

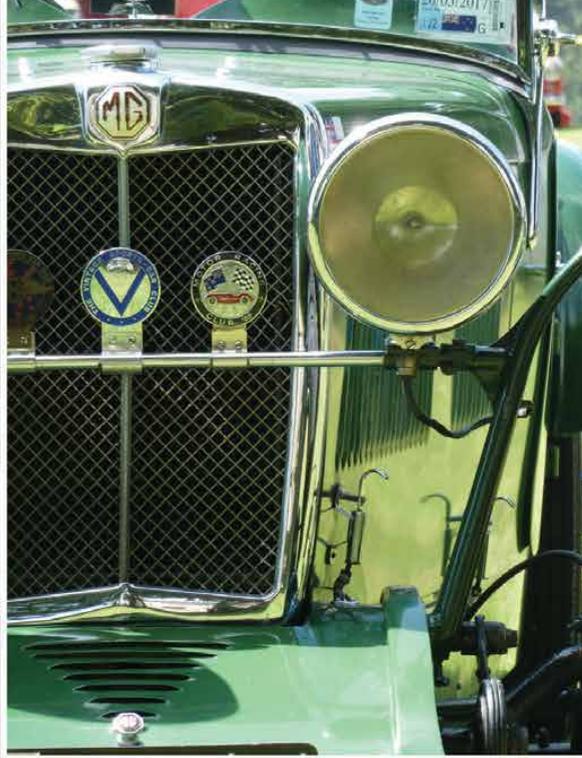


Bulletin

PO Box 3135, Wellington, NZ.

Apr - May 2017





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Wairarapa	Brian & Julie Pope	06 377 1285 027 496 9036	bjpope@xtra.co.nz

Cover: Pre 56: How many of the Baxter clan (and a Hector) can you fit in a TD?

Inside Cover: Vehicle detail from the Pre 56 Concours D'Etat.

Photographs: Dean Gray.



Coming Events

Fri - Mon 14 - 17 Apr	MGCC Easter Rally, New Plymouth. Contact: Paul Walbran, MGCC Auckland - email: paul@mgparts.co.nz
Sun 23 Apr	Surgery Sprints - Round 1. - Run by Triumph Car Club. Contact: Ron Robertson - email: ron@mgcarclub.org.nz
Wed 26 Apr	Club Night Dinner - Butcher & Brewer, 175 Jackson St, Petone. Contact: Denis Christiansen - email: denis@mgcarclub.org.nz
Fri 28 Apr	Old Speckled Hen Run - Feilding Stock Sales. Contact: Michael Anderson - email: michael.anderson@xtra.co.nz
Sun 7 May	Garage Noggin & Natter - 2pm, Hosted by Ross Church at Auto Classics 386 Kapiti Rd, Paraparaumu Beach. Contact: Michael Shouse.
Sun 14 May	Charity Classic Race Meeting - See page 11. Contact: Ron Robertson - email: ron@mgcarclub.org.nz
Thurs 25 May	Old Speckled Hen Run - Wairarapa. Contact: Michael Anderson - email: michael.anderson@xtra.co.nz
Wed 31 May	Club Night Dinner - Banana Leaf Malaysian Restaurant, 346 Rosetta Road, Raumati Beach. Contact: Michael Shouse - email: upnzway@earthlink.net
Wed 7 Jun	Noggin & Natter - To be advised. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sun 11 Jun	Cecil Kimber Run - Trial, includes a lunch stop - See page 6. Contact: John Grant - email: j.p.grant@xtra.co.nz
Wed 28 Jun	Club Night Dinner - AOP Woodfire & Grill, 93 Jackson Street, Petone. Contact: Michael Shouse - email: upnzway@earthlink.net
Thu - Fri 29 - 30 Jun	Old Speckled Hen Run - Chateau Midwinter Dinner Run. See page 32. Contact: Les Newman - email: leschris@clear.net.nz
Sat - Sun 1 - 2 Jul	Back Country Adventure - Mid Winter Run. See page 32. Contact: Ross Armstrong - email: arfmg@mgcarclub.org.nz

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

Members are welcome to attend committee meetings, but please contact the club
secretary in advance. Helen Cox - - upnzway@earthlink.net



Editorial

We have a great issue, filled with events from the last 2 months. One is the Pre 56 rally which Wellington organised and was a great success with brilliant sunny days. Sadly the weather has been a bit damp the rest of the time and the other events seem to start with a note to that effect.



On the home front, 'success' I found the reason for the loss of power. I finally stripped the carburettors and where the LH jet feed goes into the bowl, the hole was restricted from 4mm to 1mm, giving enough fuel for idle and upto 50kph but no more. Once this was cleared the car has been preperforming fine and she is now warranted and registered.

I have also fitted day-light running lamps, just below the indicators, rather than on top of the guards as originally planned. Feedback to the original plan was negative.

And finally here is a film clip of Mike Hawthorne driving (and commentating) a demonstration lap around Le Mans in a Jaguar D-type, dodging French cyclists, etc-brilliant.

<https://www.youtube.com/watch?v=IpRFagIbcPE>



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.

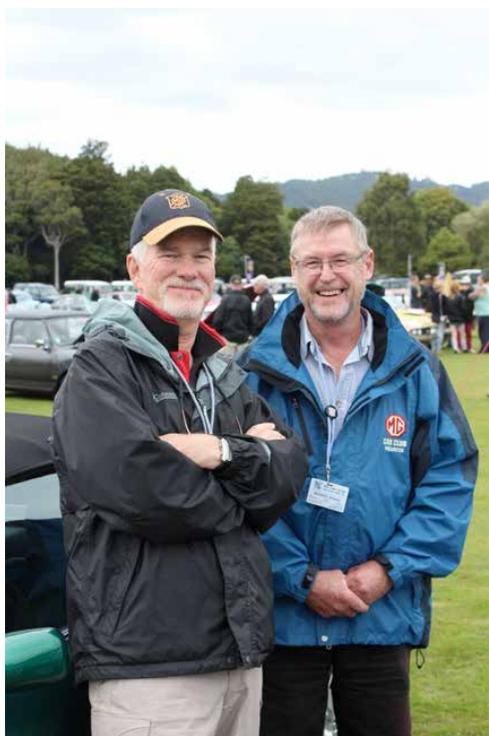


British Car Day - February

British Car Day this year was unfortunately dampened by intermittent drizzle although there was still a good turnout of cars and spectators. The Club had about 23 MGs on display, well down on last year's total of 41, but still a good number.



