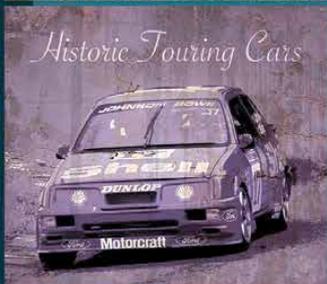
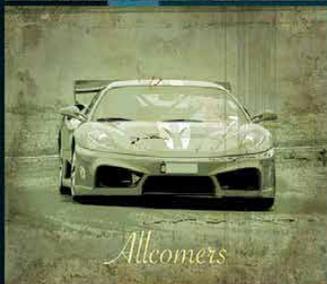
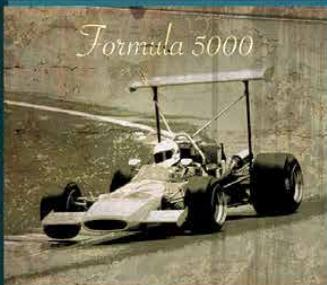
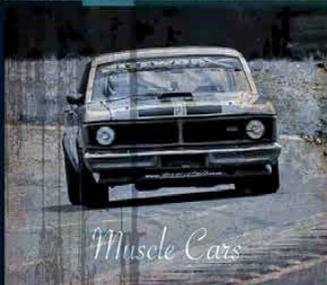
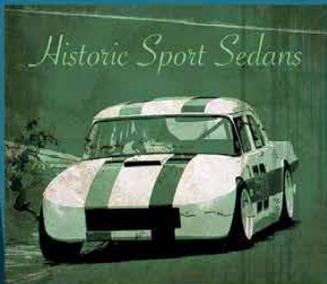
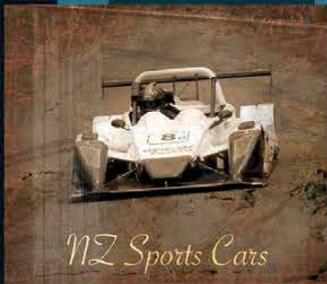
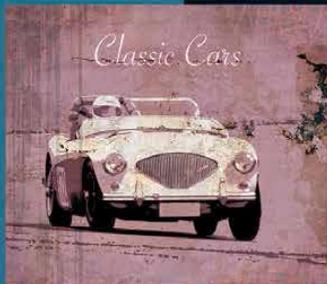




Bulletin

PO Box 3135, Wellington, NZ.

Oct - Nov 2017



32ND
CLASSIC
Motor Race Meeting
MANFELD



FRIDAY - SUNDAY
10 - 12 NOVEMBER 2017



Well Silverstone 2017 was a great event to be at. Lots of good racing (only one roll over we saw). Lots of top class M.G.s to look at and many trade stands to take your money. Smile and they did. First time on display in the UK was the brand new MG XS, it was so new they could not take my order, "Not for sale yet, Sir".

I enjoyed the very rare MG P type airline coupe, one of the most beautiful cars ever made.

George Walter



MG Car Club (Wellington Centre) Committee				
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Hawkes Bay				
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Wairarapa	Brian & Julie Pope		06 377 1285 027 496 9036	bjpope@xtra.co.nz



www.facebook.com/MG-Car-Club-Wellington-Centre

Cover: 32nd MGCC Classic Motor Race Meeting Poster.
Inside Cover - M.G. Live by George Walter.



Coming Events

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
Wed 1 Nov	Noggin 'N' Natter - Waterloo Bar & Grill, 27 Waterloo Quay. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Fri - Sun 10 - 12 Nov	32nd MG Classic Motor Race Meeting. Manfeild. See Page 37. Contact: Ron Robertson - ron@mgsclub.org.nz
Wed Nov	Club Night Dinner - Shepherds Arms Hotel, 285 Tinakori Rd Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sun 26 Nov	The Surgery Sprints - Round run by the Alfa Romeo club. Contact: Ron Robertson - ron@mgsclub.org.nz
Thu 30 Nov	Old Speckled Hen Run - End of year BBQ. Contact: Michael Anderson - email: michael.anderson@xtra.co.nz
Sat 2 Dec	Tawa Christmas Parade, 1 pm, see page 38. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sat 2 Dec	End of year BBQ, details to be confirmed.
Wed 6 Dec	Xmas Noggin 'N' Natter - Waterloo Bar & Grill, 27 Waterloo Quay. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Mon 21 Jan	Driver Training Day at Manfeild, details to be confirmed. Contact: Ron Robertson - ron@mgsclub.org.nz
Sat - Fri 24 - 25 Feb	MGF/TF Festival, Mangaweka, see page 21. Contact: John and Viv Eames - email: mangaweka@hotmail.com
Sun - Thu 25 - 29 Mar	MGCC National Rally, Timaru, see page 22. Contact: Sandra Frame at 0223022622 or framereid229@gmail.com
Committee meetings are held on the first Monday of the month, 5.30pm, Meeting room, Wellington Bridge Club, 17 Tinakori Road, Thorndon.	



Editorial

After the OSH run, I dropped a couple of items into the Turnbull library. On the way home, while driving up Nauranga Gorge at the correct following distance for 65kph (about a vehicle and half) a four wheel drive type forced its way in, indicating post event! I backed off or would have lost the front of my car.

As I drove along the motorway from J'ville to Tawa I became aware that all I could see out of the rear window was a grille of another four wheel drive type vehicle, driven by a woman, who was using her parking sensors to determine following distance. When it was safe to pull into the left lane, she flashed past to attach herself to the towbar of the vehicle in front.



I realised as I got to Tawa it was the School pickup run, as the roads were filled with similar vehicles. God forbid the 'little precious' should walk when the streets are filled with aggressive four wheel drive crossovers!

On the home front, I have put the green M.G. on hold until November. This has given me a bit of time to fix a few faults that have appeared since getting her back on the road. Always something to do.

I have removed the dashboard and fixed the faulty instruments, repainted the front guard and drivers door (I had dropped a pruning saw onto it!). But the wet weather has hampered proceedings. Lets hope that it improves for Spring.



Articles

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

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

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

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

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



MG GS

The club had the opportunity to view in the flesh the new MG GS at the August Noggin ‘N’ Natter. We were loaned, from Gazleys, a ‘Core’ spec model in ‘Scottish Silver’ which retails for \$29,990. This being the middle spec of the 2wd versions. We only drove the car for about 3 kms so any impressions were short.

With the trend to cross-over models, it is what it is, with plenty of bells & whistles, the stylish and uncluttered dash board is pleasant to sit behind. The boot is sizeable with a handy oddments tray below the floor and above the space saver. So a full size spare could be carried if preferred. From the back seat the suspension felt firm. Fit and finish seemed good, although the rear hatch was slightly out of alignment. Overall it seems to be good value for the money, but then I haven’t even sat in its competition, so who am I to say.

28 September - MG GS has meet the ANCAP Safety Ratings 5 star standard, see our Facebook page (MG Car Club - Wellington Centre) for a link to the article.

Dean Gray Photographs: Dean Gray





MG GS





MG GS Spec Sheet

	I.L.T 6MT Vivid	I.L.T 7DCT Core	I.L.T 7DCT Soul	20T AWD 6DCT Esense X
Dimension and Measurement				
Length (mm)	4500			
Width (mm)	1855			
Height (mm)	1774			
Wheel base (mm)	2650			
Kerb weight (kg)	1420	1460	1460	1642
Ground clearance at kerb weight (mm)	174			
Luggage capacity ¹	483 / 1336			
Rear seats (folded, l)	55			
Fuel tank capacity (l)	55			
Fuel consumption combined (l/100km)	7.3	7.4	7.4	9.6
Power and Performance				
Engine: NETRILIFE gasoline direct injection turbo technology				
Displacement (cc)	1490	1490	1490	1995
Max power (kW)	119	119	119	162
Max torque (Nm)	250	250	250	350
6-speed manual transmission	•	•	•	•
7DCT automatic transmission	•	•	•	•
6DCT automatic transmission	•	•	•	•
Emission standard	Euro V			
2WD	•	•	•	•
AWD - all wheel drive technology	•	•	•	•
Suspension and Brake				
Front suspension	MacPherson strut			
Rear suspension	Independent multi-link			
Front brake system	Ventilated disc brake			
Rear brake system	Ventilated disc brake			
Steering system	Electric power steering			
Wheels	Alloy			
Tires	215/60 R17	215/60 R17	235/50 R18	235/50 R18
Colour				
Interior	Dark Grey			
Exterior	Salsa Gold ¹			
	Mocha Brown ¹			
	Scornish Silver ¹			
	Electro Orange ¹			
	Obsidian Black ¹			
	Mountain White ¹			
	Electro Orange ¹ + Black Roof ¹			
	Mountain White ¹ + Black Roof ¹			

¹Standard
²Not Available
³ Metallic paint surcharge
⁴ Leather appointed seats incorporates a combination of genuine and artificial leather
⁵ - Contrast coloured roof surcharge
 Bluetooth® is a registered trademark and logo of Bluetooth SIG, Inc.
 Specifications, pictures and colours are subject to change and may differ from the actual vehicles.

