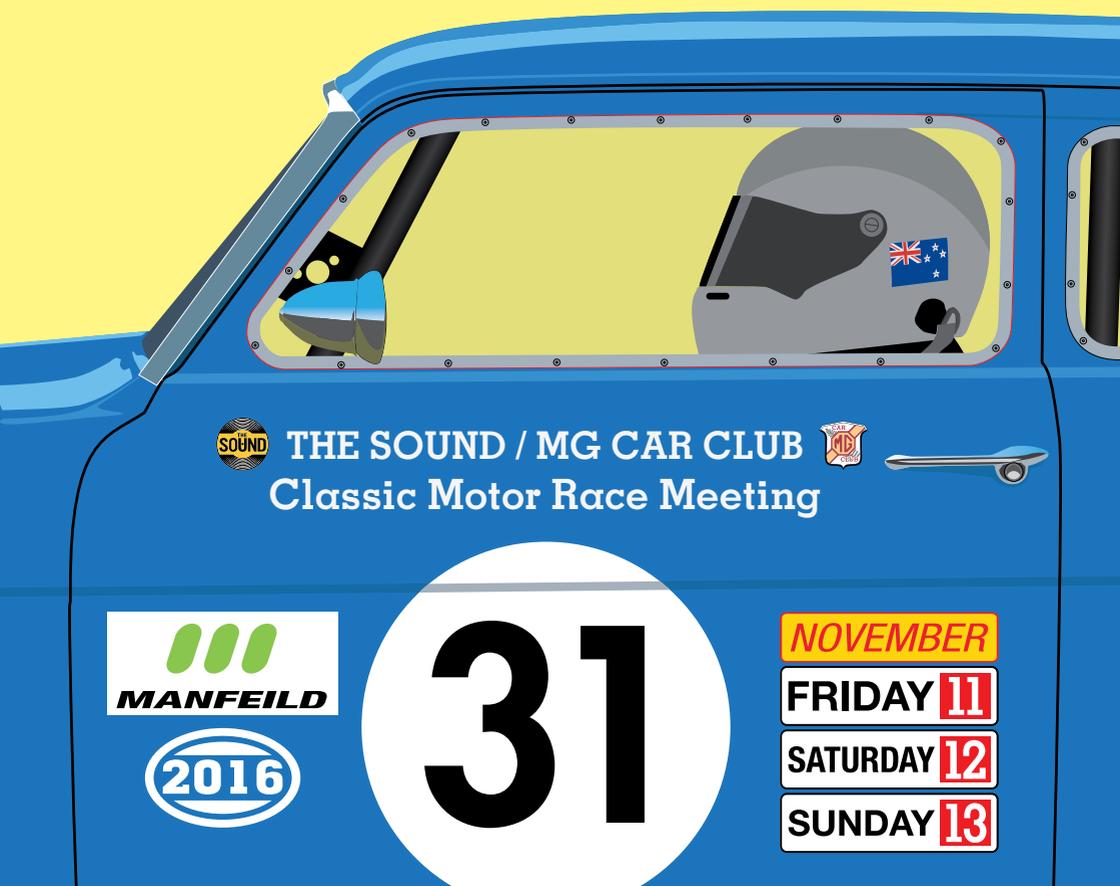




Bulletin

PO Box 3135, Wellington, NZ.

Oct - Nov 2016



THE SOUND / MG CAR CLUB
Classic Motor Race Meeting



31

NOVEMBER

FRIDAY 11

SATURDAY 12

SUNDAY 13

FEATURE RACES

Including: Historic Muscle Cars, Historic Touring Cars,
Historic Sport Sedans, The Sybil Lupp for Classics,
Pre65 and more...

40 plus races over two days

ADMISSION

Friday: Practice - Adult & Children - FREE
Saturday: Adult - \$20 Children under 14 - FREE*
Sunday: Adult - \$20 Children under 14 - FREE*

9am start

9am start

9am start

* Children must be accompanied by an adult.



MG Car Club (Wellington Centre) Committee				
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Cover: MG Classic Motor Race Poster, see page 23.

Inside Cover: Daffodil Run, see page 26.

Top: Chris Newman

Bottom: Ron Blackwell. Photographs: Les Newman.



Coming Events

Sat 8 Oct	Prize Giving Dinner - The Backbencher, 343 Molesworth Street. Contact: John Grant, details will be confirmed by email.
Sat 22 Oct	Marton School Gala & Vehicle Display 10am - 3pm Marton School, Hereford St. Marton email: pam@marton.school.nz
Wed 26 Oct	Club Night Dinner - Salt and Wood Collective, 11 Ngaio Rd, Waikanae. Contact: Paul Chipp, details will be confirmed by email.
Thurs 27 Oct	Old Speckled Hen Run - 7 day tour around the East Coast Contact: Michael Anderson - email: michael.anderson@xtra.co.nz
Wed 2 Nov	Noggin N Natter - Contact: Paul Chipp, details will be confirmed by e-mail.
Fri - Sat 11 - 13 Nov	31st MG Classic Motor Race Meeting - see page 23 Contact: Ron Robertson - ron@mgarclub.org.nz
Wed 23 Nov	Club Night Dinner - One Fat Bird, 162 Karori Rd, Karori. Contact: Jim Higgins, details will be confirmed by email.
Thurs 24 Nov	Old Speckled Hen Run - End of Year BBQ Lunch Contact: Michael Anderson - email: michael.anderson@xtra.co.nz
Sun 27 Nov	The Surgery Sprints Manfeild - Alfa Romeo round Contact: Ron Robertson - ron@mgarclub.org.nz
Sat 3 Dec	Tawa Christmas Parade - 3pm, see page 27 Contact: Jim Higgins
Sat 3 Dec	End of year BBQ - see page 27 Contact: Ross Armstrong - email: arfmg@mgarclub.org.nz
Wed 7 Dec	Noggin N Natter - Christmas drinks Contact: Paul Chipp, details will be confirmed by e-mail.
Mon 23 Jan	Drivers Training day at Manfeild Details will be confirmed by e-mail.
Mon - Sat 20 - 25 Feb	Pre 56 Rally - Wanganui - See page 32 Contact: Michael Anderson - email: michael.anderson@xtra.co.nz
Committee meetings are held on the first Monday of the month, 5.30pm, Meeting room, Wellington Bridge Club, 17 Tinakori Road, Thorndon.	



President's Note



It's been a good year by and large for the club, with our regular monthly events: The Club night Dinner, Noggin and Natter and OSH run being well attended. As usual we had a great turn out for both the British Car Day and the Southwards Open Day. At the British Car Day we took away the award for the best stand of the day and George won the people's choice award with his MGA not to mention that Denis won the spot prize, so all in all a good day for MG.

The race committee ran another great Annual Classic Race Weekend event this year's Charity Classic was also a success. The annual driver training day was again well attended and saw some new people taking an interest in

competition events, which is what it's all about.

Plans are well under way for what promises to be a very successful Pre-56 event in 2017 and for any Pre-56 MG owners this will be an event not to be missed.

Sadly in 2016 we have lost some prominent members namely Bill Baxter who has been a long standing member, Bill Pyne who although has not been with us a great many years he has certainly made his mark, Cyril Leigh with his beautiful MGA, and lastly Mary Clarke, Mary and her husband Charles were prominent members of the Wellington Centre until a few years ago when they moved to Auckland.

Looking forward to another great MG year for 2016/2017.

Paul



Articles

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

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

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

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

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



Editorial



Doesn't a couple of months fly by...

Thanks to Gay Baxter we have a lot of old 'Safety Fast' magazines from which you will find articles in this and future issues.

On the home front, progress has been made on the MG despite the weather, I have painted the rear, all four door and one sill!

That leaves the other sill and the roof. Of course things didn't quite go to plan, one of the rear doors proved to be less than water tight after a recent downpour, while in Wellington one night I returned to find someone had reversed into the Morris, bending the front panel and putting the headlight out of alignment. My in-car camera recorded the car number plate and driver of the car I parked behind, but I have no proof that she was the driver who did it. Besides I soon had the dent out and the panel repainted, didn't cost me anything but time.



When I got the MG back on the road, I visited Michael Shouse to see how he is progressing on his rebuild, see the article on page 24.

Since then I have re-tuned the engine and on the recent OSH run the car ran well, which was pleasing.

After a long hunt I also found a source of diethyl ether and have successfully repaired two of my faulty Smiths capillary temperature dual gauges.



Hope to see you on a club run soon.



Safety  *fast!*



Annual General Meeting - August



Paul Chipp and Helen Cox



Ron Robertson



Jim Higgins



Bentley room, Southwards Car Museum

The Annual General Meeting was held again at Southwards Museum and attended by a wide range of members. Paul Chipp gave his President's report. Ron Robertson gave the Chairman's report for the Race Committee and Jim Higgins gave the Treasure's report. All were accepted and seconded.