As per previous years, we had a band playing from the club marquee. Appearing for the first time was the Pope's new MG, a Montego Turbo, also appearing was the new club trailer, soon to be sign written with the club logo, you will see it at other events where we need the marquee. - *Jim Higgins.*



Michael Shouse & Brendan Whitaker



Helen conducts the band



The new trailer gets the thumbs up



British Car Day - February



Rain set in after lunch, so everyone packed up early and departed soon after.



British Car Day - February



Brian & Julie Pope's new MG Montego Turbo, not one of the unmarked police cars that roamed the Wellington motorway in the 1980's, but it's first owner was a police officer.
Photographs: Michael Shouse, George Walter & Dean Gray.



Important Note: Cecil Kimber Run



The planned Cecil Kimber run clashed with the MG Charity Classic at Manfield (see page 7), as a result the club has appointed Richard Whitehead as Event Coordinator to avoid such clashes in the future.

Planned date for the Cecil Kimber Run is now **Sunday 11 June** Look out for further details in your inbox, the Bulletin and Second Gear.

John Grant



Driver Training Day - January



Driver Training Day was a bit wet, but that didn't stop the eager from attending, including Malcolm Flemming in his new race car, an MG he bought off Nick Wilcox of Auckland MGCC. He thoughtfully enjoyed himself, despite the summer weather!

Photographs: Gina Jones



Wallaceville Rd Hillclimb - February



Held every year on a Sunday in the middle of summer on Wallaceville Road in Upper Hutt. It was run a few weeks later this year because finding the middle of this summer has been difficult this year, so it was held on Sunday February 26th.

MGCC club member Evan MacCarthy entered this year, getting a best run of 67.50. Fastest run of the day was a 4.2lt Nissan Skyline with 52.62.

Entry next year is open to almost anything that isn't a 4 wheel drive. This is a grass roots motorsport event so if you want to find out what the excitement is all about.

Volunteers are always required or just come along & watch from the sidelines.

Volunteers get a free lunch.

Spectator entry is free.

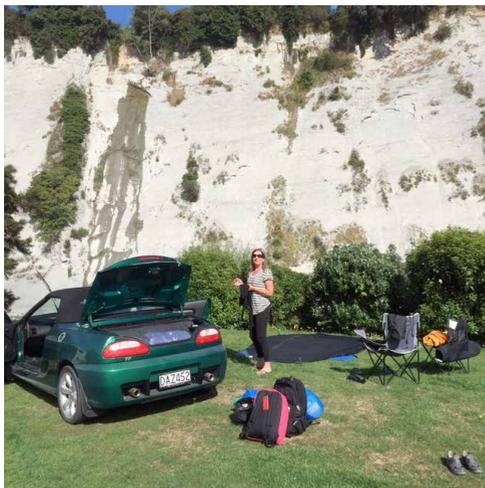
Photograph: Naomi Bray



MGF/TF Festival - February

4th Annual MGF/TF Festival Hosted by John & Viv Eames of the Manawatu MG Car Club, 25 & 26 February 2017 at Mangaweka.

We enjoyed a great weekend hosted by John & Viv Eames. Superb weather and an excellent facility at Awastone-Riverside Haven made for a great camping experience and weekend of relaxing activities. Although there was a programme for the weekend, in place the schedule was significantly altered to accommodate the smaller than usual number of attendees (due in part to the scheduling of this year's Pre-56 event during the same week).



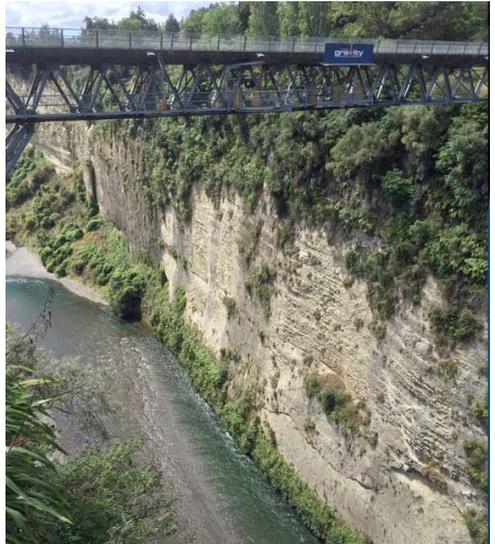


MGF/TF Festival - February

On Saturday, instead of a backcountry time trial for the new 'J & AC' Trophy, everyone opted for a rafting trip down the Rangitikei River. The trophy was awarded at the end of the weekend, but it was for the person who was the best 'sport' on the rafting trip.

On Sunday everyone joined in for a backcountry tour to Gravity Canyon and other bungee jumping sites around the area with John providing the operational history of each site. A great weekend was had by all who attended!

Michael Shouse. Photographs: Michael Shouse

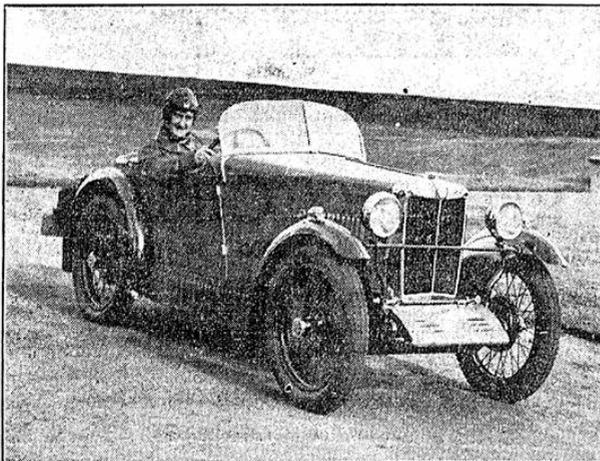




From the Archives - 1930's



“The photo shows, on the right, my dad, Alistair Stevenson and his MG TA with a friend whom I don't know, and what is, I think an MG J2. This would have been taken in the late 1930s. The cars are obviously well used. I wonder if there's any way of knowing if they still exist? After marriage and the war, Dad had to sell the MG to cater for a growing family - the replacement was a 1938 Ford V8 2-door sedan. That would be a desirable machine now, for events like Americana and Art Deco week. “ - *Scott Stevenson.*



The Midget M.G. Sports.