	Vivid	Core	Soul	Esense X
Exterior				
Power adjustable outside mirrors with turning signal	•	•	•	•
Auto foldable and heated outside mirrors	•	•	•	•
Hologram headlamps with level adjustment	•	•	•	•
Xenon headlamps with level adjustment and washer	•	•	•	•
Auto headlamps	•	•	•	•
Follow me home function	•	•	•	•
Rear fog lamp	•	•	•	•
Rear fog lamp	•	•	•	•
LED daytime running lights	•	•	•	•
Rear tail lamp - LED	•	•	•	•
Sunroof	•	•	•	•
Green tinted glass	•	•	•	•
Aerodynamic front and rear wiper blades	•	•	•	•
Rain sensor - front wipers	•	•	•	•
17" alloy wheels	•	•	•	•
18" alloy wheels - 2 tone diamond cut	•	•	•	•
Visible exhaust pipes with finishers	•	•	•	•
Rear roof spoiler	•	•	•	•
Rear roof spoiler	•	•	•	•
Contrast coloured roof - black ⁵	•	•	•	•
Roof rails	•	•	•	•
Shark fin designed antennas	•	•	•	•
Accelerator with brake pedal with sports metal finish	•	•	•	•
Side step	•	•	•	•
Interior				
Sport seats - fabric	•	•	•	•
Sport seats - leather ⁶	•	•	•	•
Auto-dimming interior rear view mirror	•	•	•	•
6-way manually adjustable driver's seat	•	•	•	•
6-way manually adjustable driver's seat	•	•	•	•
4-way manually adjustable passenger seat	•	•	•	•
Drivers manual seat lumbar adjustment	•	•	•	•
Rear seat adjustable angle	•	•	•	•
Rear seat with 40/60 split	•	•	•	•
Leather multi-function steering wheel with shift paddles	•	•	•	•
Leather multi-function steering wheel with shift paddles	•	•	•	•
Front seat map pocket	•	•	•	•
Rear center armrest with cupholder	•	•	•	•
Glove box with light	•	•	•	•
Cooled storage box	•	•	•	•
Rear luggage cover	•	•	•	•

	Vivid	Core	Soul	Esense X
Safety and Security				
Electronic Stability Program (ESP)	•	•	•	•
Corner Brake Control (CBC) & Emergency Brake Assist (EBA)	•	•	•	•
ABS + electronic brake force distribution	•	•	•	•
Electric parking brake	•	•	•	•
Autohold	•	•	•	•
Anti Rolling Program (ARP)	•	•	•	•
Hill Descent Control (HDC)	•	•	•	•
Driver and front passenger frontal airbags	•	•	•	•
Driver and front passenger side airbags	•	•	•	•
Driver and front passenger seatbelt reminder and load limit	•	•	•	•
Front seats 3-point seatbelts with pretensioning and load limit	•	•	•	•
Rear seats all with 3-point seatbelts and load limit	•	•	•	•
Outer rear seats with child ISOFIX mounts	•	•	•	•
Rear parking sensor	•	•	•	•
Rear view camera	•	•	•	•
Comfort and Convenience				
Cruise control	•	•	•	•
Rear parking sensors	•	•	•	•
Rear view camera	•	•	•	•
Air-conditioning system	•	•	•	•
Climate control air-conditioning with rear vent	•	•	•	•
Remote central locking & door auto lock	•	•	•	•
Power windows - driver side one-touch	•	•	•	•
Sunroof with anti-trap	•	•	•	•
Sports driving mode lighting	•	•	•	•
ECO driving mode reminder	•	•	•	•
14-touch triple flash indicators	•	•	•	•
Entertainment				
AUX / USB with MP3 compatibility	•	•	•	•
6.1" colour touch screen	•	•	•	•
8" colour touch screen	•	•	•	•
Satellite navigation	•	•	•	•
Bluetooth® hands-free phone system	•	•	•	•
DC - trip computer	•	•	•	•
USB / USB with iPod compatibility	•	•	•	•
4 speaker sound system	•	•	•	•
Arkamys 3D sound DSP with 6 speakers	•	•	•	•
12V power supply in boot	•	•	•	•

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Noggin 'N' Natter - August

Michael Shouse organized the visit to club member, Barry Carrington's Lake Auto Services on 58 Hutt Rd, Petone, next to the Z petrol Station on the corner of Jackson St.

Barry took us through a WOF inspection on Lynne & Lox Lummis's MGB, giving us hints on what to do BEFORE turning up for the testing. For example: • greasing the suspension joints to take out any small play • adjusting the handbrake • testing all the light bulbs. Once the MGB had passed one set of tests, it was on to the hoist for an under car inspection for the last set of tests (which it passed).

While there, everyone had a chance to poke and prod the new MG GS before retiring to the smoko room for a slap-up feed of hot food, cakes, tea, coffee and good conversation.

A thanks goes to Barry and Michael for a informative afternoon.

Dean Gray



Michael Shouse introducing the event



Barry explaining the WOF procedure





The Surgery Sprints - August

The MGCC hosted the August round of The Surgery Sprint. Club member Evan MacCarthy was the only M.G. competing. David Etchells was also competing in a MX5, see his following story.

The Sprints are a level entry motorsport event where you compete against the clock rather than other competitors, although you do share the track with other cars. That doesn't mean that competitors are not trying, as shown by the picture of a Corvette that left the track. Unfortunately, with recent rain the grass was watersoaked and once in, you were not going to get out without assistance. In this case Ron Roberson and Barry Carrington came to their aid. With Ross Armstrong's MG ZTT being used as follow up transport.

Dean Gray Photographs: Ross Armstrong





Getting back in the sprints

There are a couple of plaques on my book shelf from last decades Intermarque Sprints, not that I am any good at driving fast. 2007, 1st in U2 class, 2008, 2nd in U2 class. This is because I had an MGBGT and in 2007 I was the only one in my class. In 2008 the Alfa's turned up and beat me.

Then, as happens, life takes a serious change and I became a caregiver. The 1974 MGBGT went as did the 1970 MG Midget. As much as I loved them, they were no good for commuting. Our 'second car' ended up being a 1991 Mazda MX5.

Life is on the up again, so the bucket list was dragged out. My circumstances in many cases had changed dramatically, in others it hadn't. But my time was now my own.

I think I'll get back into racing and playing with my car. I had managed to hang onto the MX5, so that was a start. I always thought that the MG car club were a great bunch of people, having been a member in the 1970's and again 2000's. So I rejoined the club as part of the Classic Racing Register. A good start.

What next, I am lucky that Paul Chip lives just up the road from me and Ron Robinson is always excellent for answering questions.

After procrastinating for a year I applied for the required M grade motorsport licence. I studied the guides and booked in for the TEST!

I used to be a workplace assessor so I left for the EXAM in Levin armed with some beer for the assessor!

He propped me at his work desk after he had scraped away some dead paper work, cobwebs and bits of engineering stuff. I felt at home already.

I passed, to me that was a bit of a surprise. Only one question wrong.

I managed to get through Motorsports online registration. That was harder than the test.

A photo? Off to the pharmacy; no it's not for a passport, it's for a racing licence. I did get a buzz when I thought I had impressed the young lady at the counter.

In due course the licence arrived. The dominoes are falling! Then more procrastination.

I thought I had better tell my family. The reaction I was expecting, 'Why are you spending all our inheritance on frivolous self pursuits', was not a reality. What I got was, 'That's good Dad'. Apparently my grandchildren are adrenaline junkies and would like to watch granddad on the track.

Next, the roll protection. Being an open-top car, I needed a roll bar. Luckily Ron agreed to do this for me. So the MX5 was duly delivered to Ron. I wanted to keep my soft top and hard top which presented a few challenges. Ron Robinson had done an excellent job on my 1984 Toyota MR2 when I had it, and he's also in the MGCC, so who else!

Fortunately a friend was able to help me drop off the MX5 to Wainuiomata for Ron to perform his magic. On the way back we went shopping in Petone. Always a risk.



Getting back in the sprints

I had a detectable hard top and a soft top I wanted to continue to use. This posed a few problems for Ron but he got around it by taking the foam out of the drivers seat, so that my helmet was within motorsport rules.

