



# Bulletin

PO Box 3135, Wellington, NZ.

Aug - Sep 2017





Michael, Claire, Elaine, Anne, Joan, Rae, Ross, Gary, Heather, Peter, Shirley, Les, Ron, Phil, and in front, Bill, Scott and Dean



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Cover: Cecil Kimber Run - Richard & Belinda Whitehead. - Dean Gray.

Inside Cover - Top: Mid-winter OSH run - View from the Château. - Ross Armstrong.

Middle: BCA - Tangiwai Disaster Memorial site. - Ross Armstrong.

Bottom: OSH run attendees - Bridge Cafe. - Scott Stevenson.



## Coming Events

Sun 13 Aug	The Surgery Sprints, Round 3. - MGCC Hosting. Volunteers required. Contact: Ron Robertson - ron@mgarclub.org.nz
Sun 20 Aug	MGCC (Wgtn) AGM - Bentley Room, Southwards Car Museum 1.30pm for 2pm start, Southwards, Paraparumu.
Wed 30 Aug	Club Night Dinner - The Borough, 162 Main Road, Tawa. Contact: John Grant - email: j.p.grant@xtra.co.nz
Thu 31 Aug	Old Speckled Hen Run - Marton. Contact: Michael Anderson - email: michael.anderson@xtra.co.nz
Wed 6 Sept	Noggin 'N' Natter - Waterloo Bar & Grill, 27 Waterloo Quay Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sun 10 Sep	Daffodil Run - Gladstone Vineyard, details to be advised. Contact: Michael Shouse - email: upnzway@earthlink.net
Sun 10 Sep	The Surgery Sprints, Round 4. Contact: Ron Robertson - ron@mgarclub.org.nz
Wed 27 Sep	Club Night Dinner - Fisherman's Table Restaurant, 29 State Highway 1, Paekakariki. Contact: Paul Chipp - email: paul@netclinic.co.nz
Thu 28 Sep	Old Speckled Hen Run - Makara. Contact: Michael Anderson - email: michael.anderson@xtra.co.nz
Wed 4 Oct	Noggin 'N' Natter - Waterloo Bar & Grill, 27 Waterloo Quay Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Fri - Thur 20-26 Oct	Old Speckled Hen Run - 7 day tour, West coast, North Island. Contact: Michael Anderson - email: michael.anderson@xtra.co.nz
Sat 28 Oct	Prize Giving Dinner - Backbencher. 34 Molesworth St, Thorndon. Contact: John Grant - email: j.p.grant@xtra.co.nz
Fri - Sun 10 - 12 Nov	32nd MG Classic Motor Race Meeting. Manfeld. Contact: Ron Robertson - ron@mgarclub.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

First thing I should mention, thinking we should use social media, and join the modern world finally, I have set up a Facebook page for the 'Wellington Centre', this can be found at:

[www.facebook.com/MG-Car-Club-Wellington-Centre](http://www.facebook.com/MG-Car-Club-Wellington-Centre)

Open to all, you don't need to be on or signed up to Facebook to view. While events will be posted, no contact details will be shown, (to avoid spamming) so you will still need to view the website (link provided), the Bulletin or '2nd Gear' for those. For privacy reasons, peoples faces and number plates will be distorted on any photos posted. With what is called a soft launch we have already got 10 followers and one post has reached 464 people, what ever that means?



On the home front, I haven't had to do much on the cars lately, just enjoy driving them. But on the green MG I had an annoying leak from the clutch master cylinder, I had rebuilt a clutch master and all seemed well for a while, but the catch plate I installed begin to collect fluid.

Luckily I now put a brass catch plate below the brake & clutch masters just for such occasions, because all ADO16's I have worked on have had the paint stripped from the bulkhead from leaking brake fluid. So I rebuilt another clutch master and swapped them



over, fingers crossed no leaks so far. The leak came from a pinhole where the cylinder body meets the reservoir. Impossible to detect until the system is filled and used.

The green MG is now on hold until November so I can fix the faults I have found since getting it back on the road.

*Safety  fast!*



## Articles

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



## Cecil Kimber Run - June

The second Sunday of June was a fine and sunny day even if a bit chilly.

There was a great turn out at the meeting place, Ngati Toa domain with hundreds turning up and hardly a car park to be found.

By the start of the pre run instructions we were down to Richard & Belinda, Dean, Ron, Benjamin, Ross & Anne, Bill & Rae, John & Pippa, Michael & Helen and Valerie taking part.

Thinks! The large crowd may be something to do with Saturday sports being moved to Sunday and not a very enthusiastic Wellington MG Club after all.

Today's run included two MGF's, an MGTF, An MG3, an MGB and an MG1300 and I'm sure there was a Honda in the fleet.



Bill & Rae Denize, Pip Grant & Valerie Hellberg



Pip Grant holding the briefing

After the briefing by John & Pippa, the event organisers, we were off on the run to the first stop in Featherston.

But first a few tricky questions to answer; 1) Famous All Black who farmed around here? Dunno ! (not into Rugby); 2) Renowned MG Club member who lives at Motukarka point? Got that one but only 'cause I met him and his wife on an OSH run in April; 3) Major construction? Well it has to be Transmission Gully, (Benjamin got a broken windscreen from some of the road debris); 4) Essential facility? Settled with Kaitoke water reservoir which was correct despite thoughts of Te Marua lakes and other similar themes; 5) How many passing lanes over the Rimutaka's Got this wrong as some lanes which can be used for passing were not technically designated as such!



The Everest Bistro was soon reached and was doing a roaring trade this fine Sunday.



## Cecil Kimber Run - June



Michael & Helen

After filling up on coffee and cake at this very pleasant café, we were once again on our way.

After continuing past Greytown, we then turned left into the back roads which we normally just pass by without a second thought.

A circuitous route in the midst of pleasant rural lands saw us pass by Matarawa, Dalefield, Carterton, Gladstone, Longbush, Tablelands and finally Martinborough Village café.

But not before seven more punishing questions which required a good deal of scrutiny by the co-pilot and even then who knew that scarecrows appear by the roadside in November.

The Village café fitted us all on a long table where we enjoyed a late lunch during which the answers were revealed.

The winners by a small margin were the Armstrong & Denize team who had joined forces in the MG3 (in order to secure a victory?).

After lunch the inaugural MG Club car boot regalia sale took place.

Expect to see this event on a regular basis where Michael and Helen will have lots of goodies for sale.

This first boot sale was strategically placed by an ATM machine in an attempt to capture the cashless club members.

Well done John & Pippa for putting in the hard work to make this another first class Cecil Kimber run.

*Richard & Benjamin Whitehead. Photographs: Dean Gray.*



The Village café



Boot sale

# Mid-winter Old Speckled Hen Run - June

## **(COMBINED WITH THE BACK COUNTRY ADVENTURE)**

After some careful coordination the above event got off the ground with the OSH run starting on Thursday 29th June, the meeting point for Wellington based MG'ers was at New World in Waikanae.

Chris Newman was the OC for the day as Les had headed off to UK to be with his sick brother. We wish Les all the best in such trying circumstances.

The mix of six cars (MG3s, BGTs, MGZR and MX5) headed off to the first stop at Shannon for a welcome cup of coffee from the Streetwise coffee cart. Ron and Shirley, who had the only convertible, be it an MX5, decided it was hood down weather. For about 10 minutes that is. Then the trouble started as the collapsible hard top wouldn't behave. Then the windows wouldn't go up. As 'Tail End Charlie' Anne and I offered assistance and guided them to the Palmerston North lunch venue. A few phone calls got Ron the info required to find the local Mazda agent and get "the fix" on the window isolating switch. Manual in Japanese was Ron's reply.

Lunch at Café Soskys was great. Scott Stevenson returned home, and then it was off on the "trial" bit with some 17 instructions, including 14 questions to answer. These took us to Apiti along the Pohangina Rd (some gravel along the way), Makoura Rd and Ruahine Rd. All lovely stuff, even got to follow the gravel spreading truck for a while over some nice winding narrow country roads. What fun, Anne was happy as speed was kept well in check by this.

Gary and Heather Wall, and Rod and Carol Naylor had also joined us at lunch; the latter were in the newly acquired Ex Gordon Vogtherr VA, lovely car. We all re-grouped near the Mangaweka Power house in Kawhatau Valley which Peter Davenport had worked at so he sorted a tour of those interested.





## Mid-winter Old Speckled Hen Run - June

Getting the correct answers sorted added to the event, with lots of stops to check for answers, with the newbie's Rod and Carol taking out the competition with 14/14 correct answers. Well done guys.

We all arrived at the Chateau in time for a cup of tea and rest before donning glad rags for dinner. Firstly drinks in the Chateau lounge which enabled the Auckland contingent (three couples) to catch up with us all.

Then on to a great dinner with an amazing selection of food, not your average Christmas dinner, but Christmas pudding rounded off the menu nicely.

The banter for the evening proved what a success this event can be, and with it now linked with the joint MG back country adventure we trust this will continue in future.

Many thanks to Chris and Les for organising this OSH run.

The next day, Friday, dawned at a -5°C but a lovely day. Breakfast was part of the arrangements so we all met up again.

Then we went on our merry ways. Five couples were heading to Taihape for the BCA so the Blackwells and Armstrongs teamed up for a leisurely drive. This included a compulsory stop at the world famous Chocolate Éclair shop in Ohakune, great doughnuts also (just like those from the tuck shop in my college days). Then on for a short tour of the Tangiwai disaster memorial site, then the Wairau's Army Museum, where after a tour we thawed out with a bit of lunch. Boy it was cold in there but very interesting. Lion's supporters in shorts and jandals?? Finally before heading to the motel in Taihape it was the NZ Wool shop at Utiku, Ron has a nice new woollen jersey now.

We then all met up with the BCA contingent, 27 cars, I counted 12 MGF/TF in that, from all points north, south, east and west so an amazing turnout. See the pics.