Miss M. Oliver trying out this new arrival capable of a speed of 75 m.p.h.

The New Zealand Herald
Saturday 19 April 1930



Charity Classic Race Meeting - May

19th Annual The Sound MG Charity Classic Race Meeting Sunday 14th May 2017, Manfeild, Feilding

The MG Car Club Wellington Centre and the MG Classic Racing Register once again welcomes participants in The Sound MG Charity Classic Motor Race meeting.

Like last year, this year's event is a one day meeting focussing on classic sports and saloon cars. We again welcome historic single seaters and sports cars. We anticipate four or five races for each entrant, in an easy, relaxed and uncluttered day.

For the races, cars will be divided primarily by speed, but also, as much as possible, with some regard as to type and age. Appendix 6, Schedule T&C (Thoroughbred and Classic) of the New Zealand Motorsport Manual indicates the type of vehicle that the organisers are seeking.

It is not often that classic sports and saloon cars have a full one day race meeting almost completely devoted to their vehicles. There will also be races for cars that fit into 'allcomers, run what you bring', so here is the opportunity to make a real day of it in the company of fellow enthusiasts. Remember that the governing philosophy of historic and classic Motorsport is one in which vehicles from past eras are used in friendly rivalry and where winning is very much secondary to the sheer enjoyment of being involved!

It is also worth reminding entrants and others who support the meeting that this is a fairly unique occasion that combines a celebration of the core spirit of classic motor sport with the opportunity to do something positive for a worthy cause. There are also few amongst us who have not been touched in some way by the hazards of cancer. Entrants and pit crews, etc, are expected to contribute to our Cancer collection by donating a large gold coin gate entry.

Documentation and scrutineering audits will take place on Sunday 14th May from 8.00am to 10.00am at the circuit. As usual slick tyres will not be permitted for the Classic groups; allcomers may run slicks. If not sure please ask.

There will also be Charity Rides for the public and no special group has been chosen this year. Drivers will be asked to assist with the lunch time rides.

Classic Motor Racing Committee

MG Car Club (Wellington Centre) Inc & MG Classic Racing Register Inc.

Enquiries Ron Robertson 0274 439 969 or Paul Chipp 027 248 3430.

MGCC (Wgtn) Club members will have access to the Toyota Suite from which they can enjoy the action in comfort. Club members are expected to contribute to our Cancer collection by donating a large gold coin gate entry.





EX214 - MGA's Italian Job



In 2017 it will be sixty two years since the MGA was launched at the 1955 Frankfurt Motor Show. Those who were around in the 1950s will remember the optimism of that age; that was a time when wages and living standards were improving both in Britain and on the Continent and when America was perceived as the land of immense wealth and opportunity.

It was the affluence of the average American that was seen as a prime export opportunity for British manufacturers, especially those in the motor industry. The early 1950s was before the time of the really extravagant styling of American cars. Streamlining and smooth shapes had been fashionable for some time but those huge fins and acres of chrome were still a few years ahead. The MG T-types with their separate running boards and exposed headlights were something of an anachronism and they sold primarily to people looking for something different.

By 1953 it had become very apparent that the MG needed considerable modernisation if it was to stay competitive. As is well known, MG were tightly controlled at that time by the main British Motor Corporation management. They were more preoccupied with trying to integrate the diverse model ranges inherited when the company was formed a year or so earlier, than with the problems at MG. The design work for the Abingdon models was the responsibility of Cowley. Before the merger Gerald Palmer had drawn up details of a monocoque car that could be built in two forms:

- a 'traditional' model with swept wings aping the styling of the T-types, and
- a 'streamlined' version with fully integrated wings.

The problem with the Palmer designs was not that they were inappropriate, merely that they were likely to be too expensive in time and resources to contemplate when there were



EX214 - MGA's Italian Job

so many other projects on hand. As is now a matter of history, MG had to be content with mildly updating the T-type and introducing this as the TF. Nobody was fooled and in the end the MG team received the green light to proceed with their own design for a new car, the MGA.

Although the MGA proved to be both popular and successful in the marketplace, it was the best selling model thus far, it still incorporated a lot of 1930s technology - it had a separate chassis frame and was thus relatively expensive to build. It is surprising, therefore, that when the time came to consider a replacement they still contemplated staying with the same basic chassis. The proposal was to fit a re-styled body in the hope that this alone would be enough to modernise the car.

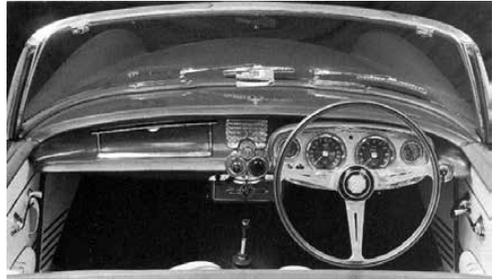
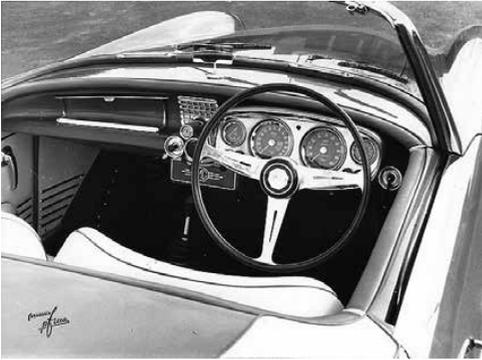
In the late 1950s there was something of a love affair for Italian styling amongst the hierarchy in the British Motor Industry. Whereas now we see British designers trained in Coventry working in car companies the world over, then it seemed that we felt we had to go overseas to recruit suitable talent. Much updating of the styling of the BMC range of family cars was done by Farina and Michelotti was also used by Triumph on many occasions. Gerald Palmer had admitted to being influenced by Italian styling when he penned the ZA Magnette/Wolseley 4/44 body design. It is possible that he incorporated some features from the same source in his proposals for the MG sports model. It was not, therefore, so surprising that George Harriman at BMC sent an MGA chassis to Italy so they could construct a new body.