We decided not to do full harness seat belts at this time as the seat needed modifying to take them. I'm looking for a 2nd hand MX5 NA seat if anyone has one.

So the car was done, I had my licence, the log book was coming, I had all the gear from 10 years ago, despite the wardrobe monster shrinking my overalls.

Next, the race. The day of the race came. It was round two. Dutifully I made my lunch the night before and packed my gear. Sunday morning, before sunrise I headed off to Manfield. This is very unusual for me as I never get up before dawn.

I filled up with fuel at Levin, then I stopped at the public toilet at Foxton for a nervous one, and carried on, arriving at Manfield at 8am. Way before any one else.

So began the nervous pacing I enjoy so much, along with the nervous wees. 8.30am I registered as an entrant and got my race number 63. My name was remembered from last decade, either I have an unusual name or I had been very bad.

Then scrutinerig, carefully remembering to take out the seat squab and replace it with some carpet underlay. Ron was doing the scrutinerig and had my log book all ready. No problems.

More nervous pacing until the drivers briefing. I attended a special briefing for first time racers.

Then time to get changed into my bright red overalls and mohair tee shirt. My, what a cold wind! Note to self, get some mohair leggings for next time.

My wee MX5 was lined up with against all those big, brutal, modified racing machines. I think my car was one of three that was not modified. I still had my gear and lunch in the boot.

Then some more enjoyable nervous pacing.

My time had come for the practice run. Remember to breath, watch the car in front, remember your brakes are only road quality.

On the track! Yeah baby!!!!

I hang back from my 'pair', he's got lots of mods and is making loud noises. Then the hair pin! It's all coming back ... Aaa the memories (wish it was an M.G.)

The first lap, what a dream, still going slow, getting the feel of it. The car handles very well (unlike an MGBGT, sorry).

So around and around I go until the chequed flag, end of the practice bit, I pull into pit lane.

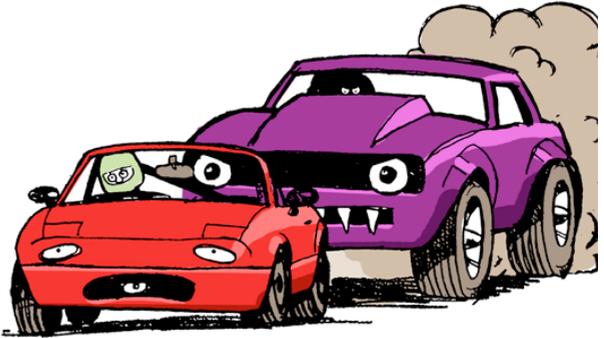


Getting back in the sprints

Yes I'm still breathing, no I didn't do anything disgraceful, yes I'm a lot warmer.

I drive around to the line waiting for the first heat. I park up, turn off the engine, have a nervous pee and indulge in some more nervous pacing.

My position in the line gets closer and closer to the start. I wonder if the other competitors can see the nervous (that word comes up a lot) sweat beading on my face.



People go past and say kind words through the open drivers window.

Then, I'm at the front of the line next to a monstrous machine that looks as though it can eat three of my cars before breakfast.

We are off, waived onto the track to do a flying start. Gosh he's going fast, no way can I keep up. Perhaps I should take my lunch out of the boot?

The green flag, it's all on, in anger. I floor the pedal, well I had actually done that earlier.

My road tires squeal around the corners, my factory drivers seat creaks going around the corners, my fingers go white going down the straights.

End of the first round. Pictures of the Pope kissing the ground as he disembarks from a aircraft come to mind.

I pull up into the line for round two. No more pee left for a nervous one. I can hear the tick ticking of the exhaust cooling, the gentle smell of hot brakes.

Lunch, I pull my peanut butter sammies from the boot and my thermos of coffee.

Round three and four were good fun, except the thundering of MX5 eating monsters scared the bejesus out of me as they went past.

At the end of round four I was exhausted and happy. I had done it. My bright red overalls were delegated to the boot and I drove home hoping some kid would say, 'You been racing mister? You're my hero!'

Nah.

I checked the results on the web.

Yes, I came last! Yes it took 57 other cars to beat me.

David Etchells



AGM - President's Report

The Club is in a good state of health with steady membership and our regular monthly events have been well attended. We had a very successful pre-56 rally in Wanganui thanks to Michael Anderson, George Walter, Ron Robertson, Ross Armstrong and Bill Denize. The 31st MG Classic Race Weekend in November was also very successful as was this year's Charity Classic which almost didn't go ahead due to lack of entries. However, Ron's persistence pulled another one out of the hat and it turned out to be another success.

It has also been good to see more club members coming out of the woodwork and racing their MGs with at least three members running their MGF's at each of our meetings. We have commenced planning for the 2020 National Rally to be held in Wellington around Waitangi Weekend. We are also now involved in running the British Car Day event as its long term continuation is getting a bit shaky. It is an event that is always well supported by our club so we think we need to do something to try and ensure it carries on.

So all in all the club is doing well and we can look forward to it carrying on for many years.

Paul Chipp



Paul Chipp giving his President's address. Helen Cox taking notes as Secretary.



Jim Higgins giving the Treasurer's report.



Robbie Lindsay (Helen's son) manning the Regalia desk with the new Regalia banner behind.

The AGM was the first appearance of the new MGCC banners. The three bases were donated by Helen Cox and the club had two 'Welcome' banners and a 'Regalia' banner printed and fitted.



AGM - Special Presentations

Gary Wall

We have a nomination for Life Membership, from the committee: Gary Wall. Nominated by Jim Higgins and Seconded by John Grant. Long association with the club going back to the beginning. Gary was a Foundation Member and the mainstay behind the pre-56.

Moved: Michael Anderson

Seconded: Jane Hector



Picture of Gary and Heather at the 2017 Pre-56 rally prize giving dinner.

Gary and Heather could not attend the AGM and sent their apologies.

Gary thanked the club by letter for his Life Membership Certificate, which is now framed and hanging in his office.

Bill Denize

A second Life Member Bill Denize, has been nominated by Jim Higgins and seconded by John Grant. Bill also has long association with the club (27 years) and has served on the committee in several positions. Bill also puts up with Ross' scary driving in the safety car at all of our race meetings. It's a shame we don't give medals for valour.

Moved: John Grant

Seconded: Naomi Robertson



Paul presenting Bill with his Life Membership certificate.



Bill reciting tales of his time at the club.



AGM - Race Committee Report



CHAIRMAN'S REPORT

It has been another good year for the Club and the Classic Race Committee. The Classic meeting last November was a great weekend turning a small profit. The Charity got off to a slow start yet again but came through to be a success.

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

The up and coming 32nd Classic Race is fast approaching and we desperately need someone new to take over the sponsorship role.

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

The VCC are keen to join our meeting but they did not come up with many cars for the Charity despite many many hours spent by Terry Collier to get them along. The cars that did come out were different and worth seeing. It would be nice to get more of the really old cars back in November. More work is required. The VCC now run a series in Auckland sponsored by Hooters and have promised to come in large numbers this November

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

So I would like to say once again to anyone who has helped over the last year. THANK YOU.

Ron Robertson and Committee





Chengdu Auto Show - August

25 August - The facelifted MG3, fitted with an all new front in MG ZS style. It also has new lights, new rear lights, a new front bumper, and a new touch screen for the infotainment. The facelifted MG3 was released in China early September, starting around US\$10,000. The engine lineup has not changed: 1.3 with 97hp and a 1.5 with 122hp.



New Members

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

Mark & Gail Holman

Wellington

Paul Collier

Levin

Steve Burr

Lower Hutt



M.G. in WW2 - First on D-Day? Part 2



In the article in the last issue, we mentioned that M.G. made the front end of the Albemarle bomber used to transport the British paratroopers to the dropzones on D-Day. But in the schedule of manufactured units at Abingdon were a couple of other vehicles that were landed on British and Canadian beaches in the first waves of troops on D-Day.

These were some of Hobart's Funnies

which were a number of unusually modified tanks operated during the WW2 by the 79th Armoured Division of the British Army.

They were designed in light of problems that more standard tanks experienced during the amphibious Dieppe Raid. The new models were designed to overcome the problems of the planned Invasion of Normandy. These tanks played a major part on the Commonwealth beaches during the landings. They were forerunners of the modern combat engineering vehicle and were named after their commander, Major General Percy Hobart.

