



Bulletin

PO Box 3135, Wellington, NZ.

Feb - Mar 2017





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Cover: MG TF 1250 - Roy Savage Collection Auction, see page 22.

Inside Cover: Tawa Christmas Parade: More photos page 16.

Top: Neville & Barbara Milby's MG TC.

Bottom: Hans Brout with Christmas Elf Angela. Photos: Dean Gray.



Coming Events

Sun 12 Feb	British Car Day - Trentham Memorial Park, Barton Rd, Heretaunga. British Car Club - Admission for display vehicle - \$5.00
Mon - Sat 20 - 25 Feb	MGCC Pre 56 Rally - Wanganui. Contact: Michael Anderson - email: michael.anderson@extra.co.nz
Wed 22 Feb	Club Night Dinner, Jackson Cafe & Bistro, 306 Jackson St, Petone. Contact: Michael Shouse, details will be confirmed by email.
Thurs 23 Feb	Old Speckled Hen Run - Murrayfield Langdale Café & Restaurant, Levin. Contact: Michael Anderson - email: michael.anderson@extra.co.nz
Sat - Sun 25 - 26 Feb	MGF/TF Festival - Mangaweka Contact: John & Viv Eames - email: mangaweka@hotmail.com
Sun 12 Mar	Noggin N Natter - MG garage visit & quilting session Contact: Michael Shouse, details will be confirmed by email.
Sun 26 Mar	Big Breakie Run - The Dish, Masterton. See page 37 Contact: Dean Gray - email: editor@mgcarclub.org.nz
Thurs 23 Mar	Old Speckled Hen Run - To be advised Contact: Michael Anderson - email: michael.anderson@extra.co.nz
Wed 29 Mar	Club Night Dinner - Yeay's House, 209 Main Rd, Tawa. Contact: Dean Gray - email: editor@mgcarclub.org.nz
Wed 5 Apr	Noggin N Natter - To be advised Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Fri - Mon 14 - 17 Apr	MGCC Easter Rally, New Plymouth. - See page 7 Contact: Paul Walbran, MGCC Auckland - email: paul@mgparts.co.nz
Thurs Apr	Old Speckled Hen Run - To be advised Contact: Michael Anderson - email: michael.anderson@extra.co.nz
Wed Apr	Club Night Dinner - To be advised Details will be confirmed by email.
Sun 14 May	Cecil Kimber run - Trial, includes a lunch stop - See page 19 Contact: John Grant - email: j.p.grant@extra.co.nz

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



Editorial

First off I would like to thank Pip Grant for 'volunteering' to proof read the Bulletin, so no more grammatical errors as in the past. She did a brilliant job on this issue.

I hope you all had a wonderful Christmas and New Year, despite the weather!

I has set myself the goal of getting my green MG to a WOF appointment in early January. Which I achieved, but she failed on seat belts, as I knew she would, the new ones hadn't arrived.

Sadly while I have fitted the new seat-belts, I haven't been for a retest, as she wouldn't go up hills. The lack of power has been a mystery, I have swapped, tested and retested, nearly everything concerning the timing, carburettors, distributor, fuel supply and have yet to solve the problem. I even spent time checking the cam was correctly timed, without dismantling the engine. But according to my calculations it is timed to 109.5°, which is half a degree out and that could be the dodgy way I did the measuring. Still it is not the cause. I hope to have it solved by next Bulletin! So it will be the red MG for British Car Day!



Dash is in but the vacuum gauge isn't working and the rev-counter is over reading, so she has to come out again.



Engine is in, looking good and idles fine, but lacks power on the road,



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.



Captain's Ramblings

I hope everyone has had an enjoyable break over Christmas despite the weather! Here's to looking forward to 2017 with optimism. Will it be a MaGnificent or a triTRUMPhant year? During the break (which I worked through) I have been reading a book on Britain's best loved cars.

Top of the list of the 10 best loved British cars in the 60s (remember them) were the BMC 1100 and 1300 by far the best selling cars of the 1960s. Their design was based on the ADO16 blueprint, with other examples of badge engineered ADO16s being the Austin, Morris, Wolseley, Vanden Plas and MG versions of the 1100 and 1300, as well as the Riley Kestrel.

However, the most sporty option for ADO16 buyers was, you guessed it, the MG 1300.



Fact

Sir Alec Issigonis, who designed the classic Mini, also designed the BMC 1100/1300.

Claim to fame

The Austin 1100 Countryman appeared in the 'Gourmet Nights' episode of Fawlty Towers, where Basil Fawlty gave it a 'damn good thrashing'!

The second most popular car of the 60s, coming a close second to the ADO16s, was the Ford Cortina. Ford Cortina was so successful that it was produced for the next 20 years, with at least five generations being offered during that time.

Fact

The Cortina Mk1 was available with a great selection of engine, trim and bodystyle options.

Claim to fame

The Ford Cortina appeared in one of the 'Carry on' films in Carry on Cabby, Hattie Jacques' 'Glam Cabs' used a Ford Cortina, while Sid James competing company used outdated Austin taxis.



Third on the list was the Vauxhall Viva (HA and HB). The HB version was the more popular of the two, with its distinctive Coke bottle styling.

Fact

Corrosion was a major problem on the early Vivas, earning them a bad rep for rotting. Often large parts of the car simple fell off.





Captain's Ramblings

Fourth on the list was the Mini, first launched in 1959 as the Austin Seven and the Morris Mini-Minor.

Fact

The original Minis were best selling British car ever made. Over 5.3 million of the original Minis were sold.

Claim to fame

The Mini is famous for its starring role in the Italian Job, also starring Michael Caine. It was a 60's icon. Along with the mini skirt and rock 'n' roll, it defined a decade.



Fifth on the list of best loved 60s British cars was the Rootes Arrow range which was produced between 1966 and 1979. The range included models by Chrysler, Hillman, Sunbeam and Singer.



Fact

The Hunter was the first New Zealand CKD model line to pass the 30,000 unit mark during its 12-year run. It was also made in Iran as the Paykan, from 1967 until 2005.

Claim to fame

The Hillman Hunter to everyone's surprise won the 1968 London to Sydney Marathon car rally. Beating 100 other competitors including: Austin 1800s, Lotus Cortinas, Ford Falcons, Holden Monaros and Porsche 911s among others.