Dinner at the Gumboot Restaurant was a little different from the previous evenings fare but the warm and cosy environment, catching up with old friends etc made up for that. Paul Walbran did his briefing session and handed out the maps which covered all roads (gravel thru tarmac, straight or windy) which could be enjoyed on the Saturday before meeting up on the Saturday evening for the war stories and dinner.

Anne and I headed south to home as rugby tickets took precedence over BCA this time.

*Cheers Ross Armstrong. Photographs: Ross Armstrong.*





## The Surgery Visit - July

### Club visit to The Surgery, Tawa on Saturday 15th July.

Ross Armstrong arranged to have our club members meet up with Rover Car Club members at The Surgery. In all about 20 people turned of which 12 were from our club.

Mike Baucke introduced us to John Galvin who recently bought the business from him. Mike is staying on for a period of two years whilst John comes to grips with all aspects of the business. Like Mike, John is a complete car nut and drives a lovely Audi RS6 station wagon. He tells me that he has purchased a BMW 2002 race car and no doubt we will see him at The Surgery Intermarque sprints in due course.



John talking about the Dodge Challenger



Paint booth with Almac Cobra replica

First off was a tour of the workshop floor to view the cars under restoration. The first car I spied was a lovely VW Karmann Ghia which has been completely rebuilt. It has slightly widened bodywork including flared guards, a lovely set of mag wheels and is fitted out with Porsche 911 seats all beautifully reupholstered. Moving on through the workshop we saw a Dodge Challenger which is in to have the paintwork tidied up, a Triumph Stag undergoing a complete restoration, two VW Kombis, a Fiat 500, a Harry Potter Anglia waiting to have an electric motor fitted so that its invalid owner can drive it about. In another area, a 1930's Buick straight 8 which has been in the one family since new, a 1960's Ford Falcon, a Wolseley 4/44, a Holden Monaro and several other cars in various states of restoration.



Mike explains work required on the Combi



Telling the story of the Buick



## The Surgery Visit - July

Then we were treated to a demonstration (by Chris and Ben) on “how to wash and polish your car”. The Surgery is a CarPro/CQuartz Finest approved retailer with a special range of various cleaning products (see [www.detaildepot.co.nz](http://www.detaildepot.co.nz) ). An S Type Jaguar, owned by Ben, was used to demonstrate the car cleaning process starting with:



Chris washing the S Type



Soapy wash

- A wash down utilising a low pressure water blaster.
- The whole car was sprayed with a soapy solution to soften any remaining dirt.
- The applied soapy solution was agitated by using soft brushes to remove dirt from around the edges of doors and other gaps around the car.
- Then another wash to remove the soap and dirt.
- Then the whole car was washed again with a lambs wool mitten and a car washing detergent with a two bucket system, whereby the lambs wool mitten was regularly washed in clean water before applying further soapy car wash to the vehicle from the second bucket.
- Another complete wash over with the water blaster.
- Then the car was sprayed with CarPro/CQuartz detailing polish (whilst the bodywork was still damp) then a micro fibre cloth used to dry off the car.

The point was made that you should not use a sponge on the paintwork of your car as this collects dirt particles which tend to stay on the sponge and subsequently the car's paintwork can be damaged by leaving swirl marks and fine scratches.

Finally the mag wheels were attended to by spraying a CarPro/CQuartz mag wheel cleaner on to the wheels which then turned a purple colour. The dirt was loosened by brushes and then the wheels just hosed off.

We were told that to do a full car wash as outlined above would take about 1.5 hours.

It should be noted here that a certain Phil Major was taking copious notes so 'Bryan the B Roadster' beware!! (*Hoping to get an article on Bryan the B Roadster for a future issue - Ed*)

Bill Denize. Photographs: Dean Gray.



## MGB Automatic Roadtest

**Die-hard enthusiasts would never approve, but BMC plug yet another hole with, of all things, an automatic MGB**

A few years ago a sports car with automatic transmission would have been an absolutely unsaleable item.

Sports car buyers used to be die-hard enthusiasts who revelled in the discomforts of a harsh, windblown ride so that they might have good handling, quick steering, lively performance and those other qualities for which sports cars were renowned.

Depriving them of the privilege of changing their own gears would have been unthinkable.

But times have changed, fortunately. Harsh, windblown riding qualities aren't a necessary addition to every sports car these days.

The MGB Mark 2 clings pretty tenaciously to some of its old characteristics, particularly in the ride department, but it proves it is prepared to move along with the times by offering of late, automatic transmission.

It happens to be the ubiquitous Borg-Warner 35 unit, and in this particular application it works as well as any Borg-Warner we've experienced.

Ratio selection is effected by a centrally located floor quadrant, which has the distinct disadvantage of being unlit, except for a map-reading light which looks to have been tacked on as an afterthought.

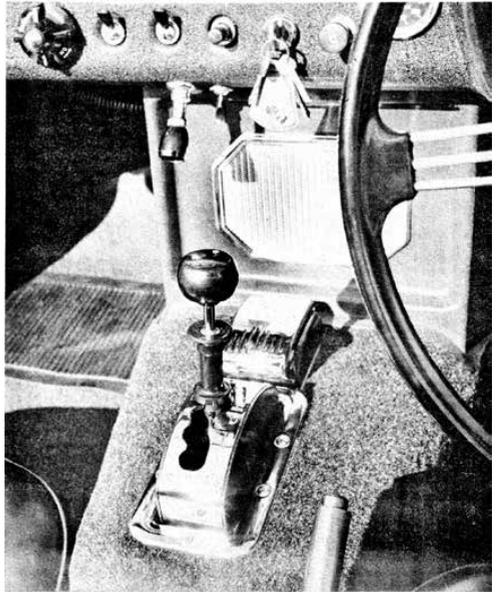
Once the car is in motion, ratio swapping is a straightforward business, and the distinct calibrations, together with the transmission's normal over-riding safeguards, make its manipulation a relatively easy job.

Reverse lockout is effected by a nylon sleeve on the shift lever. This has to be lifted so that reverse position can be selected.

The transmission is a smooth operator in most circumstances, but consistently gave out with a very loud "clunk" as it changed from intermediate to low at trickling speeds.

Under full throttle, it changes smoothly, quickly and without hesitation, the up-shifts coming at about 35 and 65 mph.

Holding the respective ratio allows a slightly higher maximum in both low and intermediate, but acceleration is not improved significantly by this.





## MGB Automatic Roadtest

The test car gave the impression of accelerating very hard, but this was largely due to an indecently inaccurate speedo.

The final drive ratio of the automatic is 3.70 to 1 compared to the manual car's 3.909. When we taxed BMC about the car's inaccurate speedo they deduced from our figures that the wrong speedo had been fitted!

During top speed runs the car zipped up to an indicated 100 in what seemed just a few seconds, then continued to climb until, as it passed through the traps, it was indicating 120 mph! In actual fact, the best top speed we recorded was 101, which makes the speedo 20 percent fast.

With the speedo calibrated correctly, performance isn't so brisk, although the automatic still gets about its business willingly enough.

The standing quarter-mile was run in 18.55 sec. average, whereas the manual we tested a few months ago clocked 18 sec. average.

Zero to 60 takes 11.7 sec. and 80 mph is reached in 21.8 sec. The manual car ran these speeds in 11.1 sec. and 20.9 sec. respectively.

Because of the slightly taller final drive, the automatic doesn't work quite as hard as the manual B. For this reason it is a slightly more restful touring car, fractionally less noisy, and possibly — because automatic transmission inhibits cog swapping — more economical than might be expected.

For some reason, which isn't clear to us, the automatic B handled somewhat differently





# MGB Automatic Roadtest

from the manual car. The most obvious explanation is tyre pressures, but whatever the cause, the automatic didn't understeer as strongly, and in fact slid through many corners with the tail well and truly in the classical oversteer position. It was good fun and, being traditionalists, we enjoyed the sensation.

The tyres fitted as standard equipment are Olympic GT radials, and they perform well, although inclined to squeal in really hard cornering.

## Mechanicals

There's nothing unconventional about the MG's specifications. The motor has been around for years, it is the BMC B series block of 1798 cc., with twin SU carburettors.

The brakes are front disc and rear drum, and they perform well, giving the car stopping power comfortably equal to its performance.

Steering is rack and pinion, and pretty dead feeling, with 2.9 turns of lock and not much self-centring action.

One of the features of the MGB we like least is the tremendously awkward top. We found it easy enough to collapse and stow, although even these arrangements are clumsy. But erecting it was another matter. We fumed and struggled for 30 minutes the first time we tried it.

No woman owner could hope to erect the top alone. They just don't come that strong.

Women drivers will, however, find the car an attractive proposition, because of its automatic transmission.

*Modern Motor - July 1969.*

Manufacturer: BMC Australia

### SPECIFICATIONS

#### Engine

Water cooled, four cylinders in line, cast iron block, five bearings.  
 Bore & stroke..... 80.26 x 88.9mm  
 Capacity.....1798cc  
 Compression.....8.8 to 1  
 Carburettors.....twin SU HS4  
 Fuel pump.....electrical  
 Fuel tank.....12 gallons  
 Fuel recommended..... Super  
 Valve gear..... pushrod ohv  
 Max power (gross)..... 95bhp at 5400 rpm  
 Max touque.....110lb.ft. at 3000 rpm  
 Electrical system.....12V, 58 amp hr. battery, 11 AC alternator

#### Transmission

Three-speed torque converter automatic  
 Gear Ratio Max. mph  
 low.....2.38 35  
 Intermediate..... 1.43 65  
 Drive.....1.00 101  
 Final drive ratio.....3.70 to 1

#### Chassis

Wheelbase.....8ft. 7in.  
 Track front.....4ft. 1in.  
 Track rear.....4ft. 1 1/4 in.  
 Length.....12ft. 9in.  
 Width.....5ft.  
 Height.....4ft. 1 1/2in.  
 Clearance.....5in.  
 Kerb weight .....17cwt. 90lb.  
 Weight distribution.....front/rear....54/46%

#### Suspension

Front: Independent by coils, wishbones and telescopic hydraulic shock absorbers.  
 Rear: live axle by semi-elliptic leaf springs and hydraulic lever type shock absorbers.  
 Brakes: Disc/drum.....310 sq.in of swept area.  
 Steering.....rack & pinion  
 Turns lock to lock.....2.9  
 Turning circle.....32ft.  
 Wheels: Knock-off wire with 165 by 14 tubed radial-ply tyres.