574 Assault Vehicle Royal Engineers (AVRE) were converted at Abingdon. These were a Churchill tank adapted to attack German defensive fortifications. The AVRE's main gun was replaced by a Petard Mortar that fired a forty-pound (18 kg) HE-filled projectile (nicknamed the "Flying dustbin") 150 yards (137 m). It was capable of destroying concrete obstacles, such as roadblocks and bunkers. The mortar had to be reloaded externally by opening a hatch and sliding a round into the mortar tube from the hull. The crew of six were drawn from the Royal Engineers, except for the driver, who came from the Royal Armoured Corps.



Churchill AVRE



Churchill AVRE with Bobbin



M.G. in WW2 - First on D-Day? Part 2

AVREs were also used to carry and operate equipment such as:

Bobbin: A reel of 10-foot (3.0 m) wide canvas cloth reinforced with steel poles carried in front of the tank and unrolled onto the ground to form a “path”. It prevented following vehicles (and the deploying vehicle itself) from sinking into the soft ground of the beaches during the amphibious landing.

Fascine: A bundle of wooden poles or rough brushwood lashed together with wires carried in front of the tank that could be released to fill a ditch or form a step. Metal pipes in the centre of the fascine allowed water to flow through.

Small Box Girder: An assault bridge that was carried in front of the tank and could be dropped to span a 30-foot (9.1 m) gap in 30 seconds.

Bullshorn Plough: A mine plough intended to excavate the ground in front of the tank, to expose and make harmless any land mines.

Double Onion: Two large demolition charges on a metal frame that could be placed against a concrete wall and detonated from a safe distance. It was the successor to the single-charge device Carrot.

24 Armoured Ramp Carriers (ARK) were converted at Abingdon. These were a Churchill tank without a turret. They had extendable ramps at each end; other vehicles could drive up ramps and over the vehicle to scale obstacles.

Source: Wikipedia. Retrieved (Sept 1 2017)



Churchill ARK



Churchill ARK in use

3500 wading sets for tanks, allowing the engine to breath while coming ashore.



Sherman with wading kit



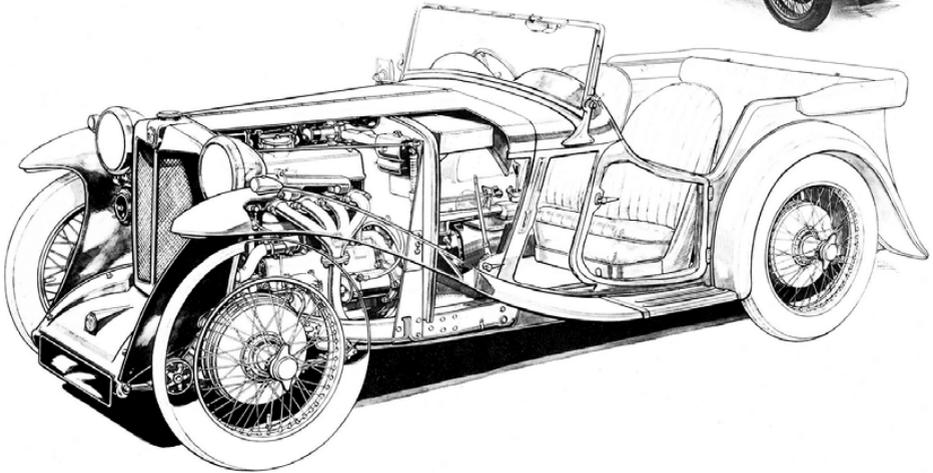
Cromwell with wading kit



M.G. Midget P-Type Roadtest

MG P-type Midget

Right: The car in two-seater form, and below, the construction details of the 4-seater laid bare.



M.G. MIDGET P-TYPE TWO-SEATER No. 894

P-type M.G. Midget is already very well known, but it so happens that only recently has there been an opportunity of carrying out the ordinary Road Test on it. Anyone who has had experience of the various preceding Midget models cannot fail to be struck by the very great improvement which this P-type shows in practically all respects over its forerunners.

One of the greatest things is that the latest engine, with its three-bearing crankshaft and other improvements, is an enormous gain in smoothness, so much so that it seems as happy at high engine speeds as it is lower down the range. This is very valuable indeed, for pre-eminently it is a car which depends upon revs for its performance. If it be driven gently on top gear and with early upward changes, then as performance is much like that of any ordinary small touring car; the gears are definitely there to be used, and thoroughly justify their use.

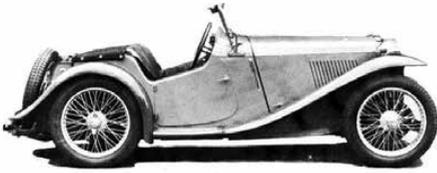
An excellent gear change, with remote-control lever, is provided, and the engine can be taken up as a regular thing to as much as 5,000 r.p.m., thereby obtaining a performance definitely superior to that of ordinary car small and medium size, and very pleasing to the enthusiastic driver because of the remarkable ease with which the engine turns over fast.

There is no doubt that the M.G. people have developed to a fine art the attainment of revs without fuss by engines of small capacity.

The car was driven hard, particularly during the tests on Brooklands, and for several hundred miles on ordinary roads, but at no time did it give any impression that anything



M.G. Midget P-Type Roadtest



was going to break. It seemed, in fact, to defy any such attempts.

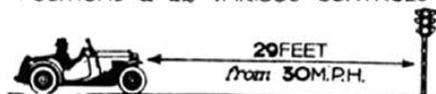
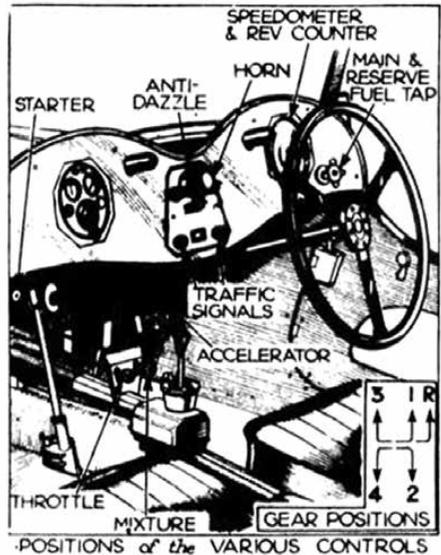
On one occasion, on second gear, the revs were taken round to an indicated 6,000 r.p.m. on the instrument, yet still the engine was smooth and apparently contented.

The figure given in the table for maximum speed was taken with the windscreen lowered and with only the driver on board, and represents a Mean of several runs in opposite directions. A best speed of 76.27 m.p.h. was recorded over the quarter-mile with a following wind, under such conditions. With the windscreen raised a best speed of 69.23 m.p.h. was given over the timed quarter-mile. It was not a good day for these tests, since a strong cross-wind gave no real help at any time, and was a handicap in one direction. The speedometer did not go above a reading of 78, and a rather remarkable thing about the maximum speed is that, though somewhere about 5,000 r.p.m. is being held, the engine feels perfectly happy. In fact, after several such runs it began almost to feel slow at this speed.

On the gears, using a limit of 5,500 r.p.m. on the combined rev counter and speedometer instrument, readings of 20 all first gear, 36 on second, and 60 on third are given, but there are still revs in hand, and a full 60 m.p.h. on third is possible. The speedometer had an optimistic error not above 2 1/2 m.p.h. at any speed.

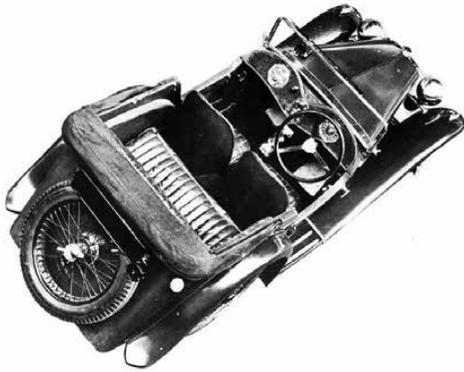
Along with this most useful performance the handling of the car is excellent. The P-type feels more comfortable as a touring car, especially at the lower speeds, yet is steadier in the sports car sense at speed. It can be taken round corners with that feeling of rock-steadiness and absolute control which is altogether delightful, and the steering, though very light, is accurate. The brakes, too, are very good indeed. Their full power is not realised until one comes to tread hard on the pedal in making an emergency stop; then it is found that they pull up the car really decisively. The very good figure given was taken using the pedal alone.

With the hand lever as well, which gives an even more powerful leverage, 27ft. from 30 m.p.h. was recorded as the mean of two tests. For ordinary slowing they are really





M.G. Midget P-Type Roadtest



good brakes too, as the action is smooth and progressive, and the pedal pressure need only be light.

A cruising speed cannot be quoted for the Midget in the ordinary way, for it can be taken along at whatever speed within its range the road permits; 60 m.p.h. is quickly attained on a good open stretch.