This year two members stood down from the committee, these were Bob Hulena who has been on the committee for many years, including as President and Rosalie Anderson who as Secretary has been keeping the minutes and correspondence in order.

We welcome to the committee Helen Cox, who takes on Rosalie's role as Secretary and Richard Whitehead who joined the club last year.





MGCC Race Committee Chairmans Report



It has been another good year for the Club and the Classic Race Committee. The Classic meeting last November was a great weekend turning a small profit. This was a surprise as we went out of our way to spend some of the reserves. We gave away Anniversary T-shirts to all drivers and Volunteers and free dinners for all Flag and Crash Rescue. Most of the helpers and committee were there too. It was a good turn out to a low key evening with special recognition of Long Service for several Flag, Crash and the Stewards, some of whom had been at the first meeting 30 years ago.

The new format went very well with the Friday being official practice, and racing all day Saturday. The weather on Saturday was really good and we had the best Saturday's gate for a long time. It was good to see the banks and stands full. The forecast for Sunday was not good, so we ran a second Formula 5000 race late in the afternoon of the Saturday.

Sunday was a bit wet at times but most drivers were very well behaved and we ran to time and set a new bench mark of 50 full length races in 2 days.

The Charity got off to a slow start yet again but came through to be a success.

Kara Hands and the Cancer Society both received cheques for \$2,000 from the Classic Race account, plus what they collected at the gate and cheques from the drivers.

The up and coming 31st Classic Race is fast approaching and we desperately need someone new to take over the sponsorship role.

A big thank you to Bob who, after many years of long service to Classic Racing on the committee are standing down, so we need new blood to step up and help with the racing side of the club.

MGCC Race Committee Chairmans Report



The Historic Touring cars from the South Island had a great time last year so are coming back. The new Auckland group Historic Muscle Cars will make their first appearance at Manfield in November. So will the Historic Sports Sedans these cars go way back to the days of OSCA, and will be great to see back out, many have been in sheds for the last 20 years or so.

The VCC were keen to join our meeting but they did not come up with many cars for the Charity despite many many hours spent by Terry Collier to get them along. The cars that did come out were different and worth seeing. It would be nice to get more of the really old cars back to November. More work is required.

Over the last year we have again made a profit on both race meetings, supported the MG Surgery Sprint round and driver training days, picking up the slack where necessary. There have been payments to the main club. All MG club members were given free entry, as were all Ladies who entered and competed in the Sybil Lupp race, we will continue to do this for now. I was a little disappointed that more MGs were not present given their free entry. So while the recorded profits may look down, the accounts are in great shape and the money is being used to promote classic motorsport.

So I would like to say once again to anyone who has helped over the last year and though their job may have been on the lower end of the Totem Pole. THANK YOU.

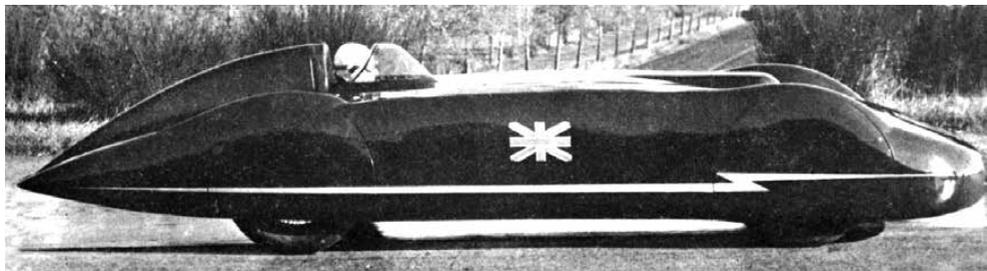
Ron Robertson and Committee



Photographs of some of the action from last year's MG Classic Motor Race Meeting



200 mph with 1100 cc



Lt.-Col. A. T. Goldie-Gardner spread the name of M.G. wide across the world with his record-breaking runs before and after the War. RODNEY WALKERLEY who knew 'Goldie' well and witnessed many of his re-cord attempts, recounts his achievements

Among all the great names associated with M.G. in pre-war years none was more famous than that of Lt.-Col. A. T. Goldie-Gardner, O.B.E., M.C., known to one and all as 'Goldie', who spread the initials 'M.G.' across the world's headlines, year in, year out. But perhaps his greatest achievement was his performance in 1939 when he took records at over 200 m.p.h. with his Magnette streamliner in Germany and, having bored it out to 1104 c.c. went even faster to take 1500 c.c. class records as well, a thing that changed German incredulity into frank amazement.

Like Earl Howe (who took the M.G. team out to the Mille Miglia) Goldie was regarded abroad as the typical English gentleman-sportsman. Tall, spare, quiet-voiced and not a talker, he stood with a straight military back even leaning on the stick he needed after his crash in the T.T. of 1932 when he smashed up a leg already damaged in the First World War, in which Goldie was a gunner (and won his M.C.). He was quite imperturbable in success or failure and I never heard him raise his voice in anger. He started racing at Brooklands in the 'twenties with an Amilcar and drove it in the Irish Grand Prix in 1930. In 1931 he got his first M.G. from Cecil Kimber—a 750-c.c. Montlhery Midget (based, I think, on George Eyston's famous 'Magic Midget') and drove it in the Irish Grand Prix and the T.T. He also did the first 750 c.c. lap at Brooklands at over the ton.

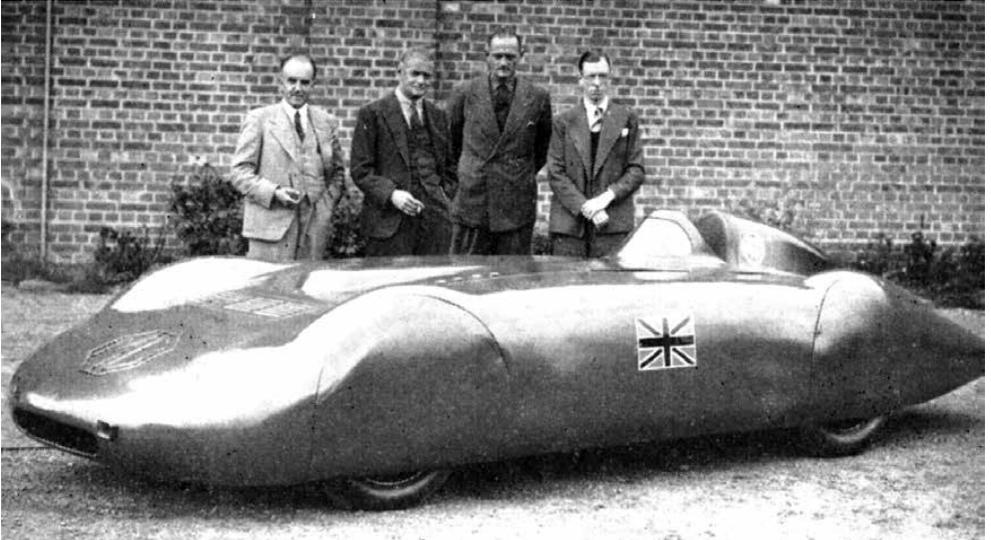
It is an indication of Goldie's status-rating that Lord Nuffield, who was, to say the least, cool on the subject of motor racing and permitted Cecil Kimber's capers with a shrug, gave immediate approval to Goldie's plan to build a proper single-seater record-breaker on what had been the chassis of George Eyston's Magnette sprinter.



Rodney Walkerley (centre) with Goldie (right) and Tommy Wisdom before a 1950 Jabbeke attempt.

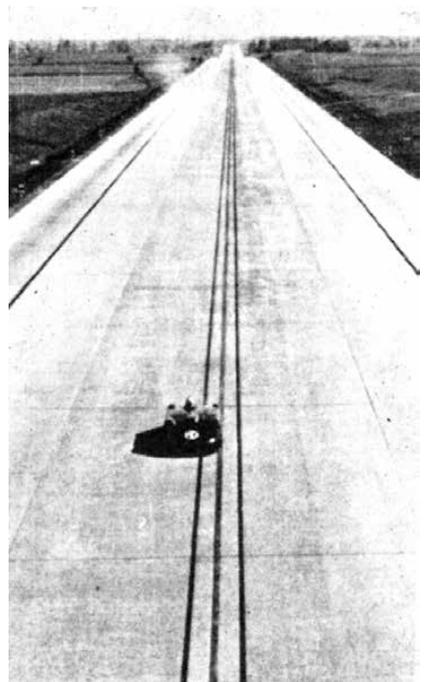


200 mph with 1100 cc



The men behind the car. L-R: Cecil Kimber, Lord Nuffield, Goldie Gardner and Reid Railton.