#### Acceleration

Zero to Sec  
 30mph..... 4.3  
 40mph..... 6.2  
 50mph..... 8.7  
 60mph.....11.7  
 70mph.....16.5  
 80mph..... 21.8  
 90mph.....29.6

Power to weight  
 lb/bhp.....20.4 lb.

#### Consumption

23.2 mpg over 318 miles in normal country and suburban use.



## Ron Blackwell's MGB Automatic

Ron Blackwell is currently restoring a rare 1970 MGB GT Automatic. This example currently in white, will be repainted Bermuda Blue.

Only 452 roadsters and 1285 GT's with automatic transmissions were produced. There is a handful of examples known in New Zealand.

Like all projects, progress depends on available time. Ron has stripped the car down and checked that it is all solid and no nasty surprises lurking behind the surface.

The car had had replacement panels welded onto the bottom of both guards at some point in the past. Rust had appeared on the scuttle panel and this has been welded up. Other small holes have also been dealt to. So the car is now solid again.

*Dean Gray*





# MG Cyclmaster Roundsman

## Prompt deliveries . . .

In these competitive days, prompt delivery must be given if new business is to be secured. The Cyclmaster Roundsman enables you to give a first-class service at lowest costs. An exceptionally strong delivery bicycle, it takes payloads up to 1 cwt. It is difficult to find youths willing to pedal a loaded cycle, but the famous Cyclmaster engine attracts just the right type. Finished in silver-grey and chrome, the Roundsman is a splendid travelling advertisement.



3 MILES  
A  
PENNY!

## at LOWEST COSTS!

Bicycle only £19.8.6d.  
Complete with  
Cyclmaster wheels  
£47.5.0d. No Purchase  
Tax. 2" hollow tyres,  
number plates, licence  
holder and wheel stand  
included in price. Basket,  
lamps and wiring extra.  
Write for free leaflet.

# Cyclmaster Roundsman

CYCLEMASTER LIMITED, (DEPT. K.11), 31A ST. GEORGE'S DRIVE, LONDON, S.W.1.

Cyclmaster is the original  
engine-ana-wheel of which over  
100,000 have been sold. It  
embodies lighting dynamo and  
back-rodelling hub brake. Petrol  
consumption approximately 175  
m.p.g. — 3 miles a penny.



*"In these competitive days, prompt delivery must be given if new business is to be secured. The Cyclmaster Roundsman enables you to give a first-class service at lowest costs. It is difficult to find youths willing to pedal a loaded cycle, but the famous Cyclmaster engine attracts just the right type."*

– Advert for the Roundsman from Cyclmaster Ltd, London SW1

William Richard Morris is obviously best known as Lord Nuffield, founder of Morris Motors Ltd. But, like many other British car manufacturers, he started out, before the car's invention, with a bicycle shop.

Like many small cycle builders around the country, Morris used proprietary parts to supply a local market. This means that his machines had few distinguishing features to identify them as Morris bicycles. So, with a low production rate, only a few of his machines survive.

Although not a bicycle built by Morris himself, this is a motorised Raleigh Low Gravity Carrier owned by the MG factory in the early 1950s to move items around the Parts Department at Abingdon.

This Cyclmaster Roundsman was used as a factory runaround by the MG/Riley parts dept, and was purchased by an enthusiast from that area in 1980 after the factory closed.

It's interesting to consider the environment in which this motorised Raleigh Low Gravity





## MG Cyclemaster Roundsman

Carrier Bike operated. Geoff Armstrong, an MG enthusiast who worked at BMC, explains that whereas Coventry had over 7000 employees, Abingdon had a workforce of 1200. The Abingdon factory was also located in a rural area, with many workers from the surrounding Oxfordshire countryside. Many of their parents had worked on the land or in local service industries. This provided a much more relaxed working environment than in most car factories:

Abingdon was a more relaxed work environment with the employees taking greater pride in their products and quality. It did not go unnoticed either that Abingdon's MG car works was seen as ... 'one of the personal interests, or as some would say "hobbies", of Lord Nuffield, of the original Morris Garage.' Another difference was that there were no motorized paced conveyers on the car assembly line. Instead the cars were assembled on a 'buggy' or trolley-like unit. Then, when the workers completed the work at their station, they simply pulled or pushed the car down to the next assembly station by themselves. This gave the work groups a considerable degree of autonomy about who did what and when. As such, the pace was not as intense, relentless nor machine-driven as existed in a traditional automobile assembly operation. This is not to say the workers did not have a quota of cars to be built by the end of the day, but how they did it was more up to them than management direction.

Armstrong also mentions that Abingdon had a barbershop at the factory. If a worker needed his hair cut (there were no women on the assembly line) the worker would inform his fellow workers at their assembly station. They would then attempt to work ahead to allow the worker who needed a haircut to jump off of the track to get his hair cut and then rush back in time to not delay production.

So the workers were efficient in their own way and economical production was never given the priority one would expect in mass-produced cars. But part of that phenomenon was because everyone at Abingdon did not see themselves as just making cars ...they were making MGs!

[www.oldbike.eu](http://www.oldbike.eu)





## MG in WW2

MG may be about cars to most, but how they helped during the war did not go unrecognised – with some people regarding the work in Abingdon being the pinnacle of the company’s successful history.

The following excerpt comes from ‘MG War Time Activities’ by George Probert, former General Manager at MG. The original 59 A5 page document was re-edited by club secretary Colin Grant so this incredible information could be shared with enthusiasts worldwide.

At the outbreak of war, it was obvious that motorcar manufacture would have to cease, and the Government would need the factory capacity for essential war work.

Having this clearly in mind, we commenced to clear the factory. This was rather a sad job because it had been planned and built to suit our particular productive needs and it seemed that in pulling out the major plant, we were destroying any possibilities of making M.G. cars, and goodness only knew when we should be able to start up again, but “needs must when the devil (Hitler) drives” and we set about the job.

It was soon clearly obvious that if we were going to handle major war work, the first thing would be perfectly clear factory floor space. So our expensive paint plant and all other motorcar producing equipment was removed and put into cold storage.

This all sounds relatively easy, but even the breakdown of the plant brought its problems,



At the outbreak of war, it was obvious that motorcar manufacture would have to cease, and the Government would need the factory capacity for essential war work.



## MG in WW2

because to store the complete factory plant meant we had to get a premises practically half as big as our own factory. This did not seem practicable, particularly in view of the fact that in clearing the factory we should also have to clear many hundreds of tons of extremely valuable motor car parts. These included the service stores material and all the left over production material, the least easy of which to store were the many hundreds of chassis frames.

Fortunately we were able to acquire a very dilapidated disused local factory, which at some considerable expense, we were able to put into suitable condition as a Stores. So at the end of 1939 we found ourselves with a completely empty factory and no work to do. Apparently our idea that as soon as the works was empty, the Ministry would be rushing a job along to us, was quite erroneous.

This was very understandable because the Ministry had to get themselves sorted out and it is quite conceivable that they had quite a vague idea at that time what they would need. In any case, to get any sizeable job under way, a good many months are required. However, we had crossed the first bridge and stood ready. Prior to this, we had been taking all sorts of enquiries into the possibilities of acquiring a contract for this or that work, but now it became a job of major importance. Because we could not stand still with an empty factory at such an urgent time of need, our Managing Director and the General Manager made it their personal job to scour the country for suitable contracts.

A good deal of this time was spent almost literally sitting on the door step of the Ministries concerned. Looked at from this distant date, it is almost amusing to think of the kind of job we were prepared to have a go at. The only thing that mattered to us then was that it should be a job of work directly needed by the fighting men. The writer well remembers on one occasion very, very seriously investigating the possibility of bridge making.

It was in actual fact, although we did not know it at the time, the birth of the Bailey Bridge\*, and although we did not undertake this work, it illustrates how keenly anxious we were to get our teeth into an important job. Aircraft rotating turrets and guns too, came into the picture, but despite all the energetic efforts, it was some time before we got started.

The real start was made with the overhauling of light Armoured Track Vehicles and in due course throughout the years we blossomed out from this minor start to major Tank



Mk VI Light Tank at the factory entrance



## MG in WW2

manufacture and we have had, as the following records show, an enormous variety of Tank jobs. Having seriously started on Tank work, quite unexpectedly an aeroplane contract came our way, the Parent Company having in mind, we assume, that as we were builders of really high-class motor cars, we could successfully handle aircraft.

Little did they know at that time that our knowledge of aircraft work was just nil. It is quite true that if we saw something in the sky we could safely say it was an aeroplane, but as for knowledge of the detailed intricacies of production, this was a closed book to us.

The days that followed when we got hold of some of the drawings were simply terrific. Had it not been for the fact that a number of the senior staff were such grand people who were prepared to have a go at any job, however difficult, and once started never give in, I doubt very much if we should have been brave enough to tackle this, our first aircraft production job.

As it turned out I feel we can be forgiven for boasting about it. We succeeded where several other much bigger manufacturers failed. In the end we had to clean up all their failures and were entrusted with the building of every unit for this particular marque that ever went into the air.

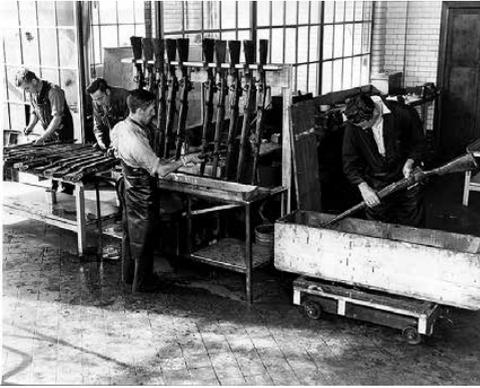
Coincident with this hectic struggle to get aircraft work planned and production really under way were constantly picking up newer and later type Tank models and at the same time altering and adjusting the facilities of the works to meet all the new demands. It was no easy matter. At times the obstacles appeared to be almost insurmountable. However, every senior in the works had the will to win and all the difficulties, mountainous as they sometimes appeared, were ultimately surmounted.