The gear change, especially between top and third, is a delight to use, third is barely distinguishable from top in sound;

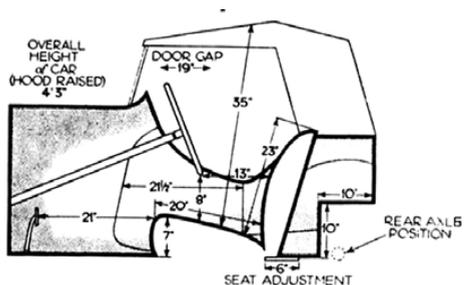
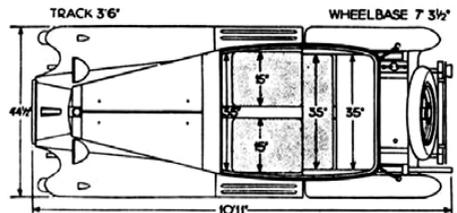
the upward changes, except between third and top, need a fair pause in neutral. The performance would be still better in acceleration were it possible to get through more rapidly from first to second and from second to third without crashing the gears. The two-seater body is comfortable and adequately wide; the windscreen has a double-blade electric wiper, there are recessed traffic signals, and the head-lamp beam is good. An important point which has been noticed in all the normal M.G. models is the instantaneous starting from cold, with very little use indeed of the mixture control.

It is possible to say of this particular car, in a way not always feasible under the conditions of an ordinary test, that the oil consumption was exceptionally light.

The hood is easily raised and lowered, there are good side screens, and a fair-sized luggage space is provided under cover. The seats are very comfortable. The fuel tank is of a sensible capacity; a noticeable point under the bonnet is the provision of a fuse to guard each circuit. The new oil filler in the top of the valve gear cover is a great convenience. The exhaust note is quieter than when the P-type was first produced, apart from a period of resonance at about 2,500 r.p.m. A most desirable little sports car.

Introduced in February 1934, the P-type replaced the starker J. Available in two-seater form for £220, 4-seater for £240, and as the stylish, closed Airline Coupe for £290, the new model retained the 847 c.c. engine capacity of the earlier car, though the engine was a new design with a much-needed third bearing on the crankshaft.

Source: *Autocar* - 2 November 1934





MGF/TF Festival - February 2018

Don't miss the fifth annual MGF/TF Festival at Mangaweka.

When: Weekend of 24/25 February 2018

Where: Awastone Riverside Haven - stunning venue by the beautiful Rangitikei River

This gathering specifically for these nifty little cars is the perfect opportunity for owners to socialise, share ownership experiences and gain valuable advice for the successful management of their cars.

If you own an MGF or TF, mark your calendar now for 24/25 February 2018.

Go to www.mangaweka.co.nz to check out the fantastic venue.

For full entry information and accommodation options contact:

John and Viv Eames

Phone: 06 382 5717 - Mobile: 027 782 5717 - Email: mangaweka@hotmail.com



Old Speckled Hen Run - August

This month was a short tour which had a stuttered start as two lots of people were unable to make the arrangements because of personal circumstances and so the OSH co-ordinator stepped in and sorted it.

Rather than meeting somewhere and then going for a run we decided to meet at Ground Up Café at the Pauatahanui Village for lunch. To avoid the crowds we met at 11.30am.

Those attending included some new faces: Mike & Lynda Hall in their MGF and Peter Fleming attending his second OSH event. Welcome to you all and we hope you do join us for future events.

Others who came included: Andrew Weeks – just back for another lengthy overseas holiday, Lynne & Lox Lummis, Scott Stevenson, Val Hellberg, Gary Wall – our newest Life Member – congratulations, Ron Mitchell & Shirley Kelly, David Etchells, Michael & Elaine Anderson.

A good time was had by all and we look forward to our next run on the 28th September.

Michael Anderson Photographs Michael Anderson





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. If you haven't got a 2018 Diary yet!

SUN 25TH MARCH - THUR5 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



What does the name “M.G.” mean?



Note: The following page is not intended to fuel an age-old debate, but rather to present a viewpoint often overlooked. This page is presented as a mixture of opinion and fact and should be considered as such. – Ed.

The common belief is that the name ‘M.G.’ stands for ‘Morris Garages’. Whether or not this is true has been the subject of much debate over the years. While it is much easier to simply accept the most visually obvious answer to the issue, there is substantial evidence that it is not true. The other side of the argument states that M.G. stands for itself and is not an abbreviation, but rather a name in itself. The story goes like this...

The letters for M.G. were chosen as a tribute to William Morris and his company, Morris Garages. Cecil Kimber, while working for Mr. Morris in the 1920’s, began building custom cars from Morris chassis. The cars needed a name since they were not a Morris offering, but rather a custom job. Mr. Kimber named them M.G. as a tribute to his employer. The cars were quite successful and eventually Cecil branched off and started building his own line of cars. He officially named this new entity ‘The M.G. Car Company’. The company was financed and therefore owned by Mr. Morris, with Kimber acting as its general manager.

It is certainly possible that in the very beginning while still working at Morris Motors, Cecil chose the letters ‘M.G.’ as an abbreviation for Morris Garages. However, if that was the case then he very quickly changed his mind! After all, if M.G. really stood for Morris Garages then how could two companies exist with the same name at the same time?

Other evidence for this argument is on the vehicle maker’s plate which always state the full name of the company who built it. On every M.G. made, it states ‘The M.G. Car Company’, never ‘The Morris Garages Car Company’. Even looking back to the earliest days of M.G., one cannot find Morris Garages listed on any company letterhead or even in the very first M.G. Magazine of 1933.

Further argument is offered in this article from M.G. Driver’s Club web site which describes the true meaning of M.G. and includes comments directly from Cecil Kimber’s daughter who remembers her father being asked this question on many occasions...

Here is a letter from the Postbag of MG Enthusiast magazine in 1992. It is self-explanatory and an important piece of MG history.

"Regarding the dots in M.G. as I started this particular ball rolling with my letter to Auto Classic magazine, my thoughts on this matter may be of interest as they involve a personal conversation with Mr. Kimber himself, some sixty years ago.



What does the name “M.G.” mean?

First let me dispel the ‘experts’ who doubt Mrs. Cook’s (Jean Kimber Cook, daughter of Cecil Kimber, founder of the M.G. Car Company) comments – she is absolutely correct in stating that ‘M.G. does not stand for Morris Garages.’ As regards the dots, however, they are there for a particular reason which I will come to later.

Despite what numerous books and commentators say, the truth of the matter is that Mr. Kimber, in pursuit of a name for his inspired cars, chose the M from Morris and the G from Garages as a tribute to his employer – Billy Morris, they were not abbreviations. Had anyone dared to suggest to him that they were shorthand initials for Morris Garages, he would have given them ‘flea in the ear’ pointing out there already was a Morris Garages – how could there be two?

At an R.A.C. awards dinner in the Thirties, Mr. Kimber, as our guest of hour, made quite clear to all present that he wanted it known that M.G. stood just for itself – ‘The British Sports Car.’ I was there (and still have the signed menu card) and it came from the man himself! His daughter – Mrs. Cook – also related this fact in your April/May ’88 issue.

As to the famed dots, my friend M.E.L. Gosling – a motorcyclist, having been informed the M.&G. were not shortened, queried the use of the dots; Mr. Kimber told us it was simply a matter of design – more visually attractive, and no other reason. It was confusing then, as now, however, and no-one would dare to take on the master. We later studied the factory literature of the time, and agreed – he was right! ‘That which Mr. Kimber joined together, let no editor or tired typesetter put asunder.’ If it was good enough for the boss of M.G. it should be good enough for the rest of us.

You are not alone in your ignorance of these important points: witness the new signs outside the M.G. Car Club premises in Abingdon – no dots – someone has slipped up, and they really should know better. This is not the first time the club has abandoned its history – only since the arrival of previous magazine editors, was the exclamation mark following ‘Safety Fast!’ returned to its rightful place; again this is an important piece of M.G. history and is there for a reason.

The excellent centrespread in your September 1991 issue is how it should be done – or are these just dots in front of my ancient eyes? You can do it when you try! Today’s printing technology can easily be programmed to include the dots in M.G. and exclude them from MGB etc., it is simple, if you care enough.

May this octogenarian offer some advice to all the young bloods? Do not ignore your marque heritage, that is what made it great. If required, I will gladly dip into my pension to fund glucose tablets for your typesetter, and blobs of paint for the M.G. Car Club signs, along with a copy of “M.G. by McComb”, wherein on each page, you will see how the letters should be presented when not in the octagon.