Sixth on the list was the Vauxhall Victor. After beginning production in 1957, by the mid-60s it was a popular choice with British motorists. By 1961, its success at home was emulated overseas and it became Britain's most exported car.

Fact

The Victor FB, unveiled in 1961, could manage an impressive 0-60 in 23 seconds and had a top speed of 76 mph.
(Mind boggling I know!)



Seventh is the Ford Anglia. The styling of the Anglia 105E was very American, with its sweeping lines and distinctive fins. The Anglia was renowned for being robust and reliable, only being overshadowed by the success of the Cortina.



Captain's Ramblings



Fact

The Anglia was the first car to have metallic paint. Buyers had a choice of two colours Venetian Gold or Blue Mink.

Claim to fame

The Anglia is famous for its role as the flying car in the Harry Potter movies.

Eighth is the Ford Escort, which replaced the105E and was much more modern. It was so popular that, between its release in 1968 and the beginning of 1970, more than 177,000 units had been sold. It was the model that made Ford a household name in Britain.

Fact

The Escort put the 'Ford' in affordable. In 1969 the saloon was the cheapest Escort available, a mere £672. The 1300, the most expensive model was a couple of hundred pounds dearer at £851. The Escort Mk1 RS2000 was the precursor of the modern hot hatch. It laid the foundation for the later models such as the XR3i.



Ninth most popular was the Ford Corsair (known early on as the Consul Corsair). However, it wasn't nearly as popular as the Cortina.



Fact

The Corsair's sloping bonnet was directly influence by the classic Ford Thunderbird, popular in the US. To recognise its V4 engine, the advertising slogan was 'I've got a V in my bonnet'.

Last but not least is the Hillman Imp. Hillman was part of the Rootes Group and the Imp was manufactured between 1963 and 1976. The early Imps had a reputation for being fun to drive but very unreliable.

Fact

The Scots took a shine to the Imp with it being the first car many Scots owned. It is actually so famous in Scotland that it appears in a tapestry portraying the history of Scotland.



Happy motoring.
John Grant

Source: Leonard, M., (2012) *Britain's best loved cars. All-time favourites from every decade.* UK: Parragon Books Ltd.



MGCC Easter Rally - April 2017

MG Car Club Easter Rally 2017
Friday 14 - Sunday 16 April 2017
New Plymouth

The Auckland and Wellington Centres will once again be organising the Easter Rally in 2017, again in New Plymouth. The format will be as we've had in the past, with a combination of social and sporting events, with no special requirements for cars or competitors other than to have fun.

The basic programme will be:

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

Registration fees are yet to be finalised, however accommodation should be booked as soon as possible to secure rooms before the busy Easter rush! We have secured a discounted room rate and have set aside a number of rooms at the Flamingo Motel arriving Friday 14, departing Monday 17 April. Rates per night are;

Studio: \$124
 One-bedroom: \$135
 Two-bedroom: \$150

Prices are based on two people, each extra person \$20/night. It is also possible to book for Thursday the 2nd of April – Please book with Andrew Walbran.

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





Quick Drive: Iain Fraser's MG6 GT



As part of last year's \$20K Challenge, we tried to get a hold of an MG3 to test. Under \$20K brand new and well-specced, it would have been great to include it in the test (which in the end was won by the Skoda Fabia) but we just couldn't get one to drive.

Then I met Iain Fraser at the 2016 All British Car Day. Amongst all the classic MGs was a Chinese-built MG6. While it would have been good to talk to an owner of an MG3, the \$20K Challenge is over now so I'll take what I can get. I want to see if the Chinese-owned and built MG brand is worth considering.

As the year flew by, I finally managed to catch up with Iain and discuss his latest MG, as well as his previous one.

That's not to say he had a classic MG before the MG6 either – his previous model was a 2004 MG ZT-T. He did have a bright yellow MGB Roadster back in the 80's though.

"I bought the ZT-T a week after Rover MG collapsed," Iain explains. "They dropped all the prices, and it was too hard to pass up. In Le Mans Green too – I loved the colour."

Iain had the ZT-T for more than ten years, and didn't leave it stock. I could tell from the way he was talking, that this is a guy who loves to tweak his cars.

"I really enjoyed the car, and had to tweak it. I chipped the engine, upgraded the brakes and some other pieces."

With the 2.5 V6, the ZT-T went really well, with about 200HP. Bags of torque says Iain, and with the Superchip it made a massive difference - lots of power from 3000rpm he says. Although it was a 5-speed auto, "in Sport mode it would really go."

I could tell Iain was very attached to that MG, and he mentions his sons learnt to drive in it.

But then he heard that MG New Zealand had announced a special deal for MG6s, giving them away at \$19,990K brand new – a steal. The latest facelifted version retails at \$38,990.

"It wasn't a time I was really looking to replace the ZT-T, but when I looked at the specs, it was such a bargain I couldn't turn it down."



Quick Drive: Iain Fraser's MG6 GT

His is the mid-range model, the MG6 GT SE. At just under \$20K new, he wonders just how much he could lose in value – although he fully intends to keep it for ten years, just like the ZT-T.

After getting buy-in from his wife (never easy), he bought the MG6 and then sold the ZT-T to a guy who bought it sight unseen from Whangarei.

Did he leave the MG6 stock? Yeah, nah. He decided to get seats done in black leather with red piping and red MG monogram, and those made a huge difference.

“With the car being Signal Red they look fantastic. I’ve upgraded the brakes too. At some point I’ll tweak the engine as well.” Looking at the seats, the upholsterer has done an amazing job – they look like factory items.

“It’s a bit underpowered, but great handling and excellent brakes. Another 20bhp would make a big difference,” he says, “but it still goes well.”

The MG6 GT is fitted with a turbo 1800cc with a 5-speed manual. It’s a modified K Series engine Iain says, and, “has plenty of potential for more performance.”

Another glint in his eyes, this is one MG6 that won’t be left mechanically stock. “I wouldn’t mind taking the MG6 to Stage 1 tune – I’ll chip it and improve the induction system, although as yet have not found anyone with a chip for the car.” I am sure he will keep searching. In stock tune, it gives 118Kw of power at 5500rpm and 215Nm of torque at just 2500rpm. Performance wise, 8.4 seconds to 100Km/h is not too shabby for an 1800cc car.