The project was given the factory code EX 214 and a complete, rolling chassis was despatched to Frua in Italy along with a brief to produce a two-seater sports car in both





EX214 - MGA's Italian Job



open and hardtop forms. After a few months the result was delivered to Abingdon for approval. What the Italian designers seemed to have done was dust off the drawings they had produced for Italian exotica, like the Maserati, and adapted these to use on the MG chassis. The reception the red-painted car received at Abingdon was rather lukewarm, if published accounts are to be believed. There was obviously something of the 'not invented here' syndrome but there were also practical difficulties to be overcome.

At the time the MGA in standard form weighed around a ton laden and had something less than 70bhp available from the 1,500cc B-series engine. The Frua car was said to be a lot heavier. In production form this could probably have been reduced slightly, performance would have suffered. We know that 1,588cc and 1,622cc engines were eventually fitted to the MGA, but nevertheless the Frua car would not have enjoyed the same performance as the ordinary MGA. As we all know, Syd Enever had his way and the result was not a re-bodied MGA chassis but the brilliant monocoque MGB. The Frua car had to be destroyed in front of Customs and Excise Officials to avoid the need to pay import duty.

However, before we dismiss the whole project, let us take an impartial look at this much-derided prototype. We need first to remember to study the car in the light of other designs around at the time and to consider the market at which it was aimed. We know how well Italian cars had been received in many overseas countries. Alfa Romeo made some very nice sports saloons and two-seaters that had sold well in America. Although produced in smaller numbers, Maserati and Ferrari were established favourites. The styling of the Frua MGA may look heavy to British eyes, but would probably have been received well elsewhere.



EX214 - MGA's Italian Job

From the practical point of view the prototype scores well. The MGA possessed a small cockpit and an even smaller boot. The Italian car has a roomy interior and a lot of space for luggage. The wrap-around windscreen was a 1950s 'must-have' for many new car designs and Frua neatly blended this with proper side windows that wound down into the doors. However, there were no quarter-lights and there would probably have been as much wind noise from the frameless side windows on the closed version as was later a problem for the MGB GT. Standard British instruments were installed into a heavily-styled dashboard. This feature that may not have made it into production, and the wide door openings and generous cockpit width would have made the car a lot easier to enter than was the case with the MGA.

The grille design differed slightly from the usual MG style of the time, having an egg-crate pattern rather than vertical bars. This is another aspect that would probably have changed. On the other hand, the soft top looks to have been a workmanlike affair and was probably easy to erect and the optional hard top suited the car's styling. Overall the car had promise, perhaps as an additional model much in the way the Bertone Arnolt TDs were marketed. However, few would have preferred to have bought it instead of the MGB they eventually produced. In the end this was just another blind alley, one of the many inevitable in the design process, but nevertheless an interesting part of the MGA story.

MG Enthusiast - July 2004



Left: The Gerald Palmer proposals for the streamlined version of the monocoque MG sports car. Very much in the 1940s school of streamlined design by the mid 1950s would have started to look rather dated.

Right: Alternative exterior body panels for the Gerald Palmer design gave the car the more 'traditional' styling thought to be favoured by some buyers.

Graeme Tulloch

Tulmac

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MGCC National Rally - Timaru 2018



2018 MGCC NATIONAL RALLY ~TIMARU BY THE SEA~

MG Car Club (Canterbury Centre Inc) is holding the next MG National Car Club Rally in TIMARU the week before Easter 2018. Mark the dates on your fridge — You haven't got a 2018 Diary yet!

SUN 25TH MARCH - THUR 5 29TH MARCH
(EASTER GOOD FRIDAY IS 30TH MARCH)

- Sunday 25th Registration - at Sopheze Tea Rooms, Caroline Bay. Noggin n Natter + Barbeque Meal at Sopheze
- Monday 26th Concours - Caroline Bay
- Tuesday 27th Scenic trial through stunning South Canterbury countryside
- Wednesday 28th Sprint and Motokhana at Levels Raceway Prizegiving Dinner — slap up evening at The Landing, Timaru
- Thursday 29th Full Breakfast Farewell - Sopheze, Caroline Bay before you head: towards Central Otago for Wings Over Wanaka for more fantastic touring around the South Island.

This event will be well organised and loads of fun, with most Venues within easy walking distance from the suggested motels. Make your accommodation booking soon at:

Bay Viaduct Motor Lodge
6 Wai-iti Rd, Timaru
www.bavviaduct.co.nz

Harbour View Motel
8 Evans St, Timaru
www.harbourviewmoteltimaru.co.nz

Panorama Motor Lodge
52 The Bay Hill, Timaru
www.panorama.net.nz

REGULAR UPDATES WILL KEEP YOU INFORMED GET PLANNING TO PARTY!

Need more information?

Contact: Sandra Frame at 0223022622 or framereid229@gmail.com



Pre 56 Rally, Wanganui - February

Dave and Laurel Godwin - Gold Coast MG Car Club reports.

Laurel and I had pre-planned 2017 a year ago, but a curved ball was to enter unexpectedly...

The Pre 1956 MG Register of New Zealand hold their gatherings every two years and as the Gold Coast MG Car Club is the host club for our next Australian Pre War Rally, it sounded like a good idea to visit the New Zealand event to see how they do things, to meet the people and to invite them to our Australian event!

So the airfares, hire car and motels were booked in double quick time and off we flew – into the Windy Capital, Wellington, in perfect weather!

As I have said so often before, it's the MGs that bring us together but the people that make us want to keep coming back! Gary and Heather Wall, near Wellington, own five TA's and another five SVW's – namely SA's, VA's and WA's – plus a few others! Can you comprehend maintaining that many pre WW2 cars! And he very generously invites people from around the world to drive them to the Pre 56 Rallies... This year, he had drivers from the UK, USA, Holland, Australia and New Zealand.

