enable all our UK and Overseas Friends to consider their travel arrangements.

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Driver Training Day - January



More action from Driver Training Day - Chris Ward MGBGT & Graeme Kirkcaldie MG6.
Photographs Ross Armstrong.



Bill Pyne

You will all be sad to hear that Bill Pyne died of prostate cancer, Friday 1 April. He had recently been transferred from Wellington Hospital to the Ryman Village in Waikanae, but was too ill and returned soon after back to Wellington Hospital.

“William Pyne a lovely person, great motorist, enthusiastic collector and custodian of classic cars” - *Michael Anderson*. A celebration of Bill’s life will be held on Saturday 16th April at Omihi St, Waikanae, contact Michael Anderson for details.

Bill set up the Kapiti Coast Minis Club and at one time had an extensive collection of ADO15’s (Classic Mini) and ADO16’s (BMC 1100/1300). Bill was a regular attendant of British Car Day and Old Speckled Hen Runs, the last one in February.



Big Breakie Run - March

The run started at 9.45am from the information kiosk near Manor Park with the run over the ‘hill’ to a brief stop in Featherston, the editor failed to arrive on time and had a pleasant run over the Rimutakas to catch up.

From there a convoy (for various reasons there were only 2 MG’s) proceeded to The Dish in Masterton, where upon arriving at the street we were meet by a police car, fire engine and a crumpled Commodore (no MG’s were harmed).

Here we meet up with the Wairarapa crowd and after a good feed and pleasant conversation, we proceeded to Cobblestones Museum in Greytown.

Where I was informed that the new exhibition hall was designed by club member Gina Jones. After learning about early settlers in the area, we went our separate ways to home.

Words & photographs Dean Gray



Old Speckled Hen Run - March

This was arguably the shortest OSH run in living memory: well under ten kilometers, yet it attracted the largest ever turnout from the MG fraternity and featured a spectacularly fulfilling programme. Many of the participants were able to give their cars “a good run” to Waikanae, but perhaps Chris Haslam did the best, travelling from Palmerston North. It is so good to see him back in circulation after his health challenges this year.

What a great turnout and an equally wonderfully eclectic collection of cars:

After a brief chat, we departed the car park at Waikanae in two groups, heading for the home of club members Alan and Marie Blundell. They live on the hills on the north side of Waikanae with breath-taking views over the countryside and Kapiti Island: what a view that must be when there is a dramatic sunset!

All of our cars were accommodated on the tennis court in front of the house, from where we were treated to a guided tour of Alan's collection of Jaguars. I have to say that this visit has given new meaning to the notion of a “man-cave.”

Alan and Marie both drive C Class Mercedes cars on a day to day basis: yes Alan's is a C63 AMG! They are garaged by the house, whilst the Jaguars are housed in a separate block.

The first garage was described as a workshop and contained a vehicle in the process of restoration: a 1935 Jaguar SS11. Like his SS100, one suspects that the vehicle is being built from scratch based around a few genuine parts that Alan has been able to source. He showed a picture of what the car will look like in the future.

When quizzed about a likely completion date, he simply replied “in the future”. This clearly qualifies him to be a politician!

The second garage housed two Jaguars: a lovely red XKS convertible and a classic Mark II. In addition there was a 1960's motor scooter and a lovely child-sized motorbike.

Participants	Vehicles
Michael and Elaine Anderson	MGB GT & VW Golf
Paul Bamett	Mercedes C Class
Alan and Marie Blundell	
Hans Brounts	MGTF Replica
Paul Chipp	
John Daniels	MGB GT
Bill and Rae Denize	MGR V8 & BMW 1
David Etchells	Mazda MX5
Valerie Hellberg	MGB
Chris Haslam	MGB GT
David Hector	MG 3
Larry Jones	MG ZR160
Lynne and Lox Lummis	MGB
Ron Mitchell and Shirley Kelly	MGF
Les and Chris Newman	MGB
Graeme and Mary Nichols	
Alan Pratt	Jaguar Mk11
David Priestly	Aston Martin DB9
Tony Salter	Morgan 4/4
Chris Ward	MGB GT
Andrew and Jill Weeks	BMW Z4