Looking over the MG6, I am really impressed with the build quality and features for the price. Iain’s car has a sunroof, Hill Start Assist, keyless entry and start, cruise control, tyre pressure monitoring, parking sensors, a colour touchscreen and other goodies. The boot is huge.

He’s only had it just over a year, and has had no hassles but then he’s hardly used it – it’s only done 3000ks from new.

Time for a drive!

We went on my Favourite Handling Road to test out the MG6. While Iain was driving, I looked over the cabin. Build quality looks very good, and although some of the switches look from a parts bin, it’s nicely put together. It looked the total opposite of the last Chinese





Quick Drive: Iain Fraser's MG6 GT



car I'd driven, the Chery J11 – where parts fell off while I had the car.

Iain pulled over and it was my turn to see if this car would drive anything like the Chery. Thankfully (and I feel like writing that in capitals) it's nothing like the Chery, which had "Lotus tuned suspension" but rode like a rock and wallowed in the corners. The MG6 handled extremely well, even on some of the tight 20km/h bends. I was impressed. The clutch felt good and although the gearbox was a little notchy at first, I soon got used to it and it felt quite precise – no play in the gearbox, just direct gear-to-gear changes.

The ride too was very good – surprisingly good for the handling of the car. Performance wise, I had to keep reminding myself that this is an 1800cc engine. Sure it's a turbo, but it fair flies along with a decent amount of revs, and yet is also quite tractable, pulling cleanly from low revs. Nice!

I had no concerns about the brakes either, although Iain has upgraded them so hard to compare to factory, but there's a nice feel to them and they are easily modulated.

We came across some cyclists, so it was down to middling speeds. Time to reassess the MG6 – quiet, comfy, well-built, performs and handles. What's not to like?

I couldn't find anything on that short run that I didn't like. I did like the price – at \$19,900, this was a great buy. Time to start trolling those Saturday papers again for runout models!!

In fact, I feel another \$20K Challenge coming on...

Thanks to Iain Fraser for allowing me to drive his car. It was a pleasure.

Fred Alvarez - drivelifeco.nz

Graeme Tulloch

Tulmac

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Tech Talk - SU Fuel Pump improvement

This article originally appeared in the May 2006 Issue of "Totally T-Type", the bi-monthly magazine of the 'T' Register. However, whilst specifically written for T-Types, its application is relevant to all MG models which use either a low pressure or high pressure SU fuel pump.

All T-Types were fitted with an SU petrol pump. Most of them used the low-pressure version AUA25, fitted under the bonnet. Only later TFs (from TF 1510) onwards used a high-pressure pump AUA54, fitted to the chassis. These pumps are not interchangeable, and whilst at first glance both look similar and may appear to work in the other application, they will not perform satisfactorily, and should not be interchanged.

SU ceased to exist in the mid nineteen-eighties of course, but the good news for all MG owners is that Burlen Fuel Systems bought the SU name, as well as the manufacturing rights to the SU product range. Burlen continue to provide all the spare parts for SU pumps and carburettors needed to keep our cars running.

SU pumps were pretty reliable by the standards of their day, but the weak link was always the points which wear away until the pump no longer gives its characteristic and reassuring 'tick-tick-tick' as the ignition is turned on. SU tried many remedies to extend the life of the points and hence the pump itself. The most promising of these was the provision of twin contact points, which replaced the earlier single contact version. Unfortunately though, twice 'not very long' is still 'not very long'.

So why do the points fail? The answer is not actually as commonly quoted: the high current that they switch, which is only around 3 amps on the low-pressure pump and slightly more on the high-pressure type. The answer is in fact, the high voltage that is generated each time the points open, which can rise to several thousand volts and causes the point to arc. "It can't do." I hear the doubters say. "My car only has a 12 volt battery!"

The answer I'm afraid is all the fault of a chap called Edison who discovered electricity long before the Skinner brothers invented the petrol pump. Without getting into A-Level physics, it's an effect that happens each time a current through a coil is interrupted. In many applications it is put to good effect, like the ignition coil to name one, but to the SU pump it is anathema. SU tried many methods to prevent the points arcing, but none of them were completely effective.

Early pumps were fitted with a 'burden' resistor of around 100 ohms connected across the coil, mounted inside the cast iron pump body. However, on every coil I've opened, it has been burned out and therefore useless. Unfortunately it is not easy to test for this burden resistor, without opening the pump, because it is swamped by the coil itself, and therefore not readily detectable.

Later pumps, notably the high-pressure type, used a capacitor or a 'condenser' 2.5 they were called in those days. These only provided a partial solution and early condensers were pretty unreliable in themselves, so did not provide a significant improvement in pump life.

After the capacitor, as semiconductor devices became an economical option, SU suggested

Tech Talk - SU Fuel Pump improvement

fitting a diode across the coil. In itself the diode proved a very effective solution, reducing the voltage across the points to around one volt, and whilst the diode can be fitted to suit either a positive or negative earth car, once fitted, the pump becomes polarity sensitive. Therefore, it makes it essential to fit the diode the correct way around and to know whether the car to which the pump is being fitted is negative or positive earth. If a diode is fitted incorrectly, or, if fitted to a car of the wrong polarity, a pump fitted with a diode will fail instantly, causing the associated wiring to overheat or even catch fire. A further disadvantage of the diode solution is that because it is fitted across the coil, if it fails for any reason, again it may well cause the associated wiring to overheat or catch fire.

Still later pumps and pump repair kits, currently supplied by Burlen, use another semiconductor device called a 'Varistor' to contain the coil voltage. A varistor may be effective when first fitted, but in my opinion is not intended to be used in this fashion. Varistors have a wear out mechanism that will eventually render them ineffective, and hence no longer protect the point from arcing.

So is there an effective solution that will significantly extend the life of an SU pump? Happily the answer is yes. The 'no compromise' solution is yet another semiconductor device, this one called a 'Transil' (*TVS - Transient Voltage Suppressor - Ed*). A transil is designed to limit voltage transients, and is completely non-sensitive to battery polarity. Hence a transil can be fitted either way around and a transil pump can be fitted to any car.