This was in 1937 and the work was done with all Abingdon's enthusiasm and finished in June 1938. It was something of a prototype of racing cars, for the driver lay back in his seat like the Grand Prix boys do today. It had an oblong steering-wheel (now to be seen appropriately in the London Steering Wheel Club). The body, which he always maintained was the secret of success because it consumed so little power to push through the air wall, was designed by Reid A. Railton, on Jaray patents, and was made by E. G. Brown Co. Ltd. It measured 16 ft. 5 in. from tip to tail, was 5 ft. 3 in. wide on the 8 ft. 3 in. wheelbase, and was 1 ft. 2 in. deep. In aluminium on dural framework, the body came out at 228 lb., the complete car with fuel and tyres, at 15 cwt. The body was of the envelope type enclosing the wheels (so the steering lock was a mere 18 deg. and the car had to be pushed back and forth to turn it at the terminals of the runs). Engine? Magnette six-cylinder 1087 c.c., super-charged. (blower running at just over half engine speed) and developing just on 200 b.h.p. which was (and is) a lot from 11 litres.

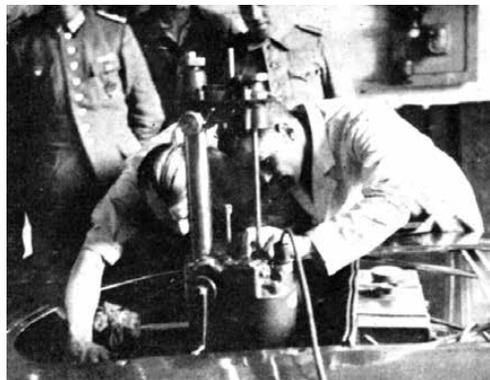


Gardner and the MG at over 200 mph on the long straight Dessau Autobahn, Germany in May 1939.



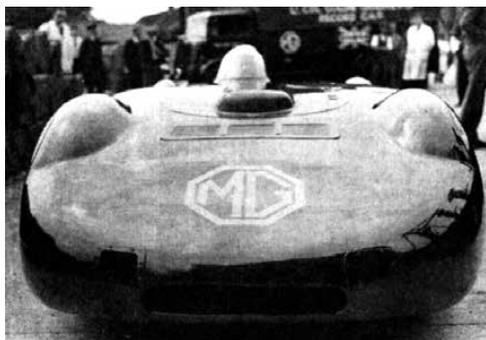
200 mph with 1100 cc

That November the preliminary runs were made on the Dessau—Leipzig autobahn. The car went 38 m.p.h. faster in its new guise and took Class G records at 186 m.p.h. The night after the runs, the Nazi pogrom broke out in Frankfurt and the general atmosphere was unpleasant on the return journey to England. On arrival, Goldie was awarded the R.A.C. Segrave Trophy and the B.R.D.C. Special Gold Star. In March of 1939 work started on Goldie's target of 200 m.p.h., a speed which not so many years earlier had needed Segrave's gigantic 1,000-h.p. twin-engined 45-litre Sunbeam. In fact, it was publicly announced that 200 m.p.h. was the aim—which showed a certain confidence.



Sid Enever (right) and Reg Jackson boring out the engine in situ in the Dessau police barracks, to make an attempt on larger capacity class record (1939)

The coming war was a cloud rapidly growing on the eastern horizon, the year the Mercedes and Auto Union teams came to Donington and began a high-speed to-and-fro shuttling in panic back and forth to Harwich and the Grand Prix had to be postponed until everyone calmed down. In Germany, however, the natives were still friendly, the Army worked the telephones on the road and the NSKK (a sort of motorized Territorials) policed the track. May 31 was Goldie's birthday and the day of the record attack. The first run was clocked at nicely over 207 m.p.h. with the engine, higher geared now, running steadily at 7,300 r.p.m. The wind had freshened on the run back, so the speed dropped to just under 201 m.p.h. Answer: mean speed 203.54 for the kilometre, 203.16 for the mile and, as bonus, 197.54 m.p.h. for the five km. These speeds were faster than the equivalent records in the 1 1/2 litre and 2-litre classes but, of course, ranked only in Class G (1100 c.c.).



Reid Railton's genius - low frontal area and beautiful contours decreased wing drag.

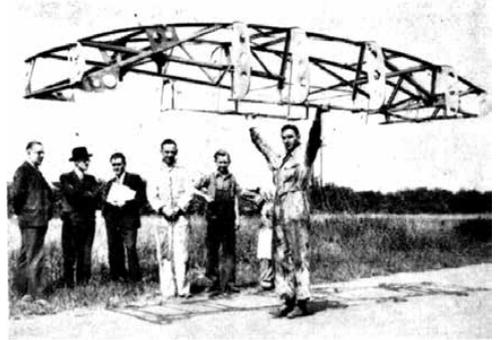
There was, I remember, jubilation at Abingdon but in Germany there were not lacking those who sneered that the Magnette was obviously at least a 2-litre. However, Goldie had already made plans to attack Class F by the simple process of boring out the 1087-c.c. engine in situ, and this was duly done by Messrs. Enever and Jacko with an electrical boring device which opened the bores from 57 mm. to 59.5 mm. Then they fitted bigger pistons thought-fully brought out for the purpose. Result : a Magnette of 1105.5 c.c. which



200 mph with 1100 cc

was thus in Class F (1500 c.c.). The work was done in the Dessau police barracks whose inmates looked like members of a motorized division, heavily armed. The near-by Junkers aircraft factory enthusiastically assisted by welding a crack in the camshaft bearing housing and all was ready for the new runs. There was no preliminary running-in.

In short, the Class F mean speeds were 204.28 for the kilometre, 203.85 for the mile - which at last beat the sensational (and to some, dubious) record of 164 m.p.h. by Frank Lockhart's Miller in the States back in 1927.



No excess weight to carry - proof of dural frame's remarkable lightness.

That entire sortie went off from start to finish without a hitch. The only moment of alarm was when George Tuck got the bill for the celebration lunch and had to turn out all his pockets in a panic to find enough money. On the return journey the party crossed the Siegfried Line on the Belgian frontier which was being hastily completed and many suspicious eyes followed their progress. I experienced this myself, that August, on the way home from the German Grand Prix, but my anxiety was more palpitating because I had furtively taken some snaps of the works for the War Office (I Was a Spy For M.I.3B). I breathed again when they let me through to Belgium.

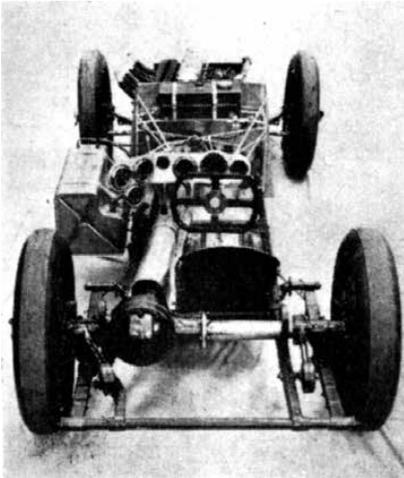
The extraordinary thing about that Magic Magnette was not so much that it looked 28 years ago like a Sports Prototype of today although it had its offset engine up front, but that it took records with the same engine in Class F (1500 c.c.), Class G (1100 c.c.), Class H (750 c.c.), Class I (500 c.c.) and believe it or not, finally in Class J (350 c.c.). The more esoteric records were all done when Goldie got the car out again after the war, between 1946 and 1950 on the then new Ostend-Brussels motorway, which at the time ran from Jabbeke, outside Ostend, for about 15 miles.

I was present at nearly all those frolics, including the one for which Goldie used a two-litre unblown Jaguar engine to reach 177 m.p.h. in that class. I remember so well the groaning rise at dawn (when winds, like morale, normally drop) and the chilly rendezvous out on the road hoping, I must admit, the wind and rain would keep up so that we could all go and have bacon and eggs. in near-by Bruges. On the final occasion Forrest Lycett was there to borrow Goldie's road when he'd finished with it, in order to take a Belgian record with his 1931 8-litre short-chassis Bentley two-seater. I went with him for a warm-ing-up run and I must say that what with the gale force wind and the almighty uproar of the huge engine it felt more like 200 m.p.h. from where I sat. Forrest got his record—at 134 m.p.h.

Having enlarged his engine for 1,500 c.c. purposes, Goldie now restroked it for the small-capacity runs and then got to taking out pistons and rods and substituting balance



200 mph with 1100 cc



The chassis laid bare. Note the angle of the engine and transmission and the oblong steering wheel.