Matilda II tanks being overhauled



## MG in WW2



Preparing small arms

Apart from these major activities, an enormous amount of work was being put into the development of a Press Shop. The shop was called upon to handle many hundreds of different types of Tank Stowage for the Ministry of Supply. This work was of a somewhat heavy nature, and in amongst it were various details of light equipment for the Admiralty and special light alloy work for aircraft.

No praise is too high for the ingenuity, which was displayed in this particular section in the creation of special tools,

processes and various devices, which ultimately enabled us to meet demands from the Ministries; demands that could not be catered for by the larger manufacturers.

It has off-times struck the writer how very true is the old adage that 'Necessity is the Mother of Invention'. Jobs of work were put into this section which at first appeared to be entirely outside its scope. It is really amazing when people have the real will to do the job, how by some means or another they dig out of the unknown a latent ability which never had an opportunity previously to exercise itself.

It was surprising to see how one successful activity after another threw into prominence the need for further effort. With machined details in terribly short supply, handicapping the production effort, the necessity for major increased machine capacity became very apparent.

To meet this demand and almost without a thought as to whether it could be successfully accomplished or not, we created a machine shop at our local stores factory. It was really amazing how the seniors concerned, again with that sheer doggedness to succeed, built up a successfully operating plant. This solved the detail hold up problems that had previously handicapped the main production effort.

At the end of 1941, we ultimately found ourselves handling a surprisingly large variety of jobs. Every square foot of the factory was packed to its limit. At times, taking a bird's eye view as it were of the whole set up, the change was incredible. It seemed that, in a short space of time, we had changed from a works filled with daylight and colour, clean to an unusual degree, well planned, with colourful motor cars moving about in active production, to a works that by virtue of the fact that security measures had made it necessary to have a complete black out with artificial light, looking very different from its previous bright clean self, with hardly room to walk about.

It seemed rather sad at times when one remembered previous conditions in the works. However, one felt fortified with the thought that however different one would wish the



## MG in WW2

place to be, we were undoubtedly pulling our full weight in the war effort. This seemed, if anything, to strengthen our resolution to keep on doing more and more if possible, or burst in the attempt. I think one of the major facts that kept it all so very much alive was that one day there must be an end.

Although in the major effort, we might only be a small cog, the efficiency of our set up must be helping to bring nearer the day when there would be a successful issue to the war and we could get back to our peace time occupation. Now as I write after the best part of six years of intensive effort when we are facing up to even greater problems in the rehabilitation period. Major war contracts are ceasing, bringing us face to face with difficulties which again seem almost insurmountable. One has a feeling that having been successful in handling all the problems encountered in the war period, we shall, because the same spirit prevails, be fully successful in solving our immediate problems and getting launched on our post-war work.



MG celebrate finishing the 100th Albemarle G.1 unit

### SCHEDULE OF VARIOUS UNITS AND DETAILS MANUFACTURED AT THE M.G. CAR COMPANY'S WORKS AT ABINGDON

Description	Quantity
Overhauling Mark V and VI Light Tanks.....	109
Overhauling Matilda Tanks.....	143
Repairing Armoured Cars .....	46
Repairing and converting cars to 5 cwt. trucks .....	81
Assembling U.S.A. Trucks .....	57
Erecting 2 pounder Crusader Tanks.....	210
Erecting Oerlikon Tanks .....	50
Erecting Bofors Tanks .....	215
Converting Sherman Tanks to O.P.....	103
Converting Churchill Tanks to A.V.R.E. ....	574
Converting Churchill Tanks to A.R.K. ....	24
Converting Centaurs to Taurus .....	9
Converting Centaur Tanks to-Bulldozers .....	170
Manufacture of 'Kading' Equipment for Tanks.....	3500 sets
Erection of Neptune Amphibious Tanks .....	130



## MG in WW2

### AIRCRAFT CONTRACTS

Description	Quantity
Manufacture of Albemarle G.1 Units .....	653
Manufacture of Spares details for Albemarle G.1 Units.....	500,000
Manufacture of Oil Cooler Mountings for Albemarle.....	300 sets
Converting G.1 Units.....	285
Manufacture of Power Units for Lancaster.....	8,604
Manufacture of Engine Mounts for Lancaster.....	10,129
Manufacture of Engine Mounts for the Bristol Aeroplane Company.....	1,900
Manufacture of Lancaster Radiator Flaps.....	9,326
Machining details for Typhoon panels .....	8,332
Manufacture of Spars, and Leading .....	297 Rear Spars, 37 Leading Edges
Trailing Edges for Tempest Aircraft .....	174 Front Spars, 42 Trailing Edges
Manufacture of Blood Centrifuge attachments .....	4,000

The manufacture of 350 various types of stowage for Tank equipment, manufactured for our own use and for the needs of twelve other Tank manufacturers.

[www.mgcc.co.uk](http://www.mgcc.co.uk)



## MG in WW2 - First on D-Day ?

It's a little known fact that on D-Day, June 6 1944, the first to arrive in occupied France, was an MG. An MG? Sure, but the story is a bit complicated. In 1941 Cecil Kimber, Managing Director of MG, obtained a contract to manufacture the front end of the Albemarle bomber aircraft at the Abingdon factory. The Albemarle was Britain's first nosewheel bomber. It could be built in sections by different factories. The front end of the bomber contained the cockpit with all its controls. To manufacture this nosepiece proved far more complex than any car ever produced by MG. Yet the workforce at Abingdon succeeded to construct 653 of these nosepieces. On D-Day the fast Albemarle planes were the first to drop airborne troops on the continent, so it seems fair to say that MG arrived there first.

It is interesting to note that when Cecil Kimber had secured the contract for the Albemarle nosepiece, he had done so at his own initiative. Officially this policy of 'non-conformity' led to his dismissal by Sir Miles Thomas, Chairman of the Nuffield Organisation. However Jean Cook, daughter of Cecil Kimber, stated that: "My father said that a directive came from Morris Motors to centralize the issuing of unemployment and insurance stamps, which would have meant sacking a faithful employee, a single woman who supported her widowed mother. My father refused, and the next day Miles Thomas arrived to demand his resignation."

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



# Teck Talk - Water Pump Replacement

## Description

Water pumps generally fail for one, or both of the following reasons:

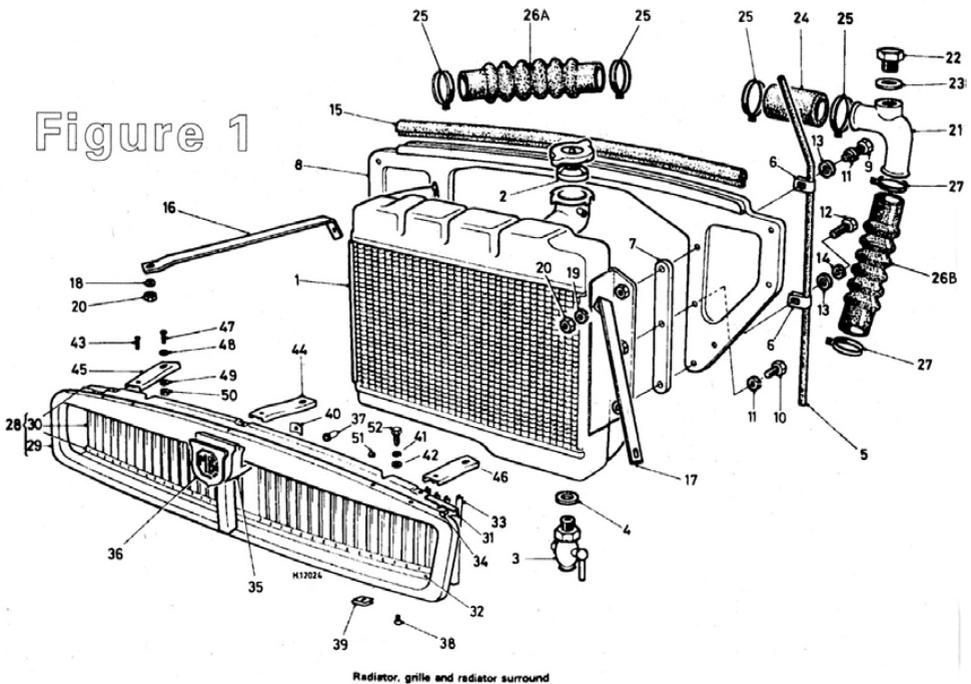
1. Because the bearing wears out, or
2. Because the seal wears out.

The failure of a water pump eventually results in the loss of coolant from the cooling system at the drain hole behind the water pump pulley but the sequence of events leading to the failure of the pump is very much like the chicken and the egg scenario. It is not always clear which came first.

**Question 1:** Did water escape past the seal which damaged the bearing?

**Question 2:** Did the bearing fail, causing the shaft to run off-centre, which damaged the seal? Whichever way you look at it, the only way to repair the fault is to remove and replace (or re-kit) the water pump assembly.

Figure 1



Radiator, grille and radiator surround

## MGB repair procedure

The vehicle that we are replacing the water pump on is a 1965 MGB Roadster. As we were unable to locate a water pump repair kit for this model the quickest and easiest solution was to fit a reconditioned exchange unit.

**Step 1.** Ensure that the coolant temperature is not too hot. Remove the bottom hose #26B (fig 1) from the radiator outlet and allow the cooling system to drain.