Laurel and I had the pleasure of meeting Gary and Heather and the other 10 couples in Martinborough and again in Napier at the annual Art Deco festival and later at Whanganui (pronounced "Wong-a-nui") at the Pre 56 Rally, so the international MG Family expands once again!



The Art Deco Festival was a real hoot! Males and females were equally keen to dress in their 1930's costumes and to strut around on show while taking part in the many festivities that were on offer. A highlight for the Chaps was the classic car display and drive-past through the centre of town (including approximately 20 Pre War Bentleys and 30 MGs), while the Ladies enjoyed the shops, the fashion shows, the dancing and the street entertainment.

After 3 days of serious socialising, we all left Napier for Whanganui, with Laurel and I visiting a car grave yard at Horopito, en route, that is hard to describe adequately in words... Thousands of classic cars are parked in fields and sheds. There are many more



Pre 56 Rally, Whanganui - February



thousands of parts on shelves, in boxes or piled up for the informed customer to rummage through for that elusive part for an obscure car that one has been looking for during a lifetime! The expression “Trash for some; treasure for others” certainly applies here!

Whanganui – What can I say!!! A beautiful river setting; colonial buildings; Maori churches and MGs on every corner! The organisers, ably led by Michael Anderson, did a sterling job of keeping us involved and entertained from Monday to Friday – a full 5 days!

The motorsport events included an observation run – a good way of getting one’s bearings around the area. Then came the motorkhana on a grass field, with 4 tests to be repeated





Pre 56 Rally, Whanganui - February



twice – and what impressed me was the enthusiasm that the early 1930's M Type, L Type, N Type and F Type drivers displayed along with those in the newer MGs – including the TCs, TD's, TF's and MGAs.

Next was the Autocross – a sprint around a sealed car park! Would this be allowed in Australia? I don't think so! Peter Cook, Overseas Director of the MG Car Club of the UK said that it definitely would not be allowed in the UK! However, everyone gave it their best shots and there were no incidents to report, so maybe we are too over-regulated in Australia and the UK after all?

On the social side, we were taken up the Whanganui River in a paddle steamer; driven around the town in a coach with a very informative guide; enjoyed register dinners and the Presentation night with dancing. Towards the end of the festivities, I was given 10 minutes to extol the virtues of our own Pre War event planned for Yamba, northern New South Wales, to those present at the Rally, in the hope that a few will bring their MGs to the Angorie Rainforest Resort in October this year. Watch this space!

All up, Laurel and I have made many new MG friends, enjoyed the Art Deco festivities at Napier, learnt a lot about Whanganui and witnessed a very well-run Pre 56 MG Rally! In perfect weather... What more could we ask for! Is this MG Heaven!

Our special thanks go to Michael and Elaine for including us in all the arrangements, even though we entered very late and were driving a plastic car, and to Gary and Heather for their generosity by including us in their group of world-wide friends in everything they had organised for them. Its special people like these and others that keep the MG marque and mystique alive and humming for the rest of us MG Nuts to enjoy!



Pre 56 Rally, Wanganui - February

Day One - Registration & Opening



Well travelled MG's, Kingsgate carpark



Reception & booking in



George Walter



His Worship the Mayor Hamish McDouall



Michael Anderson



Peter Cook - MGCC United Kingdom



Pre 56 Rally, Wanganui - February

Day Two - Concours D'Etat





Pre 56 Rally, Wanganui - February





Pre 56 Rally, Wanganui - February

Dren Errington - Canterbury MG Car Club reports.

The Whanganui Rally was everything we could have expected. The first evening's noggin' and BBQ set just the right tone with sausages and meat patties, a glass or two of good cheer and lots of chatter amongst the one hundred and forty folk that had gathered at the Kingsgate, Whanganui.

Tuesday morning the Concours d'etat was in a tree lined area of Queens Park overlooking the city, and what a splendid line-up. From Pat Widdup's 1931 M type, via Gary Wall's SVW and TA collection to the MGA 1600 Mk II deluxe of Stu Moore, the 70 odd MGs looked stunning. For all, except the judging panel, there was plenty of time to wander, gaze and chat before adjourning to the City Library next door for a coffee and muffin to sustain us through the rigors of the day. By early afternoon it was all over. A small group took their MGs to a nearby rest home for the delectation of the residents, while the rest checked out the city and surrounds or relaxed.

Wednesday was clear and sunny as we gathered in the hotel car park for the Bill Baxter Memorial Observation run. This was set by Gay Baxter whose entire family Dean, Ian and Selwyn, their wives and children were all there to support Gay on her first rally without Bill for more than 50 years. Soon there were MGs all over town as we worked our way through the suburban streets of Whanganui. We then proceeded out in to the country for a drive through the Bason Botanic gardens then on via some perfect MG country roads to our lunch stop, the Bushy Park Homestead and its predator free Sanctuary. The homestead, built in 1902, commands a stunning view across rolling farm land. It is being sympathetically restored and we were able to wander through its many rooms, the garden and an interesting wetlands area before enjoying an excellent lunch. Fully replenished we tackled the afternoon's observations heading east across the river out into the country and then back to the final Control at the Kingsgate.

The evening's entertainment was another tradition, the Register Dinners. The party is broken up into groups related to MG Models to dine and chat and all agree why our model is by far the best. Talk about one eyed!

Thursday was a little more serious. The Gymkhana (note not 'Motokhana' - like miles this is for Pre'56ers), was four tests against the stopwatch with lots of rules and regulations which are all forgotten when cleared to start. Just go the right way, and stop in the garage - not astride the line. There were no reversing tests, a couple of familiar ones, 'decreasing circles', 'bent wiggle woggle' and another couple which were not too complicated. This all happened at the Whanganui airport, not the busiest in the country, in a field normally used by the local model aircraft club, set well back from the runway. We all got faster as the day went on, then got slower, Murphy was as active as usual and by 1pm we were all gymkhana'd out hot and hungry. The city's restaurants and cafes helped out here. Then most of us repaired to the downtown wharf to board the paddle steamer 'Waimarie' for a gentle 2 hour steam up the Wanganui River and back. This is a lovely trip that is a must



Pre 56 Rally, Wanganui - February

for any visitor to the river city. That evening was also free and so we sat on the lawn and chatted into the evening about how the older we get the faster we were.