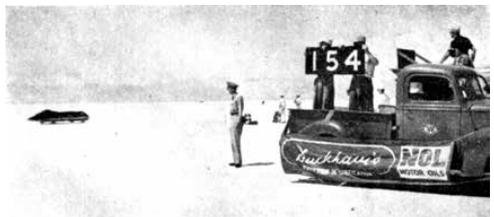
weights to run on three cylinders and then, in the end, on two.

The following May (1950) Abingdon had turned the same old Magnette engine into a twin-cylinder with bore of 57.25 mm. and giving 332 c.c. with output of around 50 b.h.p. at 7,600 r.p.m. Hearing that Goldie was back in Ostend, I drove overnight from Zandvoort, where I had watched the Dutch Grand Prix, to join him in the usually ghastly dawn hour on the motorway. The runs were made 12 hours later at 6 p.m. when the weather cheered up and the defective timing clock got back from Brussels. Goldie took the car down at 8,200 r.p.m. making a very odd exhaust sound and clocked over 123 m.p.h. On the return, the cockpit suddenly and silently filled with white smoke and the rev.-counter went the wrong way. The speed this time was 118 m.p.h. and the record worked

out at 121.048 for the mile, 120.394 over the kilometre which was enough, although the engine barely fired over half the last bit of the measured section. Goldie then hopped out of the Magnette and got in a li-litre 'Y'-type M.G. saloon with Shorrock blower and did, an 'officially observed run' at 104.7 m.p.h.

This was the end of the faithful old '1C3' o.h.c. Magnette engine, which had proved itself supreme not only in its 'natural' 1100-c.c. class, but also in 1500-, 750-, 500-, and 350-c.c. classes.

For 1951, it was decided to use the same car again, but to change to the 1250-c.c. XPAG engine, which was then in production in the 'TD' Midget. Two supercharged versions were developed and prepared and it was decided to make the record attempts on the Bonneville Salt Flats in Utah. One engine was intended for long-distance records and produced 92 b.h.p. at 5,400 r.p.m., while the other, 'sprint' engine was developed to produce no less than 213 b.h.p. at 7,000 r.p.m.! The 'cooking' engine was installed first and Goldie went out to collect six International and 10 U.S. National records, including the flying start one-hour, at 139.3 m.p.h. However, when the engine was changed for the high-speed attempt which a target of 210 m.p.h. has been set), the trouble began. Repeated break-downs of the timing equipment occurred, causing exasperating delays and un-timed runs.



Streaking past the timing stand during one of his record-breaking runs at Utah. Goldie Gardner learns that he is lapping the 10 mile course at 154 mph



200 mph with 1100 cc

Then, just as all seemed to be ready, a storm broke and the salt was completely flooded. As, once really flooded, it takes months to dry out, the whole expedition had to be abandoned until the following summer.

Owing to the colossal cost of such expeditions, it was the policy to attack two lots of records at a time. The long-distance records had been taken, so for 1952, the sprint XPAG engine was prepared again, and supplemented by a blown, 2-litre six—a short-stroke version of the Wolseley 6/80 power unit, with a target of 210 m.p.h. for each.

Tuning the six to produce the required 250 b.h.p. proved a bigger problem than expected, but eventually it was ready and in August 1952, the Gardner entourage arrived at Bonneville again—in another rainstorm! It was over a month before conditions were fit for an attempt and even then the salt was 'slick' when Goldie set off, using the big engine. On the eighth lap of the 10-mile circular course, at about 155 m.p.h., Goldie spun off on the slippery salt.

With all that vast open space to spin in, he just had to hit one of the quarter-mile marker posts, which smashed the Perspex cockpit cover and cracked him over the head. After the briefest first-aid, he tried again, taking three International and 11 U.S. National records, the fastest being at 155.7 m.p.h. On the 14-mile straight course the following day, he reached 190 m.p.h. before a piston fell in, and the 2-litre attempt was abandoned.

Two days later, with the XPAG sprint engine installed, more International and National class F records fell, including 5 miles at 189.5 m.p.h., but the car was obviously under-gear. The axle was changed and next day, the really high-speed runs were made. The engine ran without falter and showed a clear 7,000 r.p.m. over the measured distance, which should have represented 220 m.p.h. But the salt was still slick and wheelspin dropped the true speed to just over 202 m.p.h.—not a big enough advance over the 1939 figures to stand as a new International record, although setting up new U.S. National records.

Goldie was 62 years old at that time, yet he immediately began plans for a 1953 attempt, including a proposal to open out the XPAG engine to 1517 c.c. and to use the Jabbeke road again. But ill-health intervened and eventually his doctors persuaded him to give up the idea of any more speed record attempts at all.

It was later suggested that the bang on the head from the marker post had been a harder one than had appeared at the time.

Lt.-Col. A. T. Goldie-Gardner, O.B.E., M.C., died in 1958. The car was bought back by the M.G. Car Co. and is still used as a show-piece, with Perspex panels in the sides. And many of those records, including the 1100-c.c., 203.5 m.p.h. flying kilometre set up in 1939, are still unbroken today. *Safety Fast, February 1968.*





Brands Hatch - August

Thanks to my contacts at MG UK I was able to get to an MG on Track day at Brands Hatch which was a shared event with Lotus on Track day.

Brands Hatch is about 57 miles, one 30 mins drive from Eastbourne where we are staying with Lucy our eldest daughter.

David Wardell set me up with the 'MG on Track team' which is a sub committee of MG UK.

Dave Pearce, organiser and owner of the MG SV R S kindly invited me to be a passenger for the day.

The format was drivers briefing, which was short and sweet, and then 20 minute sessions every hour.

Dave's cars is somewhat modified with a Cobra Mustang 32 valve V8 and 480 BHP. Also a rather difficult Viper 6 speed box has been added.

Little things like electric locking for the tensioners on the full harness belts kept you tightly held in the snug seats.

I had around 5 stints with Dave, the rest of the time taking photos and video of the awesome sounding V8 and the many MGs that attended.

Nothing however goes without incident and we picked up a puncher after a little bit of curb hopping. No spare so Dave took it off to the local try shoot fix. Next the car





Brands Hatch - August



wouldn't fire. Seems the immobiliser had set in due to removing a wheel. So a reset of the alarm system and we were away again.

All in all a very pleasant day which left a big smile on my dial for the drive home.

The next day Lucy's neighbour Jaz invited me out in his TVR 4L Chimaera, a nice drive through the country side, 27deg C here, a stop for coffee and then I was allowed to drive it the 30 odd miles home. What fun.

So an SVR and a TVR are now on the bucket list. Anne's vies is my next wife will enjoy them.

Ross Armstrong





Old Speckled Hen Run – August

Not the best of days for the August OSH run with misty rain and cool temperatures – definitely NOT a hood down day. Fortunately the itinerary put together by Ron Mitchell and Shirley Kelly suited the conditions, with two stops, one for morning tea and one for lunch, both at venues with lovely open fires.

Due to some of the regular OSH members being out of town it was a smaller group this month of just 8 members (Ron Mitchell & Shirley Kelly, Michael & Elaine Anderson, Bill & Rae Denize, and Lox & Lynne Lummis) who set off for the Wairarapa from the meeting spot on State Highway 2, Upper Hutt. Thanks to Shirley for the Kit Kat bars she gave us all to snack on during the journey. Nothing like a chocolate treat to compensate for the lack of sunshine!

Our first stop was at Aston Norwood Gardens at Kaitoke where we all sat around the fire and enjoyed a very pleasant morning tea. We then headed off over the misty Rimutaka Hill, branching off at Featherston to cruise on to Martinborough.

From Martinborough we took the very picturesque route of approximately 32kms to Gladstone via Hinakura Road and then Longbush Road, with Ron and Shirley in the black MGF setting the pace. The roads were good and with very little oncoming traffic it was a very enjoyable run for the drivers and the passengers of the 3 MGs and the BMW. We passed several vineyards and lovely homesteads and the improved weather allowed us to appreciate the lush green fields, the golden-yellow flowers of the Kowhai and the pink blossom on the trees. The many lambs in the paddocks and clumps of daffodils along the roadside were a lovely reminder that Spring is here.

We turned off at Gladstone Road and arrived at the Gladstone Inn for lunch at 12.45pm.



We were spoiled for choice with the luncheon menu and were all very happy with the meals we were served. It was an excellent venue with good service, great food and above all very enjoyable company.

We all set off again around 2.30pm for the return trip home, some of us stopping in Greytown at the French Bakery for yet another cuppa and sweet treat.

A very relaxing and enjoyable run – many thanks to Ron and Shirley.

Lox & Lynne Lummis



The Surgery Sprints - August



No encouragement needed here for a little housework. Gravel on the track gone in the blink of an eye. Never have so many done so much so quickly! Wives and partners take note - it's all down to motivation. Not sure that a sprinkling of gravel on the kitchen floor would produce such a willing response.