It can also be left undisturbed if the polarity of the car's battery is changed at a later date. Further, as the transil is fitted across the points, not the coil, in the unlikely event of it failing the pump would certainly not operate, but any further damage is extremely unlikely.

Peter Cole - Safety Fast - July 2007

In Feb-Mar 2015 I told you how to replace your SU fuel pump points, you can download

PDF's of this article and other previous Tech Talk articles from: www.mgcarclub.org.nz/Site/technical/restoration/Tips.aspx

This article is how to extend the life of those points. After reading the above article I did some research on the web and based on that, I decided to go with the 1500W, 12.9 VDC, TVS from Jaycar, part number ZR-1170 - \$3.65.

Step 1 - Having removed the pump from the car, remove the cap. This requires a small adjustable spanner, not sure what size the brass nut is, but it isn't a standard UNF size. The nut is holding down the spade connector, star washer and cap.



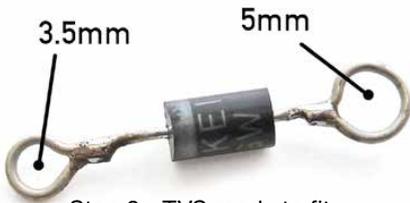
Step 1

MG Tech Talk - SU Fuel Pump improvement

Step 2 - With the cap removed, you want to test that the pump works, so you will need a 12V battery or battery charger. This is so that you can test the pump before and after you install the TVS. Identify the 2 flat head machine screws you need to remove.

- 1 - The screw holding the points.
- 2 - The screw that earths the points; there is a wire with a lug from the points attached to it.

Step 3 - Take your TVS and either solder some lugs to the leads or loop the leads to make your own. Screw 1 is a 3.5mm lug and screw 2 is a 5mm lug. If you make your own, bend the leads around the shaft of the correct size drill bit, then solder.



Step 3 - TVS ready to fit.

Step 4 - Unscrew the 2 machine screws and remove the points. I found that starting with screw 2 was best. Insert the big loop on screw 2 and loosely attach to the body. Bend the TVS to align with screw 1's location, loosely attach screw 1 to the body, then attached the points and align. Tighten the screws when happy.

Step 5 - Test. When happy, replace cap and fittings. Wrap a piece of insulation tape around the cap to seal it to the body and reinstall in the car. When attached, remove the hose from the carburattors to a container, and test. This prevents a vapour lock at the pump. - Dean Gray



Step 2 - before fitting TVS.



Step 4 - after fitting TVS.



Christmas Barbeque

The post parade barbeque was hosted once again by Ross & Anne Armstrong and was enjoyed by all who attended. With lashings of food and drink, the eating and talking went on until well after dusk. Thanks again to Ross & Anne for a wonderful spread and venue. - *Dean Gray*





Tawa Christmas Parade

A lovely summers day was put on for the Lions Tawa Christmas Parade. The MG Club put on a show with 12 MG's and a Mini. The crowds waved and clapped as the floats cars and bands proceeded up the Main Rd. Donald Trump came along in the Mini and receive a lot of comment from the crowd, some (quite a bit) negative jeers, while others took the opportunity for a selfie.



Jim Higgins - MG B



Hans & Angela Brounts - MG T Car



Helen Cox (and Donald Trump) - Mini



Tawa Christmas Parade



Neville & Barbara Milby - MG TC



Ross Armstrong - MG TD



Bill Denize - MG R



Lyndon & Rosalie Andrews - MG BGT V8



Tawa Christmas Parade



Lucy Hickman - Midge



Sianon Bleakley - MG B



Geoff Brader - MG TF



Ron Blackwell - MG F



John Van den Beuken - MG B



Jacqui Blackwell - MG BGT



New Members

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

Mike & Lynda Hall
Murray & Patricia Cardie
Chris LaHatte
Liam Jensen
Randall & Penny Simcox

Hawke's Bay
Waikanae
Wellington
Upper Hutt
Napier



Important Note: Cecil Kimber Run

Cecil Kimber
 MANAGING DIRECTOR
 OF M.G. CARS



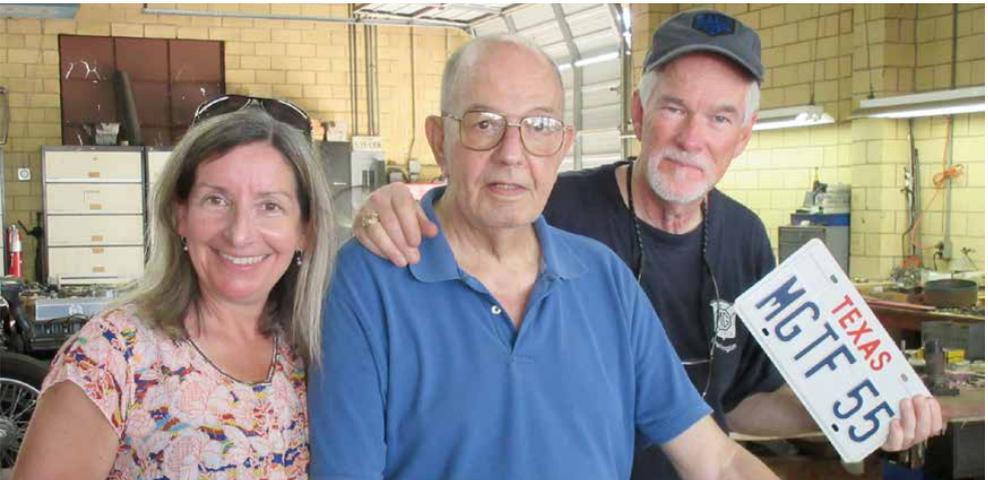
Last year the Cecil Kimber run clashed with other popular events, such as the MG Easter Rally, resulting in low numbers for the Cecil Kimber run. Looking at the calendar for 2017, it clashes with the Easter Rally again this year (April 14-16). An April date for the run would also be hard on the heels of the Brekkie Run on March 26.