Congratulations to Mr. Barry Foster for his spirited response (Aug. ’91): was it really such a short letter – or had you cut it? Here’s hoping he can work the magic on Mr. Kimber’s own club.



What does the name “M.G.” mean?

Finally, on the subject of the dots: your own magazine, while not having the benefit of the octagon on the front cover, would, as Mr. Kimber intimated, impart more visual impact with bold stops in place – after all, what is an Enthusiast?

Before I go chasing the other Brooklands lads, upstairs – where engines do not break, and fuel is free – do me and Mr. Kimber’s memory a favour: remember that the mists of time have a habit of obscuring the facts, so shun the self-proclaimed experts, become a purist and stand out from the crowd and proudly state – “M.G. stands for itself – not Morris Garages, and the dots are there as a matter of design only.”

www.mgnuts.com (The SAIC MG now stands for Morris Garages, just to confuse - Ed)



MG Sales in China

MG was the 35th highest selling brand in China with 70,164 vehicles sold in the last 12 months, a tad behind Volkswagen (also made by SAIC) with 1,682,217 vehicles.

MG ZS was the top selling model (XS in the UK).

Model	Sales position	Sales July	Sales year to date
MG ZS	98	5315	34858
MG GS	193	1903	18790
MG 3	294	668	7332
MG GT	295	666	8088
MG 6	422	1	1096



MGCC (Wgtn) Vehicle Database

Calling all slackers! Two issues ago we ask you to tell Rae which M.G. cars you have. So far four (including the Editor) have replied. Please we want a better response this issue! We would like to compile a list of our Wellington Centre member’s M.G.s. In order to do this we need some information from you as follows:

Your Name
 Model of M.G.
 Year
 Colour
 Registration number

Please email these details to Rae Denize Email: mgmodels@mgcarclub.org.nz

Please put in the subject line - **MG Database.**

Regards, Rae

Old Speckled Hen Run - September

What a glorious day, the roof had to be off. I really love the people in the MGCC, they are always friendly, have a chat and exchange stories, even though I drive a Mazda.

There were two cars that really caught my eye as I arrived, sorry but I can't remember the drivers names. That wonderful 1965 MG Midget (*Mark Holman*), side screen windows, mini light mags, great machine. The other a magnificent MG 1100 (*Editor*). In my wild youth my flat mates had cars like that. I parked my dirty MX5 next to the Midget, hoping to attract some of its glory.



Meeting at Mana

The run started with handing out the route and the questions. I can get lost anywhere, really embarrassing when I used to drive fire engines.

My passenger, Wendy, took control of the map and the questions. Suddenly she became very competitive. Got to Tawa no trouble then on to Ohariu Valley. 'Turn left here David, DAVID LEFT!!' Oops, a route correction 'David, you weren't listening were you.' 'Eeerg, maybe.'

The questions, great question, well done organiser (*Liam Jensen*). So much horse poo for sale on the sides of the road. Wendy is a keen gardener, thank goodness for a small boot otherwise...

We were ticking the questions off, they were very clever. We had to make a few corrections, some answers were not obvious.

We had to make a quick stop, there were some plants that Wendy wanted cuttings off. No we hadn't broken down.

Then the Makara turn off, 'name a famous captain who lives here', was the clue. Guess what the name was on the first letter box 'Hook', good one.

At the Makara Beach we had to find a stone that was close to the octagonal MG logo. Lots of rummaging on the beach, very hard. I found a seven sided one that I gave to Wendy. She also picked up a kina shell, a paua shell and other bits and pieces for her garden.

Feeling creative I found a piece of pumice and ground it to an octagonal shape. Is pumice a stone? Did the stone have to be shaped naturally? We shall see.

Question, how many Makara boys died in the Great War? At the beach we hunted for a memorial, couldn't find a thing. Wendy went and asked a local who was painting a fence, he didn't know. Tricky one that. Wendy thought it was a trick question and the answer was none.

There are so many historical old properties in Makara, great for people who like photography or painting.

Time to head to the lunch venue in Karori along Makara Rd.



Old Speckled Hen Run - September



Searching for clues at Makara Beach

A white sign on a fence revealed the answer to one question, Wendy living on a farm already knew the answer. Pest control.

Across the road from Makara Village is the war memorial, most of the convoy parked up to read the inscriptions.

Seven boys died; it must have been a great blow for such a small place.

On again, tummy is rumbling, takes me a wee while to get used to day light saving.

Going up Makara Hill there was a place selling pots of plants. Tempting, one of the

reasons I have a small car is it limits impulsive shopping opportunities.

Lunch was at the cafe in the Karori Cricket grounds, the food was good and so was the coffee, as well as the company.

The two degrees of separation in NZ is certainly true, we found we know people who know people.

The quiz, Wendy got all the questions right, of course I did help. Now the hard one, the stones.

Who ever had the best octagonal stone won. My bit of pumice was just a fun thing, never in the running.

It was put to a vote, it was close, but yes, our seven sided stone won. Wendy was delighted and claimed the bottle of wine prize.

We had to leave early as we both had grandparent duties to attend to. We weren't running away with the prize.

On the way home we said what a wonderful day it was; certainly a highlight of the week, or longer.

David Etchells Photographs: Dean Gray (more available on our Facebook page)



Noggin 'N' Natter - September

Jason Diamond of Q8 oils gave a interesting talk on oil. Q8 supplies the retail trade rather than the general public, so he wasn't trying to convert us, unless you insist on Q8 oil at your local garage. Q8 is one of the biggest oil companies in the world.

The main thing I got from the evening is that what ever grade BMC, BL or Rover recommended originally for your car, you are still to use it. All oil is mineral oil, synthetics are added to the oil.

There was a quiz which had some tricky answers, hence the article on what M.G. means. Ross Armstrong had the most correct answers and won the Q8 gift pack.



Fitting Replacement Spring Suspension Units to an MGF

A few weeks ago my son Mark had the suspension pumped up on his 1997 MGF. A few hours later it was sitting sadly lopsided after the left hand side had collapsed. Investigation revealed a fluid leak around the base of the rear nearside Hydragas displacer unit. As is well known, these displacer units cannot be repaired or stripped and refurbished, although they can be modified to allow them to be recharged with nitrogen. Leaking fluid means that the unit is scrap. With new units unavailable there were two choices of action:

- 1) source a second-hand displacer, or
- 2) replace the complete Hydragas suspension with an approved coil spring system.

As any second hand item could potentially be as old as the one removed, with its associated aged rubber components, Mark opted for total replacement.

The kit was sourced from Rimmers in the UK, part number XPT006310. The cost was NZ\$1536.00 including delivery and it duly arrived a couple of weeks later, at which time GST had to be paid.



- The kit:
- 2 x rear spring units
 - 2 x front spring units
 - 2 x rear damper
 - 2 x front damper
 - 4 x bump stops

The kit comes with a very comprehensive set of instructions and this article is not intended to replace these, merely to describe our experience and perhaps help you avoid some head scratching should you, too, embark on the exchange process.

Firstly, let's be clear, anybody who has worked on an MGF will know that it was designed by someone who had no intention of ever getting their hands dirty maintaining it. Designed for 'looks' not 'accessibility'.

The instructions start with the front right hand unit – so, naturally, we started with the rear left hand one, if only because the car was already jacked up on that side. This was probably good as this proved to be the worst unit to work on.



The collapsed suspension



Fitting Replacement Spring Suspension Units to an MGF



Wheel removed and suspension exposed



three in the loom at the back of the ECU bracket. Check with the instructions and this is quite easy.

Apparently there can be a problem with the air filter being in the way on some models, but we were now able to press on without the need to dismantle anything else.

We could now remove the top damper nut, washer and rubber washer, and also disconnect the Hydragas connection into the side of the displacer.

Back under the rear wing, the bottom of the damper was unbolted, as was the anti-roll bar. The damper is discarded. Beneath the suspension arm is the old bump stop, secured by a cross head screw. Remove this and discard, but don't forget to replace it later with the new one in the kit.

Remove the four bolts holding the curved plate around the displacer. Have the Elastoplast and antiseptic cream at the ready. The bottom pair of bolts have captive nuts, but the top two are nuts and bolts. Pity it isn't the other way around.

With the car jacked up, and the weight off the suspension, the next step was to relieve any pressure in the Hydragas system. The instructions say use "the correct Hydragas pump and the correct adaptor". Now, where did we put that pump and adaptor? In the obvious absence of both, and in deference to a potential pressure of 400 psi, we used a nifty trick with an empty plastic water bottle with a small hole cut on opposite sides. One hole fits over the charging valve (under the front bonnet) and through the other one a small screwdriver is inserted to compress the valve stem. The expelled high pressure liquid is then contained by the bottle – although a backup tray beneath the car is still advisable.