Anonymous



FAULTY WATER TEMPERATURE GAUGE?

The Editor has acquired a source of diethyl ether and has successfully repaired two of his faulty Smiths capillary temperature dual gauges.

I can now offer a service to other club members. No charges if I fail to repair the gauge. Postage & packaging is extra. Contact the Editor on editor@mgcarclub.org.nz





Noggin N Natter - September

Noggin N Natter this month was instigated by Michael Shouse who arrange that it would be held at Bill & Rae Denize’s place, where Bill told us about what is required to get high points in a Concours. Well attended with drinks and pizzas to keep everyone happy.



Michael Shouse opening the evening

Bill gave us some points on how and what products he uses to clean ‘Scruffy’.

- I regularly clean my cars. I use Turtle Wax car wash (with no wax content) applying the car wash with a sponge, then wash the soapy residue off with a hose and then dry off the car with a microfibre cloth.
- I don’t wash my cars every week but I do try to clean the wheels weekly just to remove the brake dust.
- I always use two buckets and two sponges...one for the body and the other for the wheels.



Richard trying to spot any dirt on ‘Scruffy’

When it is getting near time for a Show and Shine Concours event I:

- Remove the wheels and clean them back and front.
- I clean the undersides of the mudguards.
- I clean all the “shut” closure gaps around doors, bonnet and boot areas.
- I clean the engine bay.
- Vacuum the interior and boot.
- I ask Rae (very kindly) to clean the windows inside and out.
- Armor All the interior.
- Blacken the tyres.



Bill explaining his technique

Everyone agrees ‘Scruffy’ isn’t scruffy any more.

*Dean Gray & Bill Denize.
Photographs Dean Gray*



Graeme Tulloch

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Joe Huffaker

It was interesting to see the article in the previous issue of the Bulletin on the MG Liquid Suspension Specials built by Californian Joe Huffaker for the 1963 Indianapolis race. There is, however, a far richer story to be told about Huffaker and the MG/BMC connection.



Joe Huffaker Jnr's MG Midget

Around the mid to late 1950s young auto engineer Joe Huffaker was attracting attention across the USA as a developer and race tuner for a range of sports cars, including some sports racing cars of his own design, and British production models such as MGs. A Huffaker Chrysler special, for example, qualified 18th out of 51 entrants in the 1958 Sebring Sports Car Grand Prix.

This attracted the attention of the BMC importers and distributors the BMC Car Company, headed by Norwegian American Kjell Qvale. Qvale contracted Huffaker to design and build a car for the new Formula Junior racing class that had started in Italy in 1958, but constructed using BMC parts. In 1959 the front engine BMC Mk1, based on the MG Midget/Austin Healey Sprite, was produced, and quickly came to dominate the class on the West Coast of the USA. Around 20 Mk1s were built and sold.

By 1960, however, the British factory built rear engine cars from Lotus, Cooper and Gemini etc were becoming the cars to beat, and Huffaker responded by building the rear engine BMC Mk2, employing an early VW split case gear box but with his own close ratio gears. The first cars still used drum brakes and all were based on BMC 'A' series bits. Both the front engine and rear engine versions were typified by a low centre of gravity and light weight construction. The Mk2 was superior to the Lotus 18 and arguably equal to the Lotus 20/22. Around 10 Mk2s were built and sold either as kits or finished cars.

The Mk2 quickly had front wheel disc brakes included as an option along with other features such as a Hewland gearbox. Huffaker also produced a Mk3 BMC using four wheel discs, a Hewland 5 speed gearbox and one even had a customer specified Ford engine. Only two or three Mk3s were produced.

Because Huffaker was, by 1960, becoming a well known constructor, the Mk2/3 BMCs are frequently called 'BMC Huffakers'. In 2012 the writer, and Wellington MG member, imported and had restored, a 1961 BMC Huffaker Mk2, the only one in the Southern Hemisphere. This car is currently being raced in New Zealand historic events.



Joe Huffaker



Terry's Mk2 BMC Huffaker FJ at Manfeild



Mk3 BMC Huffaker FJ

It will also be taking part in the New Zealand segment of the international 60th anniversary celebration Formula Junior series that will hit local circuits in January and February 2017. Some 50 cars from overseas will be joining around 30 local cars in events at Hampden Downs, Taupo. Ruapuna, Levels and Teretonga.

In 1963 Formula Junior was suddenly discontinued by the FIA, morphing instead into Formula 3. The reason given was the growing dominance of factory produced cars and that Formula Junior was no longer the low cost entry level formula intended and therefore needed to be placed in the context of F1 & F2.

As Joe Huffaker's reputation grew he also became engaged in a range of other projects including his own "Genie" Huffaker sports racing cars and building cars for Indianapolis. The first of these projects involved installing a 4.2 Offenhauser engine in the ex Jack Brabham 1961 Indianapolis Cooper Climax. Brabham had used a stretched 2.75 litre Climax engine against the 4.2 litre Indy cars and finished 9th, but could have been a lot higher up if not for an unscheduled and unneeded pit stop. The project was again financed by Qvale but before it was completed, Qvale went on a trip to the UK and returned with a 6 cylinder Aston Martin engine that was stretched out to around 4.2 litres. Apparently the Aston Martin people told him that this was the engine he really needed.

Huffaker then had to take the Offenhauser out of the Cooper and install the Aston engine. He did this grudgingly as the car had been set up for the more compact



Jack Brabham in the Indy Cooper Climax 2,75 litre

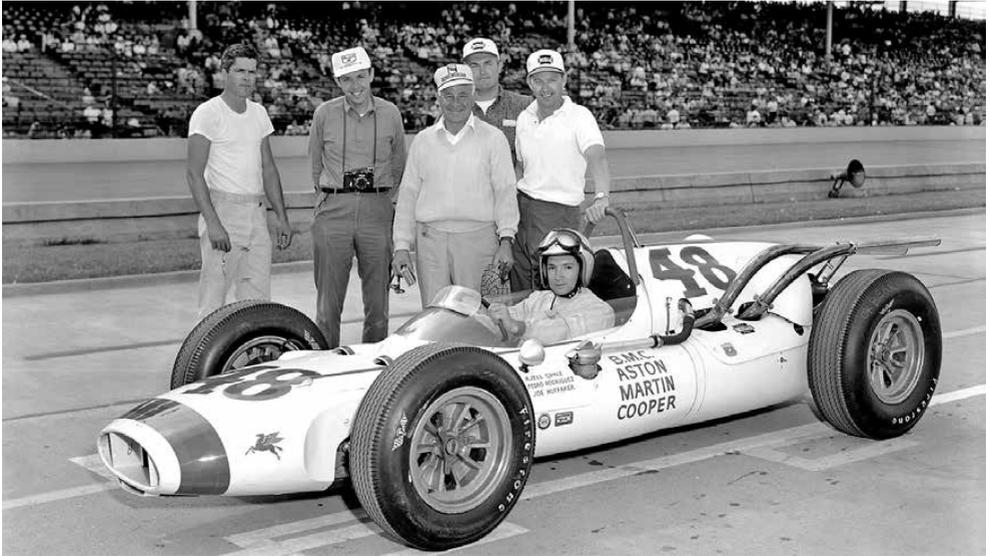


2010 restored Indy Cooper Climax at Pebble Beach



Joe Huffaker

Offenhauser unit and the heavier engine Aston upset many of the suspension and other handling elements. Needless to say the “BMC Aston Martin Cooper” as it was called did not qualify and the car has since been restored back to its original historic Indianapolis Cooper Climax form.



Pedro-Rodriguez and crew with the Aston Martin Cooper Indy 1963

Huffaker’s next project was the two ‘MG Liquid Suspension Specials’ that used the MG 1100 hydrolastic suspension and were featured in the previous Bulletin. These were actually relatively successful (qualified two years in succession and one held fourth place for a while). They were also amongst the early rear engined cars that quickly came to dominate Indianapolis as they had done years before in Formula Junior.

Perhaps the strangest car that Huffaker built was perhaps the twin engined Porsche Indianapolis car, not so successful, and which did not qualify. The car used two 2.1 litre Porsche 911 engines front and rear. It did work, if not all that well.



Huffaker Twin Porsche Special Indianapolis

Huffaker Engineering still operate out of Northern California and still modify and race MGs.

Terry Collier



From the archives - 1960's

Geoff Sands worked for a printing company and produced one if not more of the colour covers for the Bulletin, the contents were cyclostyled and stapled in and at one time we even owned a Gestetner for this purpose. Barry Way worked for K E Niven Supplies specialising in draughting supplies and advertising artwork and had a 'Y', a stylised photo of which graced the Bulletin cover for a significant period in the late 60's.