**Step 2.** Disconnect top hose #26A (fig 1) from the radiator inlet pipe.



## Teck Talk - Water Pump Replacement



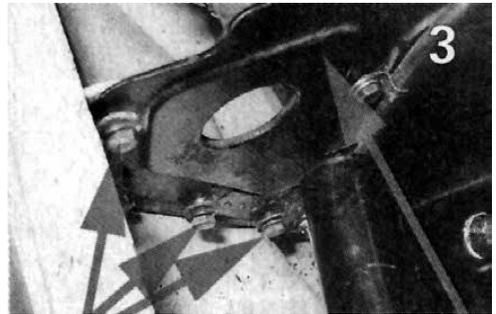
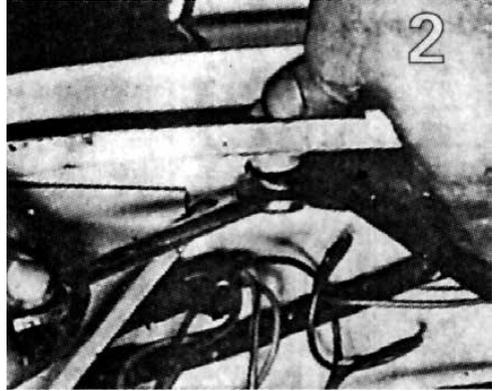
**Step 3.** Disconnect engine oil cooler pipes at the cooler (photo 1).

**Step 4.** Disconnect oil cooler pipes at the block and oil filter connections. (Note: These hoses will contain engine oil - so have a container ready to collect any spills.)

**Step 5.** Disconnect tie-rods #16 and #17 (fig 1) at the bonnet lock platform (see photo 2).

**Step 6.** Remove radiator surround bolts - both sides (photo 3).

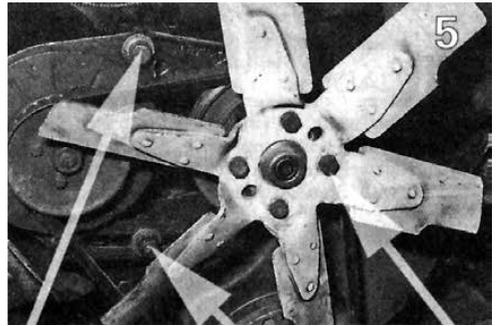
**Step 7.** Remove radiator from engine bay complete with surround and oil cooler pipes.



**Step 8.** Disconnect hose connection at the water pump (Photo 4).

**Step 9.** (Photo 5) Disconnect generator from water pump. Loosen generator fan belt at adjuster, then remove four cooling fan bolts and withdraw fan blades and water pump pulley.

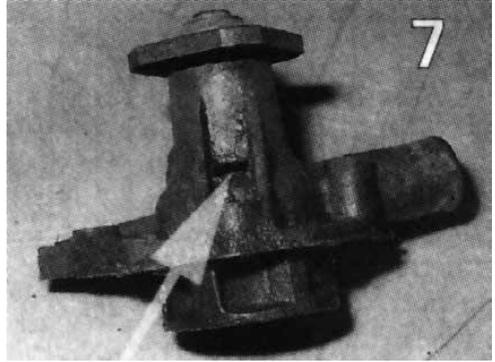
**Step 10.** Remove all water pump mounting bolts and withdraw pump from block (photo 6).





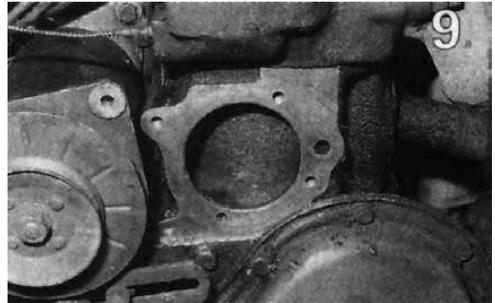
# Teck Talk - Water Pump Replacement

**Step 11.** Photo 7 is a shot of the underside of our leaking water pump. This photo clearly shows the drain hole from which water leaks when the seal becomes damaged.

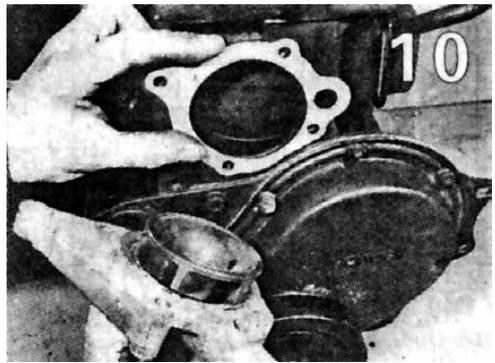


**Step 12.** A new water pump comes totally complete ready for fitting to the engine. (New water pump gaskets are always supplied with the new pump.)

**Step 13.** Removal of the old (often baked-on) gasket from the block can be a tedious and time-consuming operation, but must be done properly to ensure correct sealing of the new pump (photo 9).



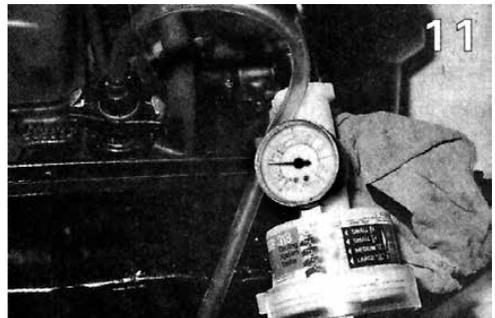
**Step 14.** I suggest that you apply a good quality gasket sealant like Loctite Master Gasket to the clean, dry faces of both the pump and block surfaces just prior to fitting the pump. Position the gasket (photo 10) and bolt the new water pump to the block.



**Step 15.** As usual, assembly is now just a reversal of the disassembly procedure. **Do not over-tighten the fan belt!** This is the number one cause of premature generator and water pump bearing failure. Ensure that all hose connections are tight and leak free. When filling the cooling system ensure that a quality antifreeze/corrosion inhibitor is installed to the correct concentration.

When full, start the engine and allow it to idle, continuously topping up the radiator as required until normal operating temperature is reached.

**Step 16.** Pressure test the cooling system if possible to ensure that there are no leaks before driving (photo 11). Remember to check and top up the oil level if engine oil was lost when the oil cooler pipes were disconnected. Pleasant motoring.



*Clive Broadbent*

*NZ Classic Car - April 1997*



## From the Archives



September 7th, 1983 at Syon House, London.

Left to right: Michael Shouse sitting in Old Number 1. Fredrick Shellingford - Museum attendant/mechanic. Peter Van Der Veken – Manager, Heritage Collection, British Motor Industry Heritage Trust. *Supplied by Michael Shouse.*



## MG New Zealand Pricing

New Zealand pricing has been announced for the newly arrived MG GS and MG6 models.

MG GS

Vivid - \$26,490

Core - \$29,990

Soul - \$32,990

Essence X - \$39,990

MG6

Core - \$24,990

Soul - \$27,990

Essence - \$29,990

6 Year Warranty and roadside assist

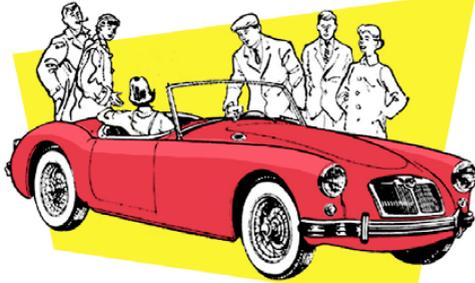
Autocar (UK) has a full road test of the MG GS available on-line at [www.autocar.co.uk/car-review/mg-motor/gs](http://www.autocar.co.uk/car-review/mg-motor/gs)

Good: Relatively strong performance, Commodious cabin, Value for money.

Bad: Poorly resolved ride, Sub-40mpg fuel economy, Inconsistent cabin quality.



## My first MG



My first MG was a 1958 MGA. I bought it from a student in Northland Wellington in about 1972 for I think \$1,500. Its rego was CD something something. I knew nothing about mechanics at that stage, but this was soon to change. I was a petrol head and so were my flatmates, our vehicles ranged from AH Sprite, GT Cortina, Daimler SP 250.

On the way home the brakes became very sloppy, I thought that this was normal but apparently not, a flatmate bled the brakes outside our flat just off Cuba Street Wellington. On my first WOF I learned that you must always pump up the kingpins with grease because they were shot. I never did get them fixed.

One day racing a Vauxhall Viva up Pukerua Bay Hill a loud banging emerged from the engine. I was towed home by the Cortina. Friends had rented a garage in Miramar and they kindly let me use it to fix the problem. A broken crank shaft.

I managed to buy a factory MGA manual from a BMC dealer, and with help got the engine out. What a dirty, filthy neglected mess it was. I had no idea what an engine looked like then, but slowly took it to pieces. The engine was basically shot and needed a rebuild. Being ignorant of the way of the motor trade I started to buy parts new, being a poor student it took time to acquire a lot of stuff. Then a friend introduced me to car wreckers! A relationship with Motex Autoparts in Seaview quickly developed, a second hand crank was purchased. From then on no Morris Oxford was safe.

The engine was rebored and I slowly reassembled it according to the manual. I had joined the MG Car Club and got lots of good advice, despite me being a scruffy long haired student everyone was extremely friendly.

The engine was back in, the head attached and ancillaries fitted. Time to start it. It wouldn't start. A friend said 'have you checked the timing?'. 'What's timing?' I asked. I had no idea what he was talking about. He checked the timing. It was 180 degrees out. Then it started.

A few weeks later I got brave and decided to show my mum in Marton. On the way home the engine started to misfire, but I managed to get home. My mechanical ability was growing exponentially and I diagnosed the fault as shattered rocker pillars. This was a pretty easy diagnosis as once the rocker cover was off you could see broken bits.

So the head came off. I heard about gas flowing heads so I gave it a go with sand paper and it looked good! New valve seats were fitted because the old ones were pitted. The head was 'crack tested' and new valves were fitted. Most of the work was done by myself. Very proud I was. Still committed to memory are valve rocker clearances and ignition points gaps.

Time for another drive, I entered a hill climb by the airport. There was lots of tire smoke and good fun to be had.

Having got the speed bug (and still have) I entered, with the kind support of the MGCC, the Shell 74 Rally as a navigator.