Next job was to gain access to the top nut of the existing damper (I have always called these shock absorbers but the instructions are quite emphatic that they must be referred to by their correct title of dampers!).

To reach this particular damper nut, the ECU and attached relay pack must be moved out of the way. This simply means disconnecting one plug from the ECU and



Fitting Replacement Spring Suspension Units to an MGF

In a perfect world the displacer would now just lift off the knuckle joint shaft and Robert would be your father's brother. Not so in the MGF world, as there just isn't room. We used a long bar to lever up the bottom of the displacer, compressing the inner rubber bag and expressing fluid out into a thoughtfully placed tray underneath the car. It still takes a bit of brute force to pull the bottom of the displacer out from the car. This allows the knuckle shaft to tilt and slide out of the displacer, revealing on top of the shaft a long coil spring which may at this point leap out at you. The brute force involved might deform this spring but not to worry as it, too, can now be discarded (if you can find it after its leap for freedom).

With the displacer out and dripping the last of its fluid all over your legs, you can remove a spacer washer from the knuckle joint shaft. The instructions give you the option of retaining or omitting this spacer on re-assembly, depending upon the ride height required.



We opted to leave it out, and had no difficulty in obtaining the recommended ride height.

Take one of the rear spring units and remove the locking ring from the adjuster. Screw in the adjuster as shown above. Insert the unit into its position in the car. Slip the locking ring over the knuckle joint shaft. Push down the lower suspension arm and poke the knuckle joint shaft up into the spring unit adjuster. This might take a bit of grunting but it is possible. Don't forget some grease or copper-slip on the shaft.

Screw the adjuster into the new spring unit leaving just enough sticking out to get a spanner onto the flats.

A good time now to lift the lower suspension arm and position the new bump stop underneath it, securing it with one of the

new screws supplied with the kit.

We now screwed out the adjuster until it just pushed the spring unit up into position and then we replaced the retaining cover plate and its four nuts and bolts. A glib statement but the reality will have you cursing again.

The adjuster needs to be pre-set at this stage, although final tuning of the ride height is carried out later. We found that screwing out the adjuster until about 12mm of thread was showing was near enough. Spin the locking nut up onto the adjuster but do not tighten.

Take this opportunity of ease of access to pump some grease into the nipple on the suspension arm pivot. Yes! A grease nipple.

It is now just a case of fitting the new (rear) damper, re-attaching the anti-roll bar and replacing the wheel.



Fitting Replacement Spring Suspension Units to an MGF

The procedure for the remaining three wheels is the same, varying only in the difficulty of access to the four nuts and bolts securing the cover plate over the suspension unit. The instructions say to remove the plastic liners under the front wheel arches but we didn't find this necessary, although it would have made the job easier. After all, what's another laceration?

The fourth and last wheel (right rear) had a problem in that the knuckle joint fell out when we removed the displacer. Investigation showed that the nylon cage (normally buried in the metal of the suspension arm) had shattered. A new (second hand) knuckle was acquired and fitted. This is simply held into the suspension arm with an O ring and friction.

The redundant fluid pipes were cut and removed from under the car and thrown away. Note the admirable advice in the instructions – 'Do not cut the brake pipes!'

Final adjustment of ride height was carried out after a bedding-in ride around to settle the springs, and with the adjustment completed the locking rings on each spring unit were tightened.

Three things remained to be done:

- have the steering alignment checked and adjusted if necessary - \$75.00
- have the vehicle inspected and a Certificate of Compliance issued - \$500.00 (check with Ray Hartley in Wellington for advice on inspectors)
- notify your insurance company of the work carried out. The kit comes with a pro-forma for this purpose.



Much happier looking car

And that was it. The instructions suggest a time for professional, experienced fitters of 2 hours per side. I think that Mark and I took a total of about 6 hours, not helped by the knuckle joint problem. All the work is mechanical common sense, well within the scope of the home mechanic with a decent jack, a couple of axle stands, a socket set and a decent selection of spanners.

Handling? Mark reckons that the ride is much better. Perhaps if you aim to go screaming around Manfeild with smoking tyres there might be a significant difference but for normal road use the new spring units seem to be fine, coupled, of course, with the comforting thought that you are not riding around on 20 year old, pressurised rubber bags.

Peter Fleming

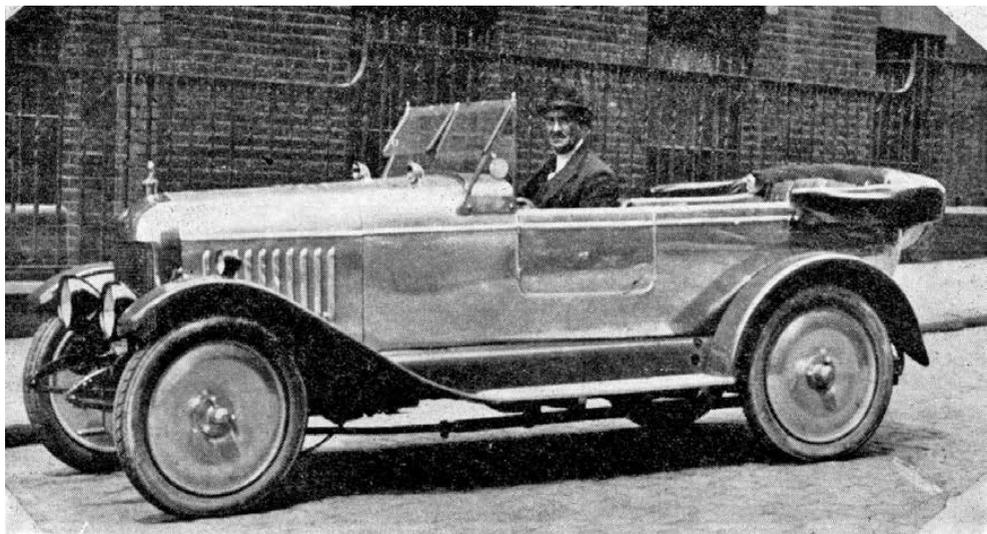
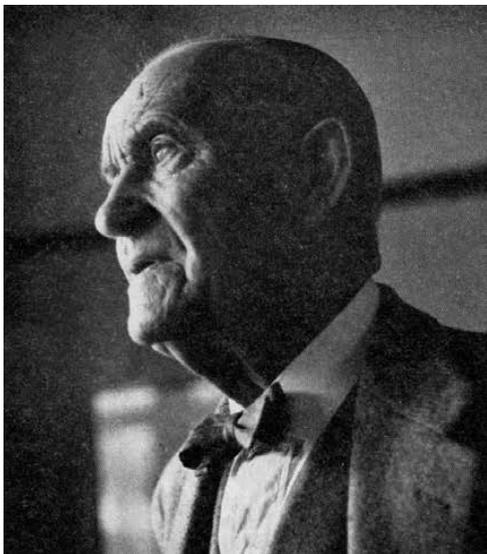


Kimber's First Customer..?

Billy Cooper - now 88 (in 1962) and still going strong - looks back over more than half-a-century of motoring and recalls the M.G. that he owned in 1924.

We pulled up outside a semi-detached house in the London suburb of Kenton, and the front door opened immediately to reveal a short, dapper figure in tweeds and a smart bow tie. He bounced down the path to greet us, admired the 'MGA' (*Ah, very nice—what'll she do, eh?*), and shepherded us into his house (*Come along, boys—cold out here—come and have a cup of tea to warm you up*).

This was Billy Cooper, one of the best known and most successful drivers in Britain some 40 years ago. He was born in 1874, started driving in the early part of this century, and looked slightly offended when we asked him how long ago he had given it up. *Given it up? Nonsense, boy! Been driving for nearly 60 years and I'm still driving today—drive a little Minor, y'know. When you've learned to handle a car in competitions, how to anticipate trouble, how to put her through a bend—why, you never forget!* We looked at this sprightly figure and said nothing, wondering if there was



Billy Cooper seated in his first M.G., a polished aluminium four-seater in 1924. It cost £395 and a speed of 60 m.p.h. was guaranteed.



Kimber's First Customer..?

any likelihood that we would still be driving at the age of 88.

Billy Cooper's competition career began in 1909 with Bradbury, Triumph, Douglas and Harley Davidson motorcycles, in the days of single gears, belt drive, and ever-lasting tyre trouble. He was the originator of the classic London-Exeter Trial, first held in 1910 and still held today (he took part in the 21st Annual Exeter in 1935, at the age of 61). Prominent both as a competitor and as an organiser, he captained the English-Dutch Trials team in 1912 and 1913, took part in hill-climbs in France, and by the outbreak of the First World War had won the fantastic total of more than 100 gold medals in motorcycle competitions. He also drove cars occasionally, and returned to four wheels when the War had ended. In 1919 he bought a Morris Cowley with boat-shaped mahogany body (quite the most dashing *carrosserie* to have in those days), and proceeded to win as many awards as he had done on two wheels.