As organisers of this event, Pippa and I put a lot of work into organising an interesting, entertaining run and it is disappointing when only a handful of people turn up. For this reason, We have decided to hold the run in May, because looking at the calendar, May is a bit empty. Planned date is Sunday 14 May. Look out for further details in your inbox, the Bulletin and Second Gear.

John Grant



Bill Jones - La Grange, Texas



Bill passed away on December 28 after a long illness. He had been having significant heart issues and he had a stroke on Wednesday, December 21. He went in to hospital on Tuesday, December 27 and he peacefully passed away in the hospital the next morning. - *Debra Byler*.

We are now trying to provide the family assistance in liquidating this huge business and making sure that the collection does not fall in the hands of a local Texas metal scrapper. We welcome ideas from members, especially the pre-56ers. - *Michael Shouse*.



Roy Savage Collection Auction

1953 MG TD2 1250

Chassis no: TD/27228

Engine no: XPAG/TD2/26255

Winning bid: \$41,400



The TD model was built from 1949-1953 utilising the now familiar 1,250cc twin Carb, pushrod OHV XPAG engine. Styling features were still the free- standing headlamps, running boards and flat fold windscreen with basic weather equipment. But the TD was the first production MG sports car to have independent coil sprung front suspension giving a softer ride, rack and pinion steering, a box-section chassis frame and steel disc wheels. It retained the same wheelbase as the earlier TC, but had 2.5" wider track at the front and was 5" wider at the rear. Also, 15" wheels rather than the 19" of the TC were fitted.

To the casual onlooker, the appearance might have been the same as the TC. The TC was a much stronger car. With this model, MG evolved with the times and the TD became the first MG built in both left and right hand drive, which increased annual production at the Abingdon factory to more than that of the entire pre-war period.

In July 1951 the 1250cc XPAG engine was improved with the fitment of a new block, sump, bell-housing and flywheel in order to accommodate a larger clutch. The engine number prefix as with this car was changed to TD2, and MG TDs fitted with this engine have subsequently become known as TD2 models. In some cases, marketing resources did not use this description. The changeover occurred at engine number XPAG/TD2/9408. (The TD2 should not be confused with the MG TD MK II. The production TD2 has a single SU





Roy Savage Collection Auction



carburettor, single fuel pump and standard-ratio 4-speed gear box).

Several changes were introduced between August and November 1952, including circular rear lamps with flashing turn signals and a 3-bow frame replacing the 2-bow frame for the fold down hood. And noticeably, the windscreen wiper motor was moved to the centre rather than the side of the windscreen.

This TD2 was brought in to New Zealand from the United Kingdom in 1966 and registered to Mr. Terence Scofield of Wellington, with an odometer reading of 40,000 miles. It changed ownership in 1966 via Wakefield Motors of Wellington to Mr. David McKinney and again in 1967 to Mr. Graham Richards and then to Mr. Alexander Middlemiss, in 1968 with 56,300 on the clock. It was retained in his ownership until 1976 when Mr Donald Waddington bought it and shortly after sold it to Roy Savage with 82,105 miles accrued. This car has now approx. 86,000 miles on the clock.

Under the watchful eye of Roy Savage, this post- war classic MG has undergone a full back to bare metal restoration over several years commencing in 1979, with Mr. John Stringer overseeing the project. This car was Roy Savage's second MG, a TF being his first which he subsequently replaced with this TD2. The car bears the signs of this older restoration showing patina consistent with its age and use. It comes complete with the original roof and side windows also showing patina. Its spare wheel; tool kit and jack are included.

This lovely example presents as an outstanding opportunity to acquire a car with recorded ownership history.





Roy Savage Collection Auction

1954 MG TF 1250

Chassis no: HDE 13/6404

Engine no: XPAG/TF/36283

Winning bid: \$34,500



MG enthusiasts often enthusiastically refer the TF as the prettiest of the traditional-style MG sports cars with its more streamlined bodywork including the raked back, new flowing wings and sloped frontal aspect to the radiator. Styled on the TD, it retained the same chassis and running gear and essentially the same shell. But it had undergone a considerable facelift to compete with the Austin-Healey and Triumph TR2 which were launched at the same Motor Show. New aerodynamics were afoot and the buyers were hungrily ordering MG competitors new advancements in design.

The TF was a sleeker car than previous MG's. The radiator shell was lower; wire wheels were available as an option and the big fuel tank more raked. The front and rear wings were flared; headlamps semi recessed and wing mirrors were available. Inside the cockpit a new centred dashboard design with octagonal shaped Jaeger instruments were incorporated to create the modernist look needed to capture the extremely competitive market. Under the bonnet, the car was essentially the same as the late TD's but with a slightly boosted output from 54bph to 57bph due to the larger SUs.

This highly desirable TF 1250cc is presented in the classic dark green livery with tan vinyl





Roy Savage Collection Auction



interior. It was first registered in the UK, in 1954 and imported in to New Zealand in 1966 registered to Mr. Dennis Cavaghn with a recorded mileage of 74,281. According to the New Zealand Certificate of Registration, it changed ownership between 1967 and 1975 and passed through several ownerships. Roy Savage bought the car privately from John Caulfield in early 1979, who wrote, "...the majority of the car's life, since its importation from the UK as a personal possession, has been spent in the Hawkes Bay area. The climate there would probably account for the good original condition. I have been unable to gain any further historical detail beyond that I have given you..." It currently reads 9,200 approx having gone around the clock and presents as a good, straight original car and a charming example.





Roy Savage Collection Auction

1955 MG TF 1500

Chassis no: HDE 26/9172

Engine no: XPEG/3007

Winning bid: \$71,300



At the request of struggling dealerships who had buyers barking for more power, the MG TF1500 was introduced in July 1954 with an enlarged version of the XP-series engine, and its 1466cc produced a solid 63bph taking it to a top speed of 85mph. Most of this production series was delivered to the USA and, according to Graham Robson in “Essential MG,” was never officially released in the UK. The TF was the last of the classic ‘T’ series designs, with the MGA due to be launched as the TF’s replacement in September 1955.

Of the production run of 9,600 MG TFs, 3,400 were 1500 models. Both 1250 and 1500 engines were OHV 4 cylinders with a 4-speed manual gearbox; drum brakes front and rear; independent front suspension with coil springs and a live axle with leaf springs at the rear. The two models achieved 0- 60mph in 18.9secs/16.3secs respectively.