Dave Hector



MG Classic Motor Race

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

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



Michael Shouse's MGB LE Rebuild

In 1979 when Michael Shouse graduated from University, to celebrate he walked across the road and bought a brand new MGB LE convertible, as his father had done before, in 1954, buying a new MG TF.

The Limited Edition was a marketing endeavor between B-L and the U.S. distributorship in Leonia, NJ to boost slipping sales in the North American Market. The production period of the North American version "LE" was 1979-1980. Don Hayter explained how it was assured that the cars were always black, he stated that there was an agreement between "Leonia" and all North American dealers that the "LE kit" would be only installed on black cars and to buy a black car of that time period, it had to be a Limited Edition only. There were 6,668 produced in the two years of production.

As the B-L listing (below) shows, the following items make the Limited Edition unique as compared to the other MGB models of that time period. It must also be noted that the North American model came only in the "Tourer" body style and not the GT.

- Black paint
- Front air dam
- L.E. Five spoke alloy wheels, manufactured by GKN, with MG hub center appliquéés
- Silver lower body stripes
- Luggage rack
- Leather covered, padded, three spoke steering wheel with a special center hub. This uses the same MG appliqué as the wheels
- A Limited Edition dash plaque installed on the glove box

Since then the car has followed Michael from job to job, country to country. In 2007 he emigrated to NZ bringing the car here in 2009. While the car has a pampered life.





Michael Shouse's MGB LE Rebuild

Always garaged, time has still dulled her paint and surface rust has appeared in a couple of places, time to bring her back to show room condition.

Michael has spent the last month dis-assembling the car and carefully boxing and labeling the bits and is sending it to a man in Stokes Valley to prepare the car for painting. While he is away for 6 weeks in the USA, the body should be ready to paint upon his return.

Dean Gray

Photographs:
Michael Shouse &
Dean Gray



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8691 WESTERN WAY
JACKSONVILLE, FL 32216

DEALER: LAKELAND MOTORS INC
614 NORTH CENTRAL AVENUE
KNOXVILLE TN 37917

PORT OF ENTRY: JACKSONVILLE
MAKE/MODEL: 1979 MGB LIMITED EDITION
SERIAL NO.: GHN5UL 493428G
ENGINE NO.: 6919
COLOR: BLAK BEIGE

MANUFACTURER'S SUGGESTED RETAIL PRICE P.O.E. VEHICLE: \$7,195.00

EQUIPMENT: OVERDRIVE 265.00
LIMITED EDITION PKG 530.00
INCLUDES:
• SPECIAL BLACK PAINTWORK
• SPECIAL ALLOY WHEELS
• 185/14 RADIAL TIRES
• AIR DAM FRONT SPOILER
• COMPETITION TYPE STEERING WHEEL
• LUGGAGE RACK
• BLACK MG COOD MATS
• LIMITED EDITION SILVER STRIPE
• LIMITED EDITION I.O. PLAQUE

EPA FUEL ECONOMY RATING: 16

1979 MGB™ 4 CYL. 110 CU. IN. ENGINE, FUEL SYSTEM: 1X1 BBL. CARB. 4 SPEED MANUAL TRANSMISSION AND OVERDRIVE WITH CATALYST.

ESTIMATED MPG: FOR COMPARISON 16

The ESTIMATED mileage for this model 16, is to be used to COMPARE cars of this model with other cars. Your own mileage may be poorer depending upon options, driving conditions, your driving habits, and your car's operating condition.

OTHER TWO SEATER MODELS:
The ESTIMATED MPG numbers for other similar sized cars range from 12 TO 22 MPG (AS OF OCT 25 1978). By comparison the ESTIMATED MPG of this model is 16.

Use these numbers to compare different models. Consult the "Gas Mileage Guide" for further information.

ANNUAL FUEL COST: \$656
BASED ON 16 MPG, 15,000 MILES PER YEAR AT \$.70/GALLON.

4 SPEED SYNCHRO GEARBOX N/C
ALTERNATOR N/C
POWER BRAKES-FRONT DISC N/C
RADIAL PLY TIRES N/C
TACHOMETER/TRIP ODOMETER N/C
FUEL OIL WATER TEMP GAUGES N/C
CLOCK N/C
MAP LIGHT N/C
CIGARETTE LIGHTER N/C
CENTER CONSOLE W/ARMREST N/C
LOCKABLE GLOVE BOX N/C
TONNEAU COVER N/C

SUB TOTAL 7,990.00
TRANSPORTATION AND HANDLING 170.00

ASK THE DEALER FOR FREE GAS MILEAGE ESTIMATES. IT WILL SAVE YOU MONEY.

Total amount (does not include state and local taxes or Dealer installed accessories.) \$8,160.00

Automobile Information Disclosure Act, July 7, 1968
Removing, Altering or Defacing this Label Punishable by Law.

MGB LE Invoice, Knoxville, Tennessee.

Michael's father's MG TF taken around 1965 in New Orleans



Daffodil Run - September



What a day after the snow hail rain and wind of the previous two days it was warm sunny and cloudless for the new meeting place at the old Rimutaka Tavern on sh2.

A good turn out of MGs old and new including TD from 1952 a few Bs a 3 and a few in between. It seemed that the fine weather brought out vintage and classics of all types with a large fleet of early Austin's, a couple of Ferrari's, a big fleet of Sunbeams and a few Chevs seen on our travels.

The food at Gladstone Winery was well up its normal standard as was the wine.

The crowds seemed a little smaller than other years but the Daffodils were as good as ever and the cause also as worthy as always.

The other thing of note was the number of "new" MGs to the club with a 1970 re B and a white F sporting a lot of go faster mods and an exhaust note that proclaimed that it was not to be messed with.

So altogether another great day

Les Newman





Tawa Lions Christmas Parade

To be held on **Saturday 3 December 2016**
at 3:00pm wet or fine.

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

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

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

If you would like to join in the Parade in your MG, please contact: Jim Higgins
email: jhiggins@netedge.co.nz

The MG Car Club Christmas BBQ will also be held on this day, at Ross Armstrong's, details to follow.



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Tech Talk - Daytime Running Lamps

Daytime running lamps are optional lamps fitted to the front of a vehicle to make it easier to see in daylight. They have a low light output and are not bright enough to illuminate the road ahead of the vehicle.

Fitting requirements

You can fit up to two daytime running lamps to your vehicle. If your vehicle already has two daytime running lamps as original equipment, you can't fit a second pair. On some vehicles, daytime running lamps operate as a function of the main beam headlamp.

Daytime running lamps should be wired so that they automatically switch off when either the dipped or main beam headlamps are turned on.

Daytime running lamps must be white or amber in colour. When purchasing daytime running lamps, it is your responsibility to ensure they meet approved standards and are designed for that specific purpose. If in doubt, consult a vehicle lighting retailer.

On the road

Daytime running lamps are normally designed so that they turn on automatically with the engine ignition, and turn off when the dipped or main beam headlamps are switched on.

LTSA

Fitting Daytime Running Lamps

There is a wide selection of lamps available on TradeMe and from Retailers, some kits come with all you require and some with just the lamps. The following circuit is for those that are just the lamps. Before you start here are some reasons for rejection by your WOF garage:

1. A vehicle is fitted with:
 - a) only one lamp, or
 - b) more than one pair of lamps.
2. A lamp is fitted in a position other than at the front of the vehicle.
3. A retrofitted lamp is not:
 - a) symmetrically mounted, or
 - b) mounted as far towards each side of the vehicle as is practicable.

Assuming you mount them in a position that satisfies your WOF garage, the next step is to wire them in to your circuit. You will need 10A wire and a 12V Auto Relay, female connectors and one Lucas bullet and maybe a double connector.

Everything is available from Jaycar, apart from the Lucas bullet and double connectors which are available on TradeMe or the web.

Mount the relay close to the front of the car, for added weather protection you could mount it in a Jiffy box (along with the Headlight relays, see earlier Tech Talk).



Tech Talk - Daytime Running Lamps

- Wire relay terminal 85 (coil) & terminal 30 (switch) together then wire either to the ignition side of the fuse box, in 1960s & 70's BMC/BL cars this is the fuse of the fuse box with green wires. This will turn on the Daylight Running Lamps as soon as you turn on the ignition and the circuit is protected by the fuse.
- Wire relay terminal 86 (coil) to the side lights, in 1960s & 70's BMC/BL cars this is the red/green wire, you will need a Lucas bullet and maybe a double connector, it is likely there is a double connector there already.

The reason to wire to the side lights is that the side lights will act as an earth to the relay, until you turn on the side lights at which point the relay will have 12V on both sides of the relay and will turn off, thereby turning off the Daylight Running Lamps when the side/dipped or main beam headlights are on - legal requirement.