## My first MG

I bought all the gear, got my FIA Rally licence and was all set to go. Then the event was cancelled, fuel crisis time. The overalls, all badged up, are sitting in a box in the roof.

Back to the MGA. After the hillclimb the gear box died, graunching in every gear. Worn synchros I was told. What are they? With the help the trusty factory manual I overhauled the gear box. Everything was worn out so I got new bits from NZMC Kent Terrace. There was a big queue at the counter and the sales guy couldn't get to the micro fiche and cash register, so he pushed the new bits towards me and said in a loud voice 'I'm sorry sir, we don't have those parts', and winked. So I left with a whole lot of new bits for free.

Time for a repaint I thought, so I brushed primer all over the body and started sanding, again I had no idea what I was doing. I didn't know about bog and rust.

Eventually I gave up and booked it into a paint shop to be painted, they knew about bog and rust. Lots of bog, lots of rust.

Then to show it off to my fiends. At that stage one of my favourite hang outs was MOTEX Auto Parts in Seaview. The owner took it for a drive and came walking back with a worried look on his face.

Won't change gears!

So it got towed back. Getting a gear box out of an MGA is very fiddly so my friend who worked at MOTEX decided it would be a great idea to gas cut out the transmission tunnel. It made things a whole lot easier and quicker. Yes, I can hear you shudder.

This time I used Morris Oxford bits, the whole lay shaft was stripped. Not a cog on it, and most of first gear gone as well. Apparently when I had overhauled the gear box I left out a small pin that holds the gears in place. The car was in first gear and second gear all at the same time. Whoops.

I fixed the gear box, but it was never as slick as when it had new bits in.

To impress my girl friend at the time I covered the dash with leather. However, I must have done something wrong because there was a small electrical fire.

A racer look was needed so I had a roll bar, more like a style bar installed.

Although I loved that car it was a challenge, mostly due to ignorance. When it rained the rain came running down the inside of the windscreen as well and head lights kept on dying. It was a continual mechanical learning adventure.



The windscreen had started to delaminate and was difficult to see through. I managed to find a new one at NZMC in Lower Hutt. The last one in the country they said.

I took it to a glazier in Marton who really knew what he was doing, expertly he took out the old one and put in the new one. The old one I put under mum's house, I think it is still there except mum has shifted.



## My first MG

A friend had a VW which he was trading in on a racing Mini. He had just put new tires on his VW, so before the sale he swapped them for old tires and I bought the new ones for the MGA. Things were looking good!

The hood was looking a bit scruffy so I thought about replacing it. This is 1972, before the days of internet and credit cards. I read in a UK magazine that they sold brand new hoods.

Yes I can do it my self! So I wrote to them and asked how do I order one and pay for it? Just give us a personal cheque on your NZ bank in UK pounds. So I did. The hood duly arrived and my bank called me in and explained I couldn't just cross out NZ \$ and replace it with UK pounds. They would sort it out but next time come and see them first.

So there was my lovely MGA, new paint job, a hood waiting to go on and five new tires.

I had only had the car for two years and the repairs had cost me much more that the actual purchase price.

Things changed, I had a huge dentist bill coming up and I needed the money. So sorry, the MG had to go.

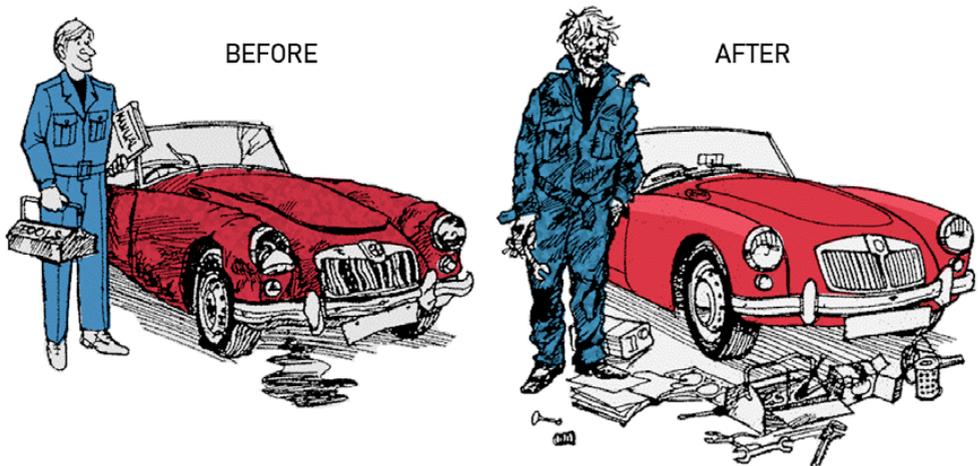
I put an ad in the paper. To my surprise the phone rang off the hook, so to speak. After many people looking, I sold the MG and took a Hillman Imp as part trade. The phone kept on wringing for some time with many people claiming they would have paid heaps more.

A few weeks later I drove past the guy who had bought my old MGA. He had broken the brand new windscreen trying to adjust it, and was busily pulling out all the bog. My, what a lot of holes!

How's the Imp going, good. But that was not to last

Since then I have had a few more MG's, and other sports cars. Alas I no longer own an MG. But if a cheap restoration project comes up to help filling my time now I'm retired, who knows.

*David Etchells*





## MG Centenary

I saw the item about the year in which the first MG was produced and felt that I should respond if only to correct the common myth that the MG octagon logo was registered in 1924.

Some folk argue that the start date for MG was when the octagon was trademarked. That in itself is wrong, because cars were being marketed in adverts in 1923 which featured the octagon logo.

The 1924 myth comes from a date shown on the Trademarks Application form for the MG octagon logo. The information on the application form reads User claimed from 1st May 1924 - and it is this date that folk mistakenly take to mean the trademarking date. However, that date is merely the date from which the claimant says it was first used.

The actual date of the Trademarks Application was April 2nd 1928. In actual fact, we know that it had been used in Oxford newspaper adverts in 1923 - but the April 1924 date concurs with the use of the octagon for the first time in Morris Owner magazine.

So, the fact is that The Morris Garages Ltd overlooked the need to register their octagon trademark until 1928. Then in January 1929, they felt it wise to trademark its use on radiator badges as well - so they made a further application because the earlier trademark didn't mention radiators.

Anyone wanting to view these application forms should visit [www.gov.uk/search-for-trademark](http://www.gov.uk/search-for-trademark) and enter the two trademark numbers - 490090 and 499836 (*I looked 499836 doesn't exist on-line now - Ed*).

THE 1923. (Dated 26. 1923.)

**The Super Sports Morris**

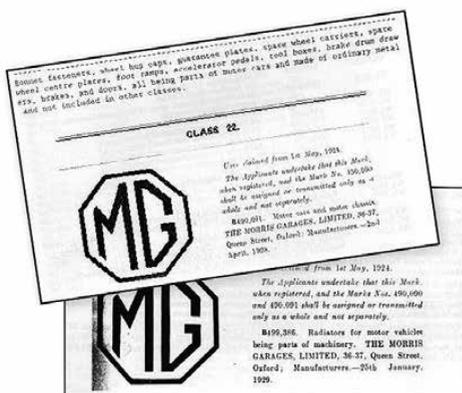
Real Speed  
Real Comfort  
Distinguished Appearance  
Beautiful Proportions  
Superlative Coachwork  
**£350 11.9 h.p.**

Write us now for details of this new model or better still call in at our showrooms and inspect one.

**The Morris Garages,**  
Queen Street Showrooms,  
**Oxford**

Phone 92. Wire 'Auto'

1923 Morris Garages advert with MG logo



I attach copies of each of the two application forms, which show how the confusion came about. It goes to show that that nothing in Wikipedia is gospel - it's simply a compilation of the views of 'armchair experts'.

I'd appreciate it if you could find room for my letter on your mail-box page, because this continued misapprehension about the octagon being born in 1924 should be corrected.

*Chris Keevill - Enjoying MG, July 2017*



## Windscreen Woes.



### **Why having a new screen fitted is not always what is cracked up to be!**

Our MGF had been fitted with a new windscreen just before we got it a couple of years or so ago.

Nice screen, dark tinted top band, no leaks, rubber seal fitted well, rear view mirror did fall off later but I found some Loctite adhesive specially for this job – fixed for good.

Or so I thought!

A year or so later on the OSH run to Pointon’s Masterton, wham a rock was thrown up by a truck trailer combo going the other way this side of the Rimutaka’s.

I saw it coming and it looked big, it hit the window with a thud and then deflected over the top.

Whew I thought, got away with that one, no mark or crack in sight.

But a couple of weeks later on the Cecil Kimber run Belinda says, “What’s that crack in the windscreen?”

Well, I couldn’t see it at the time as it was low down and partly obscured by the wipers but sure enough there it was a 150mm fine crack coming up from the bottom edge of the screen. Bugga!

A call to the insurance company revealed that they didn’t want to talk to me as after pressing numerous buttons to get to windscreen claims department, I was immediately diverted to a windscreen company who shall remain nameless.

I gave a few details but was still in denial at this stage.

After several texts and phone calls from said windscreen company (persistent!) I had the car booked in for a Tuesday repair, drop off in morning, pick up in evening.

What could be easier !

Phone call – “Got your windscreen out but we cannot put a new one in.”

“Why not?”

“A minor rust spot which we cannot stick the glass to needs repairing. We can refer you to a place over the road who does these sorts of repairs.”



## Windscreen Woes.

“What about I come with some sandpaper and gal paint and fix it up.”

“Nope, it has to be a professional job for our warranty.”

Later Wednesday a phone call from the place over the road.

“There are five superficial rust spots to repair, it will be \$437 thank you.”

Being over a barrel at this point I gave the go-ahead.

A little while later another phone call.

“Did you know that there are some spider web rust marks on the windscreen surround, (I did, it’s very superficial) we can fix this up and re spray the surround for another \$200.”

“No thanks, I’ll look at it later.”

On Thursday I called the windscreen company and was told the new screen will be installed Monday and can be picked up late afternoon.