At Brooklands in 1926, Billy Cooper covers more than 60 miles in the hour with his second M.G. during an M.C.C High-speed Trial. He also used this car to deliver mail during the General Strike.

This car was followed by two more sports versions of the Morris Cowley, with which he gained one gold medal after another in the Edinburgh, Exeter, Lands End, Gloucester, Holyhead, and other events of this type. Nowadays we tend to decry the importance of long-distance reliability trials. In the 'twenties, however, when reliability could not be taken for granted, these trials aroused the greatest interest. They were reported in considerable detail; the performance of each car on each hill would be described at length, and the keen driver's choice of car must have been much influenced by such reports. Not surprisingly, the motor trade also took an interest in reliability trials, and Billy Cooper's name began to be featured in Morris advertising, though he remained a private owner.

One of his fellow-competitors, also to be seen at the wheel of a Morris Cowley on most occasions, was the new manager of the Morris Garages in Oxford, Cecil Kimber. It was to Kimber that Billy Cooper turned when he heard that the Cowley Sports was to be discontinued at the end of 1923. What was he going to do for a car next season? In Cooper's own words:

He said, "I'm getting one out". "Oh, well, let me know", I said. Then I went down and had a look. It was a novelty, y'know, in those days. It looked—well, everyone, when I had it down at Brooklands, y'see, they all thought, "How did he get it—who made it?" They all wanted to know then, and that's how the thing started.

As Billy Cooper remarks, his new car attracted much attention. It was first registered (by the Middlesex licensing authorities) on 31 May 1924, and *The Motor* of 24 June devoted



Kimber's First Customer..?

half-a-page to an illustrated description of this 'particularly attractive four-seater sports body for the 14/28 h.p. Morris-Oxford chassis designed by the Morris Garages'.

The price, they said, was £395, and a speed of 60 m.p.h. was guaranteed.

It wasn't really a sports car as we know 'em today. It was just a little sports body and it looked nice—eventually, of course, they did alter it...

Although essentially a touring car, Billy Cooper's M.G. (for that, of course, is what it was) added still more gold medals to his stock, and he used it regularly in trials during 1924 and 1925, gaining many awards including best performance (tied with a motorcycle) in the London-Holyhead Trial of 1925. One of his gold medals was won in the Lands End Trial of Easter 1925, when Cecil Kimber appeared at the wheel of a rakish o.h.v. two-seater which also won a gold medal. This car, FC.7900, was 'Old Number One'—the first real sports car produced by the Morris Garages, and a clear indication of the type of design that Cecil Kimber was to concentrate on in years to come.

Towards the end of the 1925 season, three of Kimber's converted Morris models took part in a J.C.C. High-Speed Trial at Brooklands, driven by Kimber himself, Billy Cooper and G. E. Gather. Gather ran a big-end, but Kimber and Cooper went on to average over 45 m.p.h. for 37 laps (102.37 miles) of the Weybridge track, both gaining gold medals. Cooper's usual job at Brooklands was to act as assistant and driver for 'Ebby', the starter and time-keeper, which meant that the polished aluminium M.G. was always in the vicinity of the starting-line, in full view of the crowd. It could hardly have had more publicity in the right place. Cooper's first M.G. later gave way to another four-seater of the type that had by then become standardised, finished in blue and aluminium and fitted with four-wheel brakes. It was this car that Billy Cooper used during the General Strike of 1926, when many motoring enthusiasts banded together as volunteers to deliver mail and perform other, often dangerous, missions. He also drove it in an M.C.C. High-Speed Trial at Brooklands, passengered by the intrepid Miss Chiesman, cousin of another M.G. devotee, Russell Chiesman. On this occasion he covered more than 60 miles in the hour, which was a truly remarkable performance for a standard car.

Eventually this second M.G. was also sold (his advertisement may still be seen in The Motor of 12 April 1927) and Billy Cooper bought himself a Hotchkiss saloon, but his enthusiasm for the little-known Kimber cars had done much to introduce their virtues to

Motor 910 June 21, 1924

An Attractive Sports Body on a Morris-Oxford Chassis.

WHEREAS IN OPEN OR CLOSED COACHES THE MOTOR CAR IS THE MOST ATTRACTIVE AND PRACTICAL OF ALL THE MOTOR CARS WHICH ARE AVAILABLE TO THE PUBLIC...

A PARTICULARLY attractive four-seater sports body for the 14/28 h.p. Morris-Oxford chassis has been designed by the Morris Garages, Oxford, the picture on facing page. The entire body is finished in aluminium with lip wings and valances and capability to match. Reference to the body items will show how well the lines of the body harmonize with those of the bonnet and radiator, a long three-panel windshield, and a very distinctive, low, air-diminishing wheel arch, and a hood that folds neatly into a hood bag of the motor without any appreciable overhang consisting a very pleasing proportion.

Very short, approximately half the depth of the body deck, are fitted, one on the left side in the rear compartment and the other on the rear side of the front seat. The same side sills in the front compartment are also made to fit, therefore providing two ways of exit and entrance to the rear seat. The all-weather equipment is of the rigid type, the joints being affixed by means of pins; they are completely independent of the hood for support. When not in use they are carried in a special locker behind the rear seat.

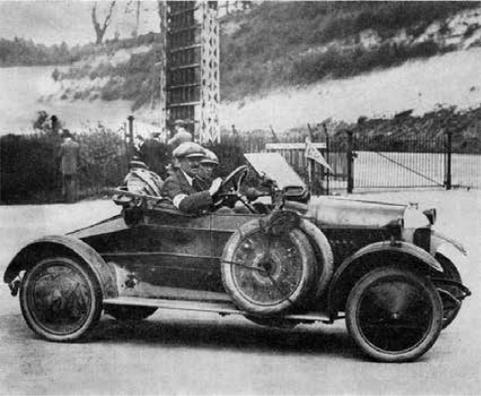
The dashboard is covered with a white enamelled instrument panel which effectively prevents glare, and the instruments neatly grouped thereon, in addition to two lamps, comprehensive speedometer, Lucas petrol indicator and oil gauge. The springs, leaf bars and axles are practically flat. Glycerin rebound buffers are used and the steering column has been set at a considerable rake so as to afford a very restful driving position.

The car illustrated is the property of Mr. W. Cooper, the well known competition driver, and has a guaranteed speed of 60 m.p.h.

This is how The Motor described Mr. Cooper's first M.G. in their issue of 24 June 1924. Ten years later it changed hands for £12, but it has not been heard of since 1936.



Kimber's First Customer..?



Another Brooklands picture, showing Billy Cooper with the mahogany-bodied Morris Cowley which he bought just after the first World War. The owned three Cowleys before buying his first M.G. bodied Morris Oxford.

frame. This car was probably built early in 1925, for it was first registered on 27 March of that year and, when it appeared in the Lands End Trial at Easter, was greeted by the motoring press as a new car. On the other hand, Kimber had already been producing specialised versions of the Morris for more than a year—and these were frequently referred to as *M.G.s*. Such a car is illustrated in the *Morris Owner* of July 1924 and referred to as 'the "M.G." Sports Model produced by Morris Garages of Oxford'. It is very, very similar (though not identical) to Billy Cooper's M.F.8068, which we know to have been first registered on 31 May 1924. All right, then, was Billy Cooper the first owner of an M.G. touring car?

In fact, he is beaten by a short head, though he can almost certainly claim to have been Cecil Kimber's first retail customer. In the February 1938 issue of our predecessor, *The Sports Car*, you will find this passage • the first M.G. was sold to a Mr. Jack Gardiner in 1924 and was afterwards used for a number of years by a firm of estate agents . . . ' Jack Gardiner is the Personnel Manager of the M.G. Car Company today, and in 1924 he was a junior salesman with the Morris Garages, looking forward to his 21st birthday on 14 March. That birthday, he knew, would bring with it a useful little sum of money, so he asked his chief to build him a special-bodied Morris. Cecil Kimber agreed, and in due course Jack Gardiner took delivery of his Morris Garages special, FC.6333. It was first registered with the Oxford licensing authorities on 13 March 1924—the day before his 21st birthday, and more than two months before Billy Cooper's car took to the road.

F. Wilson McComb. - Safety Fast - June 1962.

(So if you believe F.W.McC. then 2024 is the year to celebrate M.G.'s Centenary - Ed.)



Odds & Ends