Friday still beautifully fine and we headed for the south coast and a very large parking area at Castle Beach. Here was what appeared to be a simple double circle with flying start and finishing. It looked quite easy until we actually got onto the circuit, then the cones all looked to be in the wrong places, and we all got lost. So each cone got a pointer for the correct side to pass on and we all got down to the business of testing our driving skills rather than our memories. We were allowed at least 3 timed runs which was adequate, except for one or three or six or seven amongst us who kept wanting 'just one more' to 'really get it right'. Inevitably they got faster then they got slower and then we all went back to town to cool off and lunch. After lunch, while two bus loads of Rally'ists did a 3 hour tour, a number of us took the lift to the viewing tower on Durie Hill across the river. Then just to get a really good view we climbed the 176 steps up the nearby 33.5m War Memorial Tower. ("Phil we really don't need to do this, pant, pant [heart rate approaching 200]. The view from the little tower is just as nice"). From the top a stunning view of the city and to the North the three Mountains, Ruapehu, Tongariro and Ngauruhoe, glistened in the distance while to the West, Mt Egmont/Taranaki sat sulking half covered in cloud.

And so to the final event, the prize giving, dine and (maybe for those who could manage) dance. What a stunning night it was for Canterbury, thanks mainly to Matthew and Ollie Reid, Stu Moore, and Jenny Steere who carried off the four top trophies, Overall Pre56 MG winner (up to and including TFs) was Matthew with Ollie (TD) less than half a point behind and taking the overall Ladies Trophy. In the MGA/Z competition Stu collected the Overall trophy while Jenny collected the Ladies Trophy. Of course they all succeeded in some of the individual events. Stu won in the MGA/Z concours trophy while Matthew and Ollie won the Trial outright. Not to be out done, Lawrie won the speed event by 9/100ths of a second over Stu with Jenny less than 1 sec behind in 3rd. Other trophy winners included Geoff Brader, TF (Wgtn), gymkhana; Jane Hector ZB (Wgtn), gymkhana; John Hancock K1 special (Akld), peoples choice and Kim Walker TC (Akld) Pre 56 concours. Ricky Pike, son of the late Gary Pike (Hawkes Bay) brought his father's TD along, had a go and took home the Best First Timer trophy. Great to see that car out again.

As it was the 21st Rally, the Wellington based organisers thought it was time to recognise those who had made a significant contribution to the running of the 20 previous rallies over the past 40 years. With the Trophies all handed out, Michael Anderson and George Walter, this rally's key organisers, presented a very smart plaque to the couples and individuals involved. The Cantabrians involved included Peter Croft one of the original organisers (hence the Godfather title), Matthew Reid, Stu Moore, Pat and Colleen O'Connell, Margaret and David Provan and Dren and Di Errington.

And so as the evening headed towards its conclusion the crowds dispersed apart from a handful of (mostly Cantabs) stayers, keen to dance just a few more numbers, or in Stu's case, to give a thoroughly professional rendition of 'Mac the Knife' as the excellent band played on until midnight.



Pre 56 Rally, Wanganui - February

Day Three - The Bill Baxter Memorial Observation Trial



Trial briefing by Gay Baxter



The rush to start



Looking for clues in the Botanical Gardens



Arriving at Bushy Park



Pre 56 Rally, Wanganui - February



Tea on the veranda



North Island robin



Dave Hector & Peter Cook



Bushy Park Wetlands walk



Pat Widdup



Pre 56 Rally, Wanganui - February

Day Four - Motokhana



Geoff Brader (Wgtn) - Event winner Pre 56



Dean Baxter (Wgtn)



Gay Baxter (Wgtn)



Pat Widdup (Wgtn)



Jane Hector (Wgtn) - Event winner MGA/ZA



Peter Cook (UK) in Geoff Brader's TF



Selwyn Baxter (Wgtn)



Ian Baxter (Wgtn)



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David Hector (Wgtn)



Rickie Pike (Wgtn)



Bernie Wood (Auck) Ex Mike Hellberg TF



Andy Webster (Cant)



Pat O'Connell (Cant)



Peter Chandler (Auck)

Day 4 - Motokhana Results (Wellington).

No.	Name	Class	Test 1	Test 2	Test 3	Test 4	Total	Overall
5	Geoff Brader	TF	27.82	27.25	42.37	32.70	130.14	1
36	David Hector	MGA/Z	33.34	36.91	51.81	40.91	162.97	39
37	Jane Hector	MGA/Z	30.10	28.58	48.88	36.81	144.37	20
45	Gay Baxter	MGA/Z	29.80	33.48	54.90	37.66	146.84	22
45A	Ian Baxter	MGA/Z	29.39	27.00	44.26	33.84	134.49	2
46	Dean Baxter	TABC	29.42	28.32	44.63	36.87	139.24	10
46A	Selwyn Baxter	TABC	31.57	29.83	51.85	39.92	153.17	32
71	Rickie Pike	TD/Y	29.49	28.84	47.76	35.25	141.34	16
74	Pat Widdup	PW	29.23	28.83	46.27	36.32	140.65	14



Pre 56 Rally, Wanganui - February

Day Five - Autocross



Geoff Brader (Wgtn) - Event winner Pre 56



Selwyn Baxter (Wgtn)



David Hector (Wgtn)



Jane Hector (Wgtn)



Rickie Pike (Wgtn)



Ian Baxter (Wgtn)



John Hancock (Auck)



Pat Widdup (Wgtn)



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Day 2 - Concours D'Etat Results (Wellington). Maximum points 100

No.	Name	Class	Ext	Int	Eng	Und	Total	Class P	Overall
5	Geoff Brader	TF	16	10	10	16	52	9	42
8	Les Bognuda	PW	18	14	14	14	60	8	32
36	David Hector	MGA/Z	11	13	10	8	42	14	47
37	Jane Hector	MGA/Z	12	11	15	10	48	13	44
43	Michael Anderson	TABC	10	10	10	10	40	8	49
45	Gay Baxter	MGA/Z	21	20	18	16	75	4	12
46	Dean Baxter	TABC	10	10	12	10	42	7	47
55	Garry Wall	PW	17	15	14	10	56	11	38
74	Pat Widdup	PW	18	21	19	22	80	3	8

Day 3 - The Bill Baxter Memorial Observation Trial Results (Wellington).