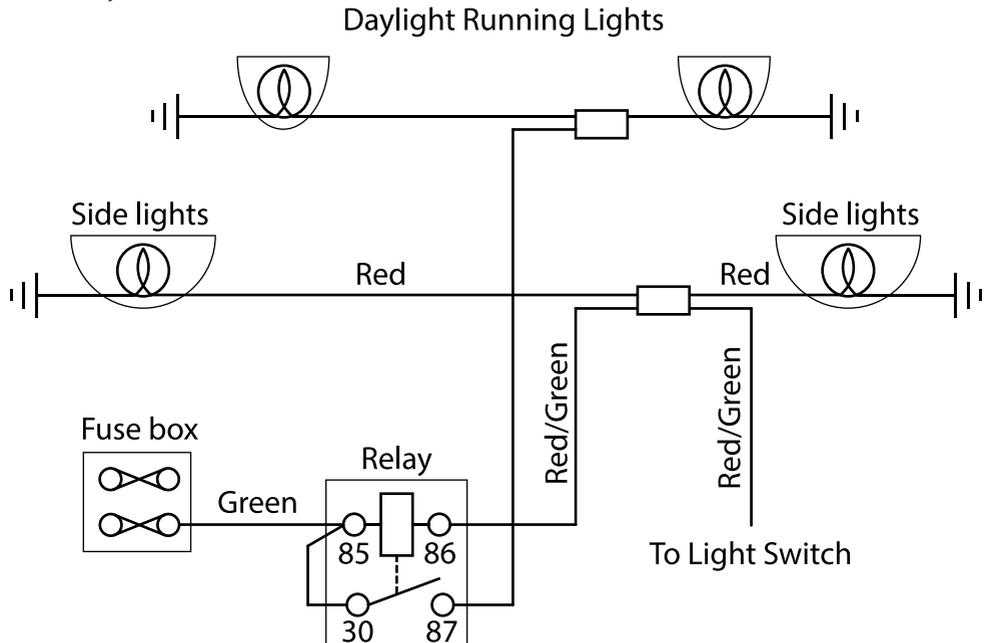
- Wire relay terminal 87 (switch) to your Daylight Running Lamps.
- Wire your Daylight Running Lamps to the chassis.

This circuit will work for either positive or negative earth cars, BUT most Daylight Running Lamps are LED so you will need to be CAREFUL choosing which wire to connect to the chassis.

Positive Earth it will be the red wire.

Negative Earth it will be the black wire.

Dean Gray





MG ZS Spotted

6 September - MG insiders confirm next year's Nissan Juke rival will be called MG ZS, and we've spotted it testing on the road

This is our best look yet at MG's new baby SUV. The follow-up act to the Qashqai-sized MG GS, the smaller SUV will be called the ZS and go head-to-head with the Nissan Juke when it arrives.

Spied wearing a production body for the first time, the new MG SUV will be based on a shortened version of the platform from the GS. Over the MG3 hatchback the ride height has clearly been raised, while the headlamps appear to be more raked back than they are on the larger GS.

A number plate check on previous test mules also uncovered that MG was trailing a 1.0-litre petrol motor - an engine MG does currently not have in its range. If MG is developing a small three-cylinder turbo unit itself it could appear in other models within MG's lineup.

According to a high-ranking MG insider, the new car will be badged MG ZS. The model will mark the revival of the nameplate last used to denote MG's version of the Rover 45, a saloon and hatchback axed in 2005.

Plus, MG's head of marketing Matthew Cheyne said that the explosion in popularity of SUVs and crossovers has meant it's a market the brand cannot ignore. Based on the GS platform also means the smaller ZS may also get the same 1.5-litre petrol engine and 6-speed manual gearbox from the larger crossover, as well as the 1.0-litre mentioned above. There's also a 7-speed DCT automatic in the GS, which could also appear on the smaller car.

The platform also supports larger cars, which means we could see a seven-seater rival for the Nissan X-Trail in the MG line-up in the future - but hardcore fans of MG won't be pleased to learn that MG's new focus on SUVs has come at the cost of a new MG two-seater roadster. Although the ZS' styling will borrow heavily from the British-designed MG GS, the final look will be influenced by the MG Icon concept, first shown at Beijing Motor Show in 2012. That car featured clear styling links to the MGB GT of the 1960s but





MG ZS Spotted

in a pumped-up crossover package, and was penned by Brit Anthony Williams-Kenny and his team at parent company's SAIC's HQ in Shanghai.

Fuel economy of over 50mpg is likely in the lighter Juke rival, but the headline figure will be the price. With the GS starting at more than £3,500 less than the Qashqai, we expect MG's Juke to cost from around £12,000 - significantly less than the Nissan.

Since the demise of the MG TF in 2010, fans have been crying out for a new sports car harking back to the MGA, MGB, MGF and TF. Cheyne told us that a new sports car would arrive in the future, but not for the next few years at least as the brand concentrates on more profitable sectors like the SUV market.

He added that with China becoming more appreciative of sports cars, MG's parent company SAIC is warming to the idea of a new TF, but the car needs to have appeal to global markets not just the UK. The new baby crossover will form just one part of a considered product plan. By the end of 2020, MG will launch new versions of the MG3 and MG6 along with the SUV plans.

MG's explorative first step into electric car motoring, the Dynamo, has also hit the buffers. Bosses seem keen on offering a simple line-up of cars powered by petrol and diesel engines rather than electric or plug-in hybrid tech while the brand is still in its early years of growth.

Sam Naylor - www.autoexpress.co.uk



Odds and Ends

4 September - Club member and contributor to the Bulletin - Les Newman appeared on the 'Stuff' web-site in the article - Wellington man drives 2000km in pursuit of his stolen trailer - while police do 'sweet bugger all' - see www.stuff.co.nz for the full story.

23 September - MG to end UK car production at Longbridge with switch to China. MG has announced it is to stop making cars at its Longbridge plant and will be moving production to China - ending manufacturing in the UK.

The firm said vehicle assembly was no longer "required" and cars would arrive "fully built ready for distribution".

MG said there would be 25 redundancies, but sales, marketing and after-sales operations would remain at the plant. - *B.B.C News*



Pre 56 Rally - Wanganui February 2017

The Pre-56 MG Rally Organising Committee has been working through a number of issues since we last reported to you in June and we are happy to advise everything is going according to plan – as they say!!!

Currently we have some 125 people coming to the Rally assuming they all take up the bookings they have made at the Kingsgate Hotel and the Quality Inn Collegiate. This number does not include those people who we know who are making their own arrangements. We are working on 160 people coming to the Rally so if you haven't yet decided to come what about making the trip to one of the best River City's in New Zealand. You won't be disappointed and after all it's our 21st Birthday!!!

Accommodation is now only available at the Quality Inn Collegiate Ph: 0800 942 943. Make sure when you book you mention the Pre-56 MG National Rally so you can get the special rates we have negotiated.

The Entry Form is now available for downloading from www.mgcarclub.org.nz

Click on the Pre-56 MG National Rally 2017 Area on the Wellington Centre Home Page. We look forward to receiving your completed and signed Entry Forms and don't forget the various ways of paying. It's all so easy we hope!!!!

The Entry Fee of \$190.00 per person includes the following:

- Special 21st Anniversary Rally Satchel with goodies including cloth embroidered Rally Badges
- BBQ meal on Day 1
- Lunch and Entry to Bushy Park during the Observation Trial on Day 3
- Prize Giving Dinner including Wine on the table on Day 5 – Theme “Art Deco”
- Entertainment at the Prize Giving Dinner
- 21st Anniversary Handbook with a complete rundown of the Rally Programme etc

We have had to make some changes to the Programme we originally advised and in particular we are unable to run a Regularity Hillclimb Event due to Motorsport NZ Inc. regulations and other matters arising from the new Health and Safety policy guidelines. Instead we are running an Autocross on a sealed area at a simply stunning location. Wild is the word but fear not too wild for our old cars!!!

General Items of interest:

Shortly we will have available some items of Regalia for pre-ordering and details will be online in the next couple of weeks with sizes and cost.

We will also have Pre-56 MG National Rally 2017 labelled bottles of Wine available at \$20.00 each including a fantastic 2014 Gisborne Chardonnay and a luscious 2013 Bannockburn & Gibbston Valley Blended Pinot Noir. They are not to be missed and there will only be a limited number available of each variety for sale at the Rally HQ.

The boat trip on the “PS Waimarie” up the Whanganui River is a must on Thursday 23rd and the special rate is \$20.00 per head. We need to have at least 75 people for that rate to apply so when completing your Entry Form please make sure you indicate your interest in going. We will collect your money for this event at the Registration Desk on the Monday



Pre 56 Rally - Wanganui February 2017

afternoon. The “PS Waimarie” can take 140 people comfortably so we should be able to fill it up hopefully!!!!