So Monday I got a lift to work and afterwards completed the 20 minute walk to pick up the car.

“Yes, what can I do for you?”

“I’m here for my MG.”

“Who told you it was ready.”

“You did on Thursday.”

“You have been called today to tell you it’s not ready.”

“No I haven’t been.”

“It needs a new windscreen.”

“Yes that’s why it’s here!”

“No, that new windscreen was broke/got broken during fitting, a new one has to come from Auckland”.

“We are so busy that I (the team leader) will stay back on Tuesday evening to fit it so it’s ready for you on Wednesday morning”.

“Thanks for that, I’ll see you Wednesday”.

Later Tuesday morning phone call – “Your car’s ready to pick up”.

“What? It cannot be, It’s not due for fitting until tonight”.

“We found some time to fit it in”.

“Great but I cannot get it until tomorrow as I have already driven in to work today”.

Wednesday morning get dropped off at windscreen company.

“Shall I wait until you have checked the car?” said my driver.

“No, what could possibly go wrong now,” I replied confidently.



## Windscreen Woes.

I was taken to what had previously been a shiny green car with a reasonably dark black hood.

It was now a dark gray hood and a misty green coloured car with so much dust all over it.

Windscreen man said – “Not us. You need to take it up with the place that did the rust repairs”.

“I’ll just check the windscreen thanks”.

“OK”.

No dark tinted band – “Our screens don’t come with that feature”.

“Why is the bonnet to screen scuttle panel sat up nearly 10 mm on one side?”

“Oh! Screw must have popped out”.

“Really?”

“It’ll take 30 minutes or more to fix”.

“OK. I’ll come back this afternoon”.

20 minutes’ walk to work.

Later, 20 minutes’ walk back to car which is now outside.

“The screen rubber seals don’t seem to fit very well?”

“It’s how the aftermarket screens come to us”.

Hmm, not too happy.

Drove home and had a closer look. I’m sure that the windscreen is sitting a little lower than it should be, and one edge is at a slightly different height to the other side.

But on a positive note; two of the little plastic buttons hiding the scuttle screws were missing when I took it in and they were now replaced (they were not there in the morning – I notice these little things!).

Roof and paint cleaned up OK. Still pondering the rubber seals and a few other little things which are not quite right.

The moral of this story is, before you show anyone your crack think of the unintended consequences of your action.

*A smashing saga of misfortune and despair by Richard Whitehead*





## 12 month WoFs called for by FOMC

A motion from the floor seeking 12 month Warrant of Fitness inspections for all vintage and classic vehicles was passed unanimously at the 22nd FOMC (NZ Federation of Motoring Clubs) Annual General Meeting held in Christchurch in May.

Moved by Jowett Car Club delegate Keith Buckley and seconded by Leyland P76 Owners Club delegate John Warren, the motion calls on the FOMC to engage in meaningful discussion with the NZ Transport Agency on the subject of twelve month WoFs for vintage and classic vehicles and report to members clubs on a regular basis.

Earlier at the conference both NZTA Regional Relationships Director Jim Harland and Repairer Sector Specialist Graeme Swan of the Motor Trade Association indicated a likelihood of a positive official reaction to requests for a further review of the need for 6 month inspections for heritage vehicles.

Along with VCC Technical Committee members Norman Pointon and Tony Bartlett they took part in a wide-ranging discussion of the WoF inspection and compliance issues impacting on heritage vehicle owners and restorers.

Jim Harland explained the regime for updating inspectors, the problem of under or over inspection, failure rates, the age of the vehicle fleet, and advised that there are 125,000 new vehicles being added and 150,000 old ones removed from the motor vehicle register each year.

Most WoF failures are for lights, usually blown tail, park or indicator bulbs that were then reported as a failure to boost the rate to 36 to 38%. Issuers of WoFs are vulnerable to audits if their failure rate is less than the industry average.

Graeme Swan said the MTA had modified its previous opposition to introducing 12 month WoFs for vehicles older than 30 years. The expected loss of income if this were to happen was no longer considered a significant factor, and the MTA now accepts that keeping older vehicles on the road all the year round was better for the vehicles brakes, steering, electrics, tyres and the owners.

Amongst the compliance issues raised was the current process required to re-register a vehicle that has previously been registered in New Zealand but evidence of this has been lost. This is partly due to the action of Motor Vehicle Register in 1996 destroying old non-active registration details, thereby removing the evidence of previously registered vehicles. So it is now almost impossible without original registration papers, a number plate or WoF details to put a vehicle back on the road.

Both the NZTA and MTA representatives made notes about the difficulties encountered by owners seeking to have a deregistered NZ vehicle reinstated when there was no paper trail of recent registration. The FOMC plans to raise this matter with NZTA and the Minister of Transport following the gathering of suitable material to support our claims.

The outcome of the panel discussion was a better understanding of how the system works for both the NZTA and MTA representatives and those delegates present.

*The Newsletter of the NZ Federation of Motoring Clubs - July/August 2017*



# Noosa Hill Climb - July

## Tewantin, Queensland 22nd and 23rd July 2017

The Noosa Beach Car Club holds two hill climbs each year, sanctioned by CAMS, a winter hill climb and a summer hill climb. The entry list is always large, this year 157 entries ranging from a late 1925 Austin 7 Special, a 1930's Ford flat head v8 special to late model Subarus and even a Maserati being driven extremely vigorously! Because the event is large and needs lots of helpers, the local MG Car Club members also assist in the running of the event.

The winter hill climb presents a few problems to the competitors, the tarmac surface is surprisingly cool and being set in a National Park it is also quite slippery with lots of leaf litter lying around. This made watching the big muscle cars a lot of fun. Simply too much horsepower and unable to keep enough grip to launch out of the corners, or off the start line for that matter.

There were five MG's entered, a lovely TC that went surprisingly quickly, an F which didn't sound or look quick but was putting up respectable times, two B roadsters and a V8 GT. The V8 was still suffering from the same low oil pressure it had the previous year so the owner didnt rev it very much. I did suggest last year that he emails Ray Hartley for the Holden V6 mod to the oil pump but it appears he wasnt too keen on that idea. The "red heads" two B roadsters, one driven by hubbie and one by wife competed extremely closely. Unfortunately, I didnt get the final results so I cant tell you who beat whom! But just google Noosa Beach Car Club in a few days and the results will be posted for all to see.

The entry list included three Holden V8 saloons. Dick Johnson was also there doing PR stuff as well as three or four of the current touring car drivers milling around. For a mere \$120, you could hitch a ride with Dick Johnson in one of his old team cars! Despite not having Barb with me, discretion took over so I watched another lucky punter get thoroughly startled. His eyes were still on stalks when he came back down!

The cars were released about every 30 seconds, time enough to get most of them past the third marshalling point and this really helped get the field through smoothly and quickly. If anyone had "an off", then next car's run was aborted and that driver got another go. There were stands set up on two places; the start line and on the outside of the hairpin with a couple of other good viewing points but lots of people brought their own camp chairs and set up around the course. A large group of spectators attended both days, either \$15 per day or \$25 for a two day pass with pit access to both tickets on both days. A





## Noosa Hill Climb - July



commentator kept everyone informed, although he did insist on calling a Lada 1500 as a Fiat 124S! Unfortunately for the owner, it was a Lada but went quite well with a Fiat twin cam transplant!

There were probably 20 open wheelers on display plus a Bugatti Type 13 that was found in the basement of a house and discovered after he had bought it. It was declared rubbish by the previous house owner saying it had been there from previous owners as well. Surprisingly, the engine was found under a lot of wood plus the majority of the suspension, gearbox and wheels along with some panels (mostly unusable though). It took the owner and his father 20 plus years to rebuild it on a minimal budget but today it is simply beautiful!

A Fraser Nash was on display and totally stunning, a 1952 model with its original 6 cylinder twin cam Bristol engine. It is an ex Strirling Moss car and far too valuable to thrash up the mountain but the owner really enjoyed the street parade the day before revving it up and dropping the clutch. Lots of wheelspin and squeals of delight from the crowds in Hastings Street!! And the exhaust note was simply divine, crisp and roarty!

If you get a chance for a winter escape into the Queensland sunshine and you want to watch some interesting cars being driven with verve, then the Noosa Hill Climb should be on your list! Or, failing that the Leyburn Sprints on the 19th August and 20th August are another great two days out. This is the original home of the Australian GP and is now a street sprint circuit around the small township, starting at the pub and finishing behind the pub! How Australian is that? Again, just google Leyburn Street Sprints to see the calibre of cars that are entered.

*Peter Clark*



# Mid-winter Old Speckled Hen Run - July

July the 27th was pretty wet, but an intrepid bunch of enthusiasts met at New World, Waikanae at 10.15 for the start of this month's run. 15 of us departed in six cars, four of which were actually MGs (a BGT, a B Roadster, an 1100 and a ZR160).



We made a stop at Shannon for morning tea/coffee, which was very nice in the warmth of the Horsemans Cafe. Pressing on, we convoyed over the Pahiatua Track into Wairarapa. We hung a left into Ballance Valley Road and continued through lovely rolling green farmland to the Bridge Cafe. Here we were met by Gary and Heather Wall, who had driven up from Martinborough in their Jappo.



Shannon stop Les & Bill discuss Bryan



Shannon stop Michael Anderson

Once we'd ordered meals and drinks and settled down at our reserved tables we were able to catch up with each other's goings on. We had new members Peter and Claire Fleming from Waikanae with us (Peter shares his son Mark's MGF, but it is currently off the road due to a suspension leak. Peter and Mark plan to rebuild the suspension with a coil spring conversion kit. Peter will document the process for a future article in the Bulletin).



Shannon, Horsemans Cafe in background



Following Bill, Scott and Ron


 "OLD SPECKLED HEN"

## Mid-winter Old Speckled Hen Run - July

I also enjoyed meeting Phil Major and Les Stone for the first time. They share ownership of a late model MGB Roadster (*Bryan the B Roadster*), which was their transport for the day.