No	Name	Class	Result	Place Overall
5	Geoff Brader	TF	51.5	13
8	Les Bognuda	PW	36.5	51
36	David Hector	MGA/Z	49.5	20
37	Jane Hector	MGA/Z	49.5	20
46	Dean Baxter	TABC	55.0	2
55	Garry Wall	PW	5.0	65
74	Pat Widdup	PW	44.0	35

Day 5 - Autocross Results (Wellington).

No	Name	Class	Index	Best time	Overall	Index time
5	Geoff Brader	TF	0.9993	44.130	5	44.161
36	David Hector	MGA/Z	0.9617	49.690	22	51.669
37	Jane Hector	MGA/Z	1.0232	53.300	34	52.091
45	Gay Baxter	MGA/Z	0.9617	53.780	35	55.922
45A	Ian Baxter	MGA/Z	0.9617	43.010	4	44.723
46	Dean Baxter	TABC	1.0598	49.220	21	46.443
46A	Selwyn Baxter	TABC	1.0598	52.570	31	49.604
71	Rickie Pike	TD/Y	1.0493	47.840	19	45.592
74	Pat Widdup	PW	1.2392	53.900	36	43.496

Pre 56 Rally Photographs: Dave Godwin, Dominic Scott, George Walter & Dean Gray.



Pre 56 Rally, Wanganui - February

Trophies & Placings (Wellington)	Position	Name & Model
Bill Baxter Memorial Observation Trial	3rd	Dean Baxter - TD
Gymkhana Pre 56	1st	Geoff Brader - TF
Gymkhana Pre 56 (Indexed)	1st	Geoff Brader - TF
Gymkhana Pre 56 (Indexed)	3rd	Pat Widdup - M
Autocross Pre 56	1st	Geoff Brader - TF
Gymkhana MGA/ZA	1st	Jane Hector - ZB
Gymkhana MGA/ZA	2nd	Ian Baxter - MGA
MGA/ZA Ladies Overall	3rd	Jane Hector - ZB
Class winner - Pre War		Pat Widdup - M
Class winner - TA/B/C		Dean Baxter TC
Best First Timer		Rickie Pike - TD



Mid North Island event - June/July

Combined MG North Island Clubs event June-July 2017:

Can be done as single events or take the opportunity of 2 for 1 option.

Wellington - OSH Mid winter event: Prices for the Chateau, \$340 per double.

Thursday 29 June: Depart Waikanae at 0930hrs with a route TBA, etc. Arrive Chateau, 1530hrs. Prize giving and pre dinner drinks, 1730hrs - Dinner, 1830hrs.

Contact: Les Newman - leschris@clear.net.nz

Auckland - Back Country Adventure (BCA): Assemble Friday 30th June, Aspen Court Motel, 27 Mataroa Rd, Taihape, usually \$120 per night. Briefing and casual dinner at Gumboot Manor which is next door to motel.

BCA has a small cover charge per car of around \$10 for maps, etc.

Saturday 1 July: BCA tour of roads of choosing, covering from sealed to gravel depending on your comfort zone. Sat night organised dinner at Gumboot. Morning and afternoon tea plus lunch stop, TBA. Mid winter, possibility of snow, separate starting points, converging on a common location Has all the makings of a Monte Carlo type event.

Sunday 2nd July: Tour home at leisure using roads of choice.

For expressions of interest contact Paul Walbran email paul@mgparts.co.nz ph 09 817 8194 or Mob 021 886 723 or Ross Armstrong email arfmg@mgcarclub.org.nz or ph 04 2324175.



Odd & Ends

March - MG GS SUV has launched in Australia and is priced from A\$23,990, available in four model grades including front and all-wheel drive variants, topping out at A\$34,990.



Noggin and Natter - March

Sunday 12th March - Hector's MG Garage/Workshop visit

Following on from then first of these at Bill and Rea Denize's place the March or 2nd of these took the form of MG Garage/Workshop and Quilting session at David and Kate Hector's place.

The inclement weather didn't seem to deter the hardy members and we also had the opportunity to welcome John Quinn, a visitor from Ireland and member of MGOc, who was visiting his son Mike in Upper Hutt at the time.



David had their MGA Twin Cam and ZB Magnet on display, side by side in the garaging below his Man Garage cave.

As usual the boys stood about and ogled, pointed and discussed the merits of each vehicle. John Quinn and Mike were both delighted to have the opportunity to swap information regarding MGs.

Around 12 in total attended, one couple coming very late who will remain nameless but had been sited as the organiser?

Mike Burnside and Ross headed up to the quilting department early to take advantage of the tea and cakes on offer. There was also some interesting discussions around overseas travel, favourite airlines and places which are "must see" according to the orator of the moment. Kate had an excellent selection of her handy work with quilting on display which the better halves found interesting.

Altogether a pleasant way to spent a wet Sunday afternoon with great MG company as usual.

Many thanks to David and Kate for the hospitality and Jane for the great cup cakes shared with us.

Ross Armstrong. Photographs: Dean Gray.



New Members

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

Ian Kelly

Dan Winkels

Napier

Greytown



Old Speckled Hen Run - March

OSH Run in the South East Wellington Region

Given that we have had very little summer this year, it came as no surprise that the weather was less than ideal for this run. Early showers had sadly led to one late cancellation, but nevertheless, we got a good turnout:

Michael and Elaine Anderson.	MGB GT
Bill and Rae Denize.	MG ZR
Ross and Anne Armstrong.	MG3
Ron Mitchell and Shirley Kelly.	MGT Anniversary
Richard and Belinda Whitehead.	MGF
Dean Gray.	MG 1300
Scott Stevenson.	(MG) BMW 320 Touring
Andrew and Jill Weeks.	(MG) BMW Z4



The choice of cars was interesting with both Bill and Ross changing their plans in light of the dubious weather: the RV8 and the MGD both stayed at home! Our planned route was designed to complement a 20 question quiz and to cover a variety of urban suburbs, county road and several views of the sea. Before the run started, it was agreed that Scott Stevenson would travel with Dean Gray so that they could participate in the quiz. This gave Scott the chance to travel in Dean's recently upgraded dark green MG1300 with its very flash and multi-instrumented dashboard.