For those people attending the Art Deco Weekend - Thursday 16th to Sunday 19th in Napier, Hawkes Bay we are in the process of negotiating with VCC Hawkes Bay to allow entry to a Friday night VCC function in Napier, entry into the Parade for those cars manufactured before 1945, special display parking on the Saturday which is when the Car Parade takes place, events at the VCC Club Rooms and special runs. Details will be sent out shortly to the co-ordinators from Canterbury, Wellington and Auckland.

If you have any questions or require additional information please do not hesitate to get in touch with Michael Anderson on Phone: 04 293 7222 Mobile: 021 620 065

Email: michael.anderson@xtra.co.nz

We really look forward to welcoming you to the 21st Anniversary Pre-56 MG National Rally 2017 in Whanganui.

Day	Times	Activity	Venue
Day One Monday 20th February	3.00pm to 5.30pm	Registration	Kingsgate Hotel
	6.00pm	Noggin 'n' Natter	Kingsgate Hotel - Kimber Lounge
	6.30pm	Welcome & Briefing	
	7.00pm	BBQ by pool	
Day Two Tuesday 21st February	10.00am to 3.30pm	Concourse D'Etat & Display	Queens Park, Campbell St (opposite the Sargeant Gallery)
	10.00am to 3.30pm	Scrutineering for those cars participating in Day Three & Four	Queens Park, Campbell St (opposite the Sargeant Gallery)
	4.00pm onwards	Free Evening	Dinner Own Arrangements
Day Three Wednesday 22nd February	9.00am to 1.00pm	Observation Trial	Start from front of Kingsgate Hotel Lunch provided at Bushy Park
	6.30pm for 7.00pm	Register Dinners	Three arranged Restaurants near to Rally HQ
Day Four Thursday 23rd February	9.00am to 1.00pm	Motokhana	Venue – Wanganui Airport
	2.30pm to 4.30pm	Whanganui Riverboat Cruise on “PS Waimarie”	Hatrick's Wharf, Taupo Quay, CBD
	5.00pm onwards	Free Evening	Dinner own arrangements
Day Five Friday 24th February	9.00am to 1.00pm	Autocross	Venue to be revealed
	2.00pm to 4.00pm	Possible visit	VCC Whanganui Club Facilities and Spare Parts Shed
	6.30pm	Tour of Whanganui arranged with “Take It Easy Tours”	
	7.30pm	Prize Giving Dinner (Theme “Art Deco”)	Kingsgate Hotel - Kimber Lounge & Restaurant
Day Six Saturday 25th February		Farewell Breakfast and own arrangements	

Old Speckled Hen Run – September

As this month’s run was a short one, we changed things around a bit and we all meet for morning coffee at Ruby’s Café at Mana. Following the hand out of “Route Instructions” and a briefing from the organisers, Bill & Rae Denize (MGZR), Ron Mitchell & Shirley Kelly (MGF), Lynne & Lox Lummis (MGB), John Daniels (MGBGT), Dean Gray (MG1100), Michael & Elaine Anderson (MGBGT) set out to drive the planned route.

In essence, it covered much of the area which has been effected by the construction of the “Express Way” so we were all able to have glimpses of the what has been happening, over the past couple of years.



We travelled down Grays Rd to Puatahanui with a silent salute to the Weeks’s at Motukaraka Point, over the Paekakariki Hill Rd to Paekakariki, then onto Raumati South via a new piece of the off ramp on to Poplar Ave, then along Rosetta Rd to Raumati, down Marine Parade through the outskirts of Paraparaumu Beach village into Kapiti Rd and turning into Te Roto Drive and ultimately onto Otaihanga Rd which took us back up to State H/W 1. We then retraced our steps back down State H/W 1 to Boat City and then onto the corner of Ruahine and Rimutaka Sts our destination the “Blue Train” This venue has only recently opened and consists of two refurbished 1952 Railway





Old Speckled Hen Run – September

Carriages used on the Johnsonville Line. Chris Evans and his partner Alan Kenyon have spent a lot of time and money creating a unique venue with one carriage being the dining area and the other a fully equipped kitchen. They are linked together by a wooden deck which will allow people to sit outside in the summertime.

Needless to say we all had their ‘take’ on a Railway Pie (Chicken & Leek) and Mash which was simply delicious and followed by Apple Crumble and ice-cream, tea and coffee. They also have a licence to sell liquor so all your wants are catered for along with excellent staff!!!!

We all felt this was a great venue and one which we would go back to again next year. Interestingly, Chris Evans who’s from UK drove his MG Midgette Farina all the way to NZ. He has produced a travel diary with lots of photos and entry’s and made it into a magnificent book. Ask to see it, as its really worthwhile as to what you can do, in recording your journey’s.

This really is the only train you won’t want to miss!!!!

Michael & Elaine Anderson



New Members

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

Isabel, Greg and Edwina Binning

Ngaio, Wellington



British Car Museum, Hawkes Bay

I was travelling back to Napier from Cape Kidnappers with a friend when we came across a rough sign that said 'British Car Museum' outside a huge implement shed. We pulled in and saw a scruffy hand painted sign that said 'over 400 cars on display'. They'll be lucky I thought, not in that place.

Another sign said 'Press the horn and I'll open the door'. Eventually I found the horn in the centre of a steering wheel attached to the outside wall. Bravely I pressed it.

A voice yelled 'coming!'

After a three minute wait the door was opened by a guy in a mobility scooter. The entrance fee was paid (cash only) and he directed us to the start point.

I said I was a member of the MGCC, he replied they had two MG's.

The cars were stacked two high on industrial shelving. If you stood in the middle of the aisle and put both hands out you would touch cars either side. There was probably over 200 metres of aisle. The custodian did not deem it worthwhile to turn the lights on this dull grey afternoon so it was dark inside.

What I first saw was stacks of Triumphs, 2000's, 2 point 5's, Dolomites, Heralds etc. Even a Mayflower. About 10 of each type with a sole sad spitfire on top.

Past a reasonable Roller and around the corner to the Vauxhalls, there were about twenty of each of the following HA's, HB's, HC's Wyverns. All stacked two up. There was the only MG I found, a reasonable 70 BGT, couldn't find the other one. Then on to about thirty Minis and a couple of Mokes in reasonable nick. There were a few Maxi's stacked up as well making friends with a Jensen Healey.



MG BGT



MG 1300 Mk2



British Car Museum, Hawkes Bay



MG Maestro



Couple of MGs among Austin/Morris 1100s

Some trucks, as well as UK Fords, and other bits and pieces. Around the corner were about 40 Minors or various ages, all seemed driveable.

Apart from a few restored vehicles most seemed to have been either driven in or towed in and stacked as is.

It had that classic smell of a wreckers yard, that musty smell of rotting steel and upholstery. A huge amount of memorabilia was scattered around, manuals, tools, petrol cans. A bit like a dishevelled untidy garage where you got sick of working on a project and decided to have a break of a couple of years.

It's about a three hour drive from Otaki. Is it worth seeing?

Yes I think so, but take a torch, hand cleaner and your own food. There are a few good cafe's and picnic spots close by.

Give yourself several hours and an open mind to peruse the displays.

David Etchells

Photographs from www.britishcarmuseum.co.nz

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For Sale

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Illustrated: 1954 MG TF 1250. Estimate: \$32,000 - \$38,000



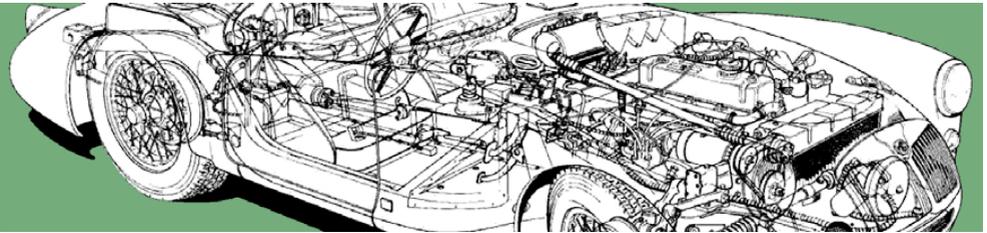
Membership Fees

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 Michael Shouse
phone: **04 297 2279** or
e-mail: **upnzway@earthlink.net**

Rear Cover, Editor's MG 1100 attempting to tow Michael Shouse's MGB LE.
Photograph: Dean Gray.



Advertising specifications for display advertisements

Prices for 12 months

- Full Page \$240
- Half Page \$200
- Quarter Page \$100

Advertisements may be supplied in most common digital formats by e-mail or on flash drives or CD's, etc. Alternatively your raw copy can be turned into suitable artwork for your approval.

Enquires to 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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