This very original New Zealand delivered car has had only 2 previous owners and has an odometer reading of a mere 34,150 approx. It was bought by Roy Savage in May 1979 being the third MG to be selected for the growing collection. Its original accessories such as jack and tool kit accompany the car. This sporting MG TF with the higher capacity engine presents a unique opportunity to acquire a rare car being both New Zealand delivered





Roy Savage Collection Auction



and one of only a few MG TF 1500s delivered outside of America. Roy Savage particularly wanted this car for its low mileage and because it had essentially been held in the South Island where the lower humidity is friendly to the motor car. As the story goes, this MG TF was a gift to a man's wife, who refused to drive it because her husband attended the Melbourne Cup without her. Hence, the low mileage.





MG GS lands four-star ANCAP safety rating



17 January 2017 - MG's GS mid-size SUV has been given a four-star safety rating from the Australasian New Car Assessment Program (ANCAP) ahead of the vehicle's launch into the Australian automotive market in March.

Despite its less-than-perfect score, the Chinese-built, British-engineered GS fared better than many pundits expected, retaining its structural integrity in a series of frontal and side crash tests comparatively well for a Chinese car.

ANCAP CEO James Goodwin said that despite the car's respectable structural strength, it was let down by a lack of safety technologies, such as audible rear seatbelt reminders.

"The GS is a good car structurally, offering sound levels of occupant protection, however its safety specification is lacking," he said.

"Consumers have come to expect a higher standard of safety features and unfortunately it falls short of the top safety rating."

Images and analysis of the GS mid-crash indicate the body of the car dealt with the impact well, avoiding crumpling in the A-pillar, doors and sills, while the windscreen remained in place.

It is a vast improvement over early vehicles sourced from the world's biggest car market, many of which had a propensity to crumple under the same circumstances. However, recent Chinese examples have started to turn the tide, such as the Haval H9 large SUV which also nabbed four stars.

MG Australia said that its goal is to have all of its future models meeting the requirements for a five-star NCAP rating, while Mr Goodwin said ANCAP was working with MG to see



MG GS lands four-star ANCAP safety rating

if a specification upgrade could be made to boost the GS's rating to five stars.

However, given that the GS is well into its life cycle in China and other markets, retro-engineering the car for small volumes in Australia would not be easy.

In the frontal offset crash test, the GS scored 13.47 out of 16, with front row occupants either receiving 'good' or acceptable' crash ratings on all body parts bar the driver's left leg, which was rated 'marginal' possibly due to the absence of a knee-protecting airbag on that side.

It scored a perfect 16 out of 16 in the side impact test, and the whiplash test was rated the best-possible 'good.' The pedestrian impact test resulted in a score of 25.7 out of 36, scoring well on adult leg impact but achieving mixed results when it came to child and adult head impact.

The GS comes with side head-protecting airbags for the front and back row, but chest protecting side airbags are a front-only affair.

Missing safety technologies that dragged the GS's score down include adaptive cruise control, blind spot warning, auto emergency braking, rear-seat pre-tensioners, lane keeping assist and a knee airbag for the driver.

The GS was originally slated for a third quarter 2016 Australian launch, however it was delayed until March to allow MG to prepare it for this market.

MG has two other recently-released offerings on the Australian market – the MG6 sedan, which was awarded a four-star ANCAP rating, and the MG3 hatch which is yet to be tested, but could struggle to achieve the score of its stablemates due to its relative age.

A compact SUV, called the ZS, is slated for an arrival in Australian showrooms later this year.

Ron Hammerton & Robbie Wallis - GoAutoMedia

If you think it silly that a car while structurally sound can only get 4 stars, because it doesn't have a few electronic items, it is only going to get worst. In 2018 new rules are going to require even more electronic wizardry, rather than structural strength, to get 5 stars. Eventually only driverless cars will get 5 stars. - Ed.





WSM MG 1100



The WSM 1100 that was built in 1965 by Douglas Wilson-Spratt and his team. After he'd joined forces with Jim McManus in 1961, WSM (Wilson-Spratt-McManus) soon started converting Sprites in lovely aerodynamically shaped coupes. Several were built and they proved quite successful on the track, too. And there were not just WSM Sprites. A few more models followed.



When Wilson-Spratt could lay his hands on a rolled MG 1100 in 1965 with wrecked body work but undamaged chassis, he decided to turn it into a 100mph and 30mpg four-seater for personal use. A unique body was crafted by aluminium specialists Alec Goldie and Fred Faulkner of Peel Coachworks of Kingston-on-Thames. They transformed the car into a shapely 2+2 with aerodynamic nose section, inspired by Ferrari's 275 GTB, and long Kamm tail. The WSM 1100 retained its donor's 94" wheel base as well as its interior and hydrostatic suspension. It was painted bright red before Douglas Wilson-Spratt's private number 'DWS 97' was issued to it. One source mentions that the engine was the car's original 1100 bored out to 1139cc and now fitted with twin 1 1/2" SU carburettors.



Although WSM reportedly received several enquiries about replicas, the WSM 1100 remained a one-off. According to some, this was because Wilson-Spratt was put off by the 70mph speed limit that was about to be introduced in the UK. The only built car was sold in late 1966. Perhaps its new owner was not too happy with it, as it was advertised for sale again less than a year later. This time in Charlton-on-Otmoor (Oxfordshire) and for 795 pounds, but that's where the trace ends. In the 1980's it was reportedly seen in a scrap yard, while in 2001 a former WSM





WSM MG 1100

Sprite owner said he'd seen it in original condition in Devon, but despite several attempts it was never rediscovered. When Wilson-Spratt passed away in March 2011 his 1100 remained as mysterious as ever...

maximummini.blogspot.co.nz



The WSM 1100 under construction at Peel Coachworks in London in 1965.



The 1100 was often used to tow more competitive WSM Sprites to races.



Alec Goldie (left) and Fred Faulkner of Peel Coachworks who built the car's body.



At the start of Woburn Park, probably in 1966. Note standard Austin 1100 behind it.