We set off in very light drizzle, heading over the Haywards and onwards to Stokes Valley. From here our path led through Avalon, Lower Hutt and Waiwhetu before tackling the Wainuiomata hill. By the time we reached this point, any semblance of rain had disappeared and whilst the conditions remained somewhat cloudy overhead, it was at least dry.

At the junction of Moores Valley Road and the Coast Road, we had a mid-run stop for refreshments. The Bizzy Lizzy cafe provided us with excellent coffee although they did run out of "medium sized" cups and had to make a small refund to Richard and Belinda! The group was in good heart and the stop lasted a little longer than planned due to the ongoing conversations.

Sadly at this point we learned that we had lost Bill and Rae Denize. The front left hand brake had seized on the MGZR and Bill was forced to have the car transported to Ray Hartley Motors. The subsequent examination of the car has found no fault with the


 "OLD
SPECKLED
HEN"

Old Speckled Hen Run - March

braking system and the cause of the seizure remains a puzzle. However, Bill is having the calipers replaced having already been advised that the discs and pads are fine. This will, at least, put Scruffy (the ZR) in its best possible condition for the forthcoming Easter Rally in New Plymouth.

After our refreshment break we headed off to the coast, via the Rimutuka Forest Park. This road really was the highlight of the trip and can be truly described as "an MG driver's road" with its swooping bends and dramatic countryside. It is one of three roads in the Wellington region that feature in Bruce Ansley's book *Wild Roads a New Zealand Journey*: "Regenerating bush pokes through gorse blooming gold on the Orongorongos, the Rimutuka Forest Park lies just beyond. The valley flats once farmed, are slowly covering with regenerating bush; another few centuries and they'll be back to where they were. The road clings to the Wainuiomata River, the hillsides growing more barren until they are so desolate and beautiful that you know a wild sea must be just around the next bend."

We stopped at the car park by the sea and marvelled at the view. This place is lovely, but it must be absolutely spectacular in a



storm. Then it was the another 20 kilometres of "driver's road" before we retraced our steps to the top of Wainuiomata hill and took in the picturesque vista across the last miles of the Hutt river and Wellington harbour. This view alone was worth the trip.

We followed the coast through Seaview, Lowry and Day's Bays to Eastbourne for our lunch break at Hive Cafe. We were very well catered for with a wide array of choices of cuisine to meet all tastes. The fact that many of our party stayed in the cafe until well after 3pm is indicative of how well it was received.

The quiz was a closely contested affair, with two groups managing 19 correct answers. After two tie-break questions, which caused a degree of mirth, Dean Gray and Scott Stevenson were declared the winners. Anne and Ross Armstrong coming a very creditable second.

In concluding this article, I have to say that my fondest memory of the day will be of the simply lovely camaraderie shared by the entire group. Roll on the next Old Speckled Hen Run. - *Andrew Weeks. Photographs: Dean Gray*





Big Brekkie Run - March

While the weather didn't look promising, four MGs, a Turner and Porsche left Wellington, to be joined by two MGs on the other side of the hill, arriving safely at The Dish, Masterton for a slap up breakfast. Well satisfied with food & conversation we then proceeded to the Vintage Aviator at Hood aerodrome. The Vintage aviator has a large collection of WW1 aircraft from both sides, all in working order and an original Chitty Chitty Bang Bang. We were given a talk on some of the aircraft, by one of the staff, after which the ladies decided to go off to Greytown for some shopping. Despite the being informed when we arrived that there wouldn't be any flying today, those who remained were entertained with a flyby by two Royal Aircraft Factory BE.2s. An excellent end to the day.

Dean Gray. Photographs: Dean Gray.





For Sale

1948 TC - Red - Price negotiable, about \$45,000.

Many spares, including brand new hood and side screens still in the box. Interesting history. Including racing against Sybil Lupp in the late 1940s and a box of trophies won by the original owner, Hugo Hollis.

Contact: Gay Baxter. Phone: 06 322 0978 or 027 2799 399. Email: mg.baxt@xtra.co.nz



Four MG F VVC wheels and tyres in excellent (unkerbed condition) - price negotiable.

2 x 185 kingstars 5 mm tread.

2 x 205 kingstars 3mm and 2mm tread.

Contact: Ron Blackwell - Mobile: 021954073

1996 MGR V8 - 40,283 km - \$34,990.

British racing green, with stone beige leather interior.

<http://search.gazley.com/gazley/Vehicle-Details.aspx?id=567859&veh=1996-MG-Rover-R-V8-&pageNumber=1>

Gazley Used Car Yard - 38 Kent terrace, Te Aro, Wellington.

Contact: Sales Team Phone: 0800 668 668



1960 MGA 1600 Mk1 Fixed Head

Coupe - \$30,000 no reserve - Trade Me.

Current owner since 1968, purchased in England and imported to NZ in 1975.

Iris Blue - Body and interior completely restored in 1982-83.

Contact: Chris Leigh

Email: raf4648@hotmail.com





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Orders are open for this issue's MGCC Mug, each issue we will bring you a new design. This month a period MG TD advert.

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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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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 **MG owners**, if you haven't celebrated the birth of your favourite sports car, now is your chance too. We currently have a few remaining MG 90th grill badges available which will enhance your car and sit beautifully alongside other MG Car Club badges, why not collect a set!

75mm - **\$43.00 while stocks last.**



Grill badges can be purchased from Michael Shouse
phone: **04 297 2279** or
email: **upnzway@earthlink.net**

Rear Cover, Pre 56 Rally, Day 3 - John & Jude McGarva's MG NA (MGCC Auckland) in front of the Homestead at Bushy Park.
Photograph: George Walter.



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Enquires to Dean Gray, Email: editor@mgcarclub.org.nz



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



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



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



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



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Black - S-XL - \$65.00.



MG printed mug, as pictured - \$15.00.



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