My meal was the pulled pork burger, which was really good, but the carrot cake that followed was a bit of a let-down. Anyway, I think we were all pretty well fed. To round off lunch we all posed for a group photo in the rustic old restaurant. (In fact, although it looks much older, the cafe was built in 1993 as a homestead and tearooms.) Due to the persistent rain, we didn't wander in the garden – we dashed off to the cars and headed away.

For me the journey home was not quite uneventful. I was in my 2009 BMW 320 Touring (Joan, Peter and Claire were my passengers, so the MG was left at home). However, at about Manakau I had a warning flash onto the dashboard, indicating that I had a soft tyre. I stopped and looked at and felt the tyres but all seemed fine, so we continued on to Waikanae and home. I then checked the tyres, and sure enough, the left rear was down to about 18psi, and I could see a nail in it. Because the tyres are 'run-flats', they looked fine and had not over-heated. The following day, it was down to my friendly garage, who were able to plug the tyre for a successful repair.

Thank you to all who took part in this run – it's always good to get together for a natter and good food and drink; just a shame that the weather gods weren't playing the game.

*Scott Stevenson. Photographs: Dean Gray*



Carpark, Bridge Cafe



Bridge Cafe



## Brabham BT2 stolen in caravan heist

25 July – A vintage racing car linked to the Great Train Robbery has been stolen in a rather less sensational minor caravan heist.

The 1962 Brabham BT2 was being stored inside a modified caravan at owner John Rapley's property in Paraparaumu Beach, north of Wellington.

Some time between Saturday night and Monday morning, thieves cut through a chain tying the caravan to a fence, and drove it away.

Rapley suspects they weren't even aware the car was inside – and now he's pleading with



## Brabham BT2 stolen in caravan heist

them not to destroy a piece of motoring history.

The car has a top speed of about 200kmh, and there was strong evidence its chassis was the one driven by Kiwi Formula One driver Denny Hulme to set a lap record at British race track Brands Hatch in 1962, Rapley said.

It was bought in 1963 by Roy “The Weasel” James, the getaway driver for the Great Train Robbers, who stole £2.6 million (equivalent to about NZ\$85m today) from a Royal Mail train that same year.

James was captured in December 1963, and served 12 years in jail.

Rapley said he was home in Martin Rd all day on Sunday, but did not see the caravan go missing from the road outside.

“I walked out [on Monday] and it wasn’t there in the morning.”

He said the only thing left behind was a cut chain, hanging on the fence, and tyre prints on the nearby berm.

There were a handful of Brabhams in New Zealand, he said, and his was probably the only BT2.

It might be worth up to \$100,000, but would be almost impossible to sell. Any expert around the world who saw it would ask, “Why isn’t that in John Rapley’s shed?”

He urged the thieves to drop it off at a car park, or a service station, “and then go hide again”.

*Joel Maxwell - Stuff*





## MG to start RHD switch to Thailand

20 April - MG MOTOR'S mid-sized GS SUV will become the former British brand's first right-hand-drive vehicle to make the production switch from China to Thailand for Australasian customers next year.

The move was confirmed to GoAuto by a senior executive of MG parent company SAIC Motor in Shanghai where the company is showcasing new models, including the all-electric E-motion sports coupe, at the Shanghai motor show.

The GS is set to be followed by other models for right-hand-drive markets from a newly expanded SAIC joint-venture factory in Thailand's Rayong car-making precinct outside Bangkok.

The new production line – joining an existing line that turns out MG vehicles for the ASEAN market – is scheduled to start work late this year, although the SAIC executive could not say when production of the GS for Australia (*& New Zealand-Ed*) would start.

GoAuto understands it will be in the first half of 2018, when production has been bedded down.

MG Motor Australia has only just launched the GS in Australia, although it has been on sale in other markets, including China and the Middle East, for a couple of years.

The company is expected to take the opportunity of the factory switch to give the GS an update, although an all-new model is due in 2019.

Ultimately, the factory will build several MG models for right-hand-drive markets, also including the UK and New Zealand.

Next cab off the Thai RHD rank is expected to be the smallest car in the MG range, the MG3 light hatch, which is also due for a facelift in the next year or so.

The MG3 is expected to get engine tweaks to generate a little more power and better fuel economy, as well as a much-needed automatic transmission as an alternative to the current manual gearbox.

An all-new mid-sized MG6 – to replace the ageing first-generation vehicle – could be next for Thai production after it hits global markets in late 2019.

While Thailand will become a hub for RHD MG products for global markets, various models, including the new ZS small SUV due in Australia in October this year, will continued to be supplied by SAIC's Chinese factories.

The Thai production expansion will double SAIC's production capacity in that country and take pressure from its factories in China where sales of its home-brand products have doubled in the past year.

The Thai production base is a joint venture with Thai company Charoen Pokphand Group.

*Ron Hammerton - [www.goauto.com.au](http://www.goauto.com.au)*



# Odds & Ends



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## For Sale

**FREE** - Someone has given Terry an old (1950?) Austin A70 Workshop Manual.  
A bit watermarked but still useful.

Contact: Terry Collier. - Email: [terry.collier@clear.net.nz](mailto:terry.collier@clear.net.nz)

**Four MGF 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: 021 954 073

**Momo Race Suit** - \$500.00.

Red, Good condition as new. European size 62. Large, Tall. Made in Italy.

Contact: Bob Hulena - Phone: 04 293 8112 Mobile: 0274 482 225

**1999 MGF** - 92,000 Km - \$1650 firm.

Body Work Generally good, stone chips at front and damage to rear panel.

Reg expired 3/3/17. Wof 5/17.

Good rubber, mags OK.

Drives very well, normal temp. No head gasket history.

Interior is good, no rips, tears, carpet seems dry and was out in the last southerly. Needs a really good groom inside as it has been sitting.

Hood is excellent apart from a tiny split, very small above about where the passengers would be. Rear window needs replacing, at about \$350 - 400. Suspension requires re-gasing \$100.00.

Contact Roy McGuinness on 021 433 878



## New Members

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

Nigel Brown

Clive Newman

Peter Fleming

Rod and Carol Naylor

Rex & Lyn Howard

Havelock North

Otaki Beach

Waikanae

Havelock North

Plimmerton



## 1965 MG Rescuer Needed

“65MG” was restored in the UK in the late 1980’s and imported to New Zealand in 1990. I acquired this car in beautiful condition and for over a decade, Jan and I had endless pleasure from this classic car, participating in many club events and enjoying road trips throughout New Zealand.

Volunteer work in SE Asia took us away from here and the car was in dry storage for over a decade. What a toll this takes on a beautiful classic vehicle! Owing to on-going ill-health and lack of resources I am reluctantly offering “65MG” for sale, as-is, where-is, as a project for a keen MG enthusiast.

Unfortunately, registration was not put on hold, hence the car needs to be re-certified. and warranted. So here is the car, as it sits now – in garage in Belmont, Lower Hutt.

Red, 1965 MG Roadster. Chrome bumper (of course). beautiful chrome wire wheels (x5). Very tidy boot with spare chrome wheel in cover. Luggage rack (chrome). Original tools (jack etc in cover). Duck hood – needs refurb. Earlier vinyl hood also. Tonneau cover. Stainless steel exhaust. Leather interior but needs refurb. Original ‘60’s radio but modern radio installed. ‘65MG’ Plate.

Since removal from storage, the following work has been carried out:

- New master brake cylinder
- New clutch master and slave cylinder
- Reconditioned water pump and a new one also offered
- New Hydovac, vacuum brake assist
- Reconditioned radiator and new thermostat
- New steering arm gaiters
- New petrol pump
- New manifold gaskets and 4-into-2 exhaust gaskets
- Reconditioned door hinges
- Very healthy motor with K&N filters installed.
- Willing overdrive
- New generator and belt
- Conversion to one 12 volt battery, replacing the two 6 volt units.

To complete the project to a “road-worthy” state will require panel repair skills:

- Repair or replace damage to both door sills and replace front valance (available).
- Removal of rust in rear floor pan, small rust in battery compartment and small rust in L/H rear guard.

All serious enquiries welcome: Robert Joiner, 25 Palm Grove, Belmont, Lower Hutt.  
e: [nyejoiner@gmail.com](mailto:nyejoiner@gmail.com) Tel: (04) 565 4219. Mob: 022 024 7304.





# Membership Fees

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

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

Existing members will receive a renewal invoice in the post, usually early June. Those non-members wishing to join the club can do so by following the 'Membership' tab on our

Web site: [www.mgcarclub.org.nz](http://www.mgcarclub.org.nz). This provides a couple of options, including an online form which is the simplest and quickest way for intending members to join the club.

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.

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



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# MGCC Regalia



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

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.

Orders to Michael Shouse, phone: 027 419 8017 or email: [upnzway@earthlink.net](mailto:upnzway@earthlink.net).



Rear Cover: Cecil Kimber Run – Top to bottom: Lined up at Ngati Toa domain. Following Ron Blackwell, View of Wairarapa scenery. Photographs: Dean Gray.



## Advertising specifications for display advertisements

Prices for 12 months		Advertisements may be supplied in most common digital formats by e-mail or on flash drives or CD's, etc.
Full Page	\$240	Alternatively your raw copy can be turned into suitable artwork for your approval.
Half Page	\$200	
Quarter Page	\$100	

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



# MG Car Club (Wgtn) Regalia



The Wellington MG Car Club is offering regalia items at clearance prices while stocks last. Look out for Michael Shouse selling out of his car boot at forthcoming events or contact Michael directly on [upnzway@icloud.com](mailto:upnzway@icloud.com) or 0274198017



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



1634 - Silverdale, Merino pullover  
Navy - two only - size 10 or M  
**WAS \$125 - NOW \$95.**



1634 - Silverdale, Merino pullover  
Natural mix - one only - M  
**WAS \$125 - NOW \$95.**



MG printed mug, as pictured - \$15.00.



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

MG Car Club regalia can be purchased from Michael Shouse phone: 027 419 8017 or email: [upnzway@earthlink.net](mailto:upnzway@earthlink.net).