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1966 (MAY) M.G.B

Look at mine before buying as new inflated prices

1967 newspaper advert.

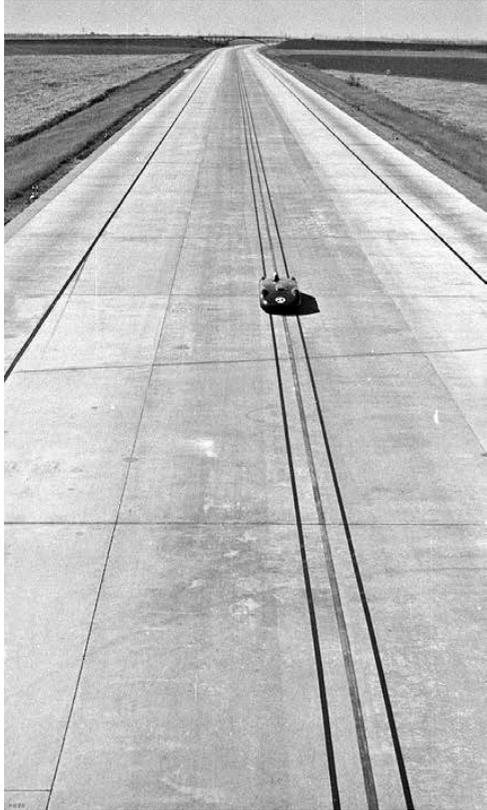


Wilson-Spratt entered the car for a few events. Here at Woburn Park hill climb.



MG EX135 - Dessau 1939

In the Oct-Nov issue I republished the story of Major later Lt-Col Goldie-Gardner's speed attempts in MG EX135. Here are a number of photographs from MG's amazing 1939 world speed record run of over 200 mph in a 1100cc car, on the Dessauer Rennstrecke, Germany. Note the Nazi armbands and Hitler youth. Getting over 200 mph from 1100cc today would still be an incredible feat.



Major Goldie-Gardner signs papers for officials during a record attempt at Dessau.



MG EX135 - Dessau 1939



Team with the MG EX135 Record Car at Goldie-Gardner's record attempt at Dessau. During the attempt, the car became the first 1100cc car to break 200 mph, setting International Class G and Class F records. Behind the car, from left to right, Lagonda PR Alan Bicknell, Leslie Kesterton of SU, Johnny Lurani, Goldie-Gardner, Jacko Jackson, Syd Enever, Dunlop representative, Nation journalist (Rodney Walkerley?), John Dugdale, Chris Shorrock, and MG publicity director George Tuck.





MG EX135 - Dessau 1939



Pictured from left to right: unidentified, unidentified Dunlop representative, Syd Enever, Jacko Jackson, and Chris Shorrock.



Photographs from the John Dugdale Photograph Collection, Revs Institute Archives.



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Guess Who

Guess which club member this caricature is of....





The Works 6-Cylinder Magnette



Editor's artistic impression of the EX202 6-Cylinder Magnette

Though Abingdon in the mid-1950s was an offshoot of the mighty BMC empire, its general manager, John Thornley, was not someone who toed the corporate line too rigorously. The factory had its own Engineering Development Department under Alec Hounslow. This was the scene for many projects which were not, it seems, always strictly sanctioned by the powers in Longbridge or Cowley.

"John Thornley often came up with ideas which he threw at Syd Enever (who by then was MG's Chief Designer) to work on," Peter Neal, who started in the design office in 1954, explains. It was this atmosphere of innovation and experiment that spawned the one-and-only works 6-cylinder Z-Magnette.

It is sometimes forgotten that in the 1950s Abingdon produced not only MGs, but a variety of other BMC products including all Rileys. By the mid 50s Abingdon's big performance saloon was the Gerald Palmer designed Pathfinder, with its 2.5 litre 4-cylinder Riley cam-in-head engine which could trace its origins back to well before the war. Opinions are divided on the Pathfinder's merits and, while it received high praise from some, it acquired a reputation for indifferent handling and by 1956 sales were tailing off. This is probably what inspired Thornley to look around for an alternative to counter the growing competition, especially from Jaguar, which had just announced its 2.4 litre Mark I saloon.

So what weapons did BMC have in its armoury to counter the threat from Coventry? The ZA Magnette had acquired a name for itself as a fine-handling and stylish sports saloon but its 60bhp was no match for the Jaguar's 112bhp. However, BMC did have a new 2.6 litre straight six that had appeared in 1954 in the unlikely surroundings of Austin's rather dumpy Westminster. Though only producing 85bhp under the Austin's bonnet this was a smooth, modern unit with much potential — in the later MGC it would be persuaded up



The Works 6-Cylinder Mquette

to 145bhp. In his office in Larkhill House, one can imagine Thornley putting two and two together.....and thus it was that EX202 was conceived.

It seems that no photos or drawings remain of this intriguing vehicle, so we have to rely on the memories of those who were involved with it at the time to fill in the details. Don Hayter, who arrived at Abingdon from Aston Martin in February 1956 as a body engineer recalls that "the car was a knife-and-fork job, based on a standard car off the line that was then cut and modified to fit the Austin engine".

Fitting the long and heavy 6 in place of the Mquette's compact 4 would have involved some major surgery and despite the lack of drawings, there are clues as to how this was done. The work was carried out under the supervision of Dennis Williams, who was then the Chief Engineer and who now lives in retirement in Witney. Peter Neal recalls that the standard car was mounted on a large cast iron plate with a flat machined surface. This was used as a form of jig and probably dated back to when Abingdon had built tanks during the war. Once in place, the car was cut at the bulkhead and a new front frame welded on to take the bigger engine, plus the suspension and other ancillaries.

Both Dennis and Peter think that this frame came pretty much complete from the Westminster. Peter's analysis of the dimensions of the two cars (Fig 1) suggests that it would have been a good fit, while Geoff Iley (No. 2 to John Thornley at the time) recalls that the car had cam and peg steering which would seem to support this theory. Mounting the Westminster engine and gearbox in a frame already designed for them was presumably not much of a problem. As this was an experiment not aimed at production, expediency would probably have triumphed over any lingering concerns about an unnatural liaison between Abingdon and Longbridge...