Some of the cars on the Tennis Court: the Eisenhower house in the background


 "OLD SPECKLED HEN"

Old Speckled Hen Run - March

The third garage housed another Mark II Jaguar that looked as if it had been prepared for racing. All of the garages housed a great deal of Jaguar and general motoring memorabilia that added real atmosphere. Many model Jaguar cars, not to mention the "leaping Jaguar" shown behind the XKS above. These garages really were an enthusiast's haven, appreciated by the ladies as well as the boys. I came away with a sense that they represented a virtually utopian man-cave. In common with many others, I was more than a bit "green with envy" in the nicest sense of the expression.

Yet it was outside that we encountered what many considered to be the real star of the show. Alan has rebuilt from genuine parts, a racing Jaguar SS100. Needless to say, it looked resplendent in British Racing Green. It was positioned in a manner that not only showed off the car to best advantage, it also complemented the wonderful vista enjoyed from the property.

After viewing this unique collection of Jaguars, we were treated to lunch. Marie Blundell had prepared a feast for the occasion that was quite inconsistent with the meagre amounts that we had all contributed.

After lunch and coffee, we were treated to a tour of the property: an Eisenhoffer designed home incorporating several distinct buildings that has been built over a stream. It is hard to envisage a more delightful environment; a lovely home and a garage full of classic Jags!

It was a day to remember; the day that the Old Speckled Hen truly laid the golden egg!

Words & photographs Andrew Weeks



1935 Jaguar SS11: today's work in progress



A picture of tomorrow's reality



Jaguar MKII



Jaguar XKS convertible



The magnificent racing Jaguar SS100



Lunch was enjoyed by all



From the archives

1962 - MGCC sprints at Levin, the course was run in reverse. - *words & photos David Hector*



Scrutineering, Dave Walker bending over his blue MGA 1500 & Geoff Sands standing 2nd from right beside his MGA 1600 MkII. Dave & Carol arrived in the UK soon after I did, I don't know if they stayed then or moved later but they are now UK residents, though they do visit NZ occasionally.



John Little (long time friend of mine and HVMC member) operating the electro-mechanical timing system that I built.



Timing gear – a pair of ordinary stop watches operated by the solenoids from a pair of trafficators, Telephone functions were incorporated for use at hill climbs but not being used at Levin.

My MGY alongside Morris 1100 – I can't remember who but he'd borrowed it from his mother, almost brand new, and set a time faster than any of the midgets, even Hans Holler's which he ran with the screen off and sitting on the fire extinguisher to get the lowest possible frontal area!





For Sale

1953 MG TD2. - 57,017ml - \$40,000

One owner since 1973. Wire wheels fitted in the past. I still have the original disc wheels and drums/hubs. Well maintained and always garaged. Resprayed BRG (Jaguar) and many items re-chromed in 2010. Hood and side screens in good condition. Odometer reading 57017. Log book available.

Reg and WoF until June.

Recent professional valuation \$40,000

The car is in Christchurch.

Contact: Jeremy Peet on 033570939 or email jandjpeet@gmail.com for more information.



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

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

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

Contact: Sefton Gibb Mobile: 027 4422 713



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.

Contact: Bob Hulena.

Mobile: 027 4482 225 A/H: 04 293 8112

E-mail: bobthecalendarman@gmail.com



MGB wheels - \$125

4 x MGB Rostyle steel wheels

Contact: Bob Hulena. Mobile: 027 4482 225

A/H: 04 293 8112

E-mail: bobthecalendarman@gmail.com

1937 MG VA 4 seater tourer - \$90,000

Health reasons forcing a reluctant sale. A complete 6 year restoration to the highest concours standards.

A regular concours winner and a great car to drive on the open road.

Personal plate by arrangement.

Contact: June Beresford.

E-mail: j.beresford@clear.net.nz





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. 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

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



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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: Rear end - British Car Day: David Hector's MGA Twincam, Graeme Tullock's MGBGT. Photograph Dean Gray.



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Enquires to Dean Gray, Email: 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
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