The state of tune of the 2.6 litre 'C' Series seems to be the subject of some debate. Peter Neal and Dennis Williams recall it as being pretty much the 'cooking' Austin unit, though Dennis believes the standard Solex might have been replaced by twin SUs. Geoff Iley, on the other hand, suggests it may have been a tuned engine from a production car racer (Safety Fast! July 2006). We may never know... Aft of the bulkhead it seems that the 6-cylinder car was standard Mquette as far as the bodywork was concerned. However, a 'C' type rear axle was fitted, probably also from the Westminster.

The next stage would have been to reclothe the front of the car with appropriate bodywork. This was the task of Jim O'Neill who worked for Gerald Palmer as Chief Body Engineer and the metal bashing was done by Billy Wilkins who Peter describes as an 'ace metalworker'. A larger radiator was needed for the 6-cylinder engine which in turn required a bigger grille, which has its own reference in the EX register (Fig 2). All those involved with the car recall this as being wider than the standard item, but retaining the characteristic Mquette swept back curve. Peter Neal suggests its proportions were similar to the MG 1100 grille that appeared some six years later. A one-off item, it was crafted by Harry Riddell.

Those who saw it, describe the car as looking basically standard to the casual observer, with the obvious exception of the radiator grille. However, the reference in the EX archives



The Works 6-Cylinder Magnette

of EX 203 'Magnette with Extra Long Column' (Fig 2) suggests, not surprisingly, that the bodywork might have been longer than standard ahead of the A-post.

Fig. 2 contains all the EX references to the 'C' Series Magnette and this may give another clue to the car's origins. As all 'one off' manufactured parts were referred to in the EX register, one can infer that the rest of the car's running gear was built from parts off the shelf at Longbridge or Abingdon, supporting the suggestion that most of the non-standard items were straight from the Westminster.

By some time in the late summer of 1956 the project was complete and ready to take to the road in a smart new coat of black paint. How did it perform? Dennis Williams probably spent more time behind the wheel than anyone else, using the car for trips to Birmingham and Coventry and to visit Earls Court for the 1956 Motor Show.

"The car went extremely well, it was a car I very much enjoyed driving," he recalls, "and it handled very well too".

It's not surprising that those who were allowed behind the wheel were tempted to have some fun with unsuspecting motorists. Don Hayter saw off a Jag in it, which must have been particularly satisfying given that Jaguar would have been the main competition had the car ever reached production.

So why did a car that apparently had so much promise go no further? Well, there's a long road to be travelled from a one-off special to a full production model and by late 1956 BMC's longer-term plans were heading off down the Farina route, despite the announcement of the slightly more powerful ZB Magnette that year. The market gap for a big 6-cylinder performance saloon was filled by the Riley 2.6 in 1957, though that turned out to be more of a flop than the Pathfinder, with fewer than 1,000 cars being sold over its two year production. Then the Mark I Jaguar was replaced by the iconic Mark 2 and the rest, as they say, is history...

And what became of EX202? Along with most other one-off experiments it is believed to have met its fate with cutting torches behind the factory some time in the late 1950s. A sad end to an intriguing experiment.

By Paul Batho - Safety Fast, January 2007

Fig 1 - A90 Westminster/Z Magnette Dimensions		
	A90 Westminster	Z Magnette
Wheelbase	8ft 7 ³ / ₄ in	8ft 6in
Front track	4ft 3 ¹ / ₂ in	4ft 3in
Rear track	4ft 3 ¹ / ₄ in	4ft 3in
Length	15ft 2 ¹ / ₄ in	14ft 1in
Width	5ft 4in	5ft 1in
Height	5ft 3 ³ / ₄ in	4ft 10 ¹ / ₄ in
Weight (U/laden)	2,912lb	2,465lb
Steering	Cam & peg	Rack & pinion

Fig 2	
EX202 — Magnette with C Series Engine	
8 May 1956	Rear axle scheme
9 May 1956	Rear shock absorber
9 May 1956	Scheme showing C type rear axle
9 May 1956	Radiator casing grille
9 May 1956	Radiator block
EX 203 — Magnette with Extra Long Column	
29 May 1956	Steering tube assembly (RH?)
29 May 1956	Steering tube assembly (LH?)
29 May 1956	Steering column — outer tube
29 May 1956	Assy. horn & trafficator control

My sincere thanks to Peter Neal, Dennis Williams, Cliff Bray and Don Hayter for their help in preparing this article — PB



From the Archives



Manfeild mid 1970's, Roger 'Roundy' Rouce's MG BGT has just been extracted from 'Splash' corner near the S's. Asking questions is Michael & Chris Hawkins. Ex-club member Michael now lives in Australia. In the background is Jamie William's MG CGT, silver with a purple stripe. Location of this car is currently unknown. Photo: George Walter.



Big Brekkie Run



Big Brekkie Run is on again, to popular Wairarapa destination the 'Dish Cafe' in Masterton for a slap-up breakfast followed by a visit to The Vintage Aviator Fighter Collection at Hood Aerodrome.

Sunday 26 March

9.30am - Meet at the Information lay-by SH2 just passed Manor Park, pitstop Featherston.

11.00am - Dish Cafe, 10 First Street Masterton.

Chef requests all bookings to be made to Dean Gray no later than Thursday 23 March.
Email: editor@mgcarclub.org.nz



Odds & Ends

Matt Smith playing Prince Philip in the mini-series 'The Crown' seen driving a MG TD.



And a real Prince Charles arriving in 1977 at Ambersham Cowdray Park in his MG CGT for a Polo match. The car is now in the Royal collection at Sandringham.



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Membership Fees will vary according to the time of year that new members join. If you follow the 'Membership Tab' on our Web Site and click on 'Current Fees' the table will show you the amount you should deposit into our bank account.

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Contact: Russell Walker, Treasurer.
MG Car Club (Otago Southland Centre) Inc.
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Grille 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.**



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phone: **04 297 2279** or
email: **upnzway@earthlink.net**



Rear Cover, Tawa Christmas Parade: Photographs: Dean Gray.
Top: waiting for the parade to proceed.
Bottom: Time for a selfie with Donald Trump.



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.



MG printed mug, as pictured - \$15.00.



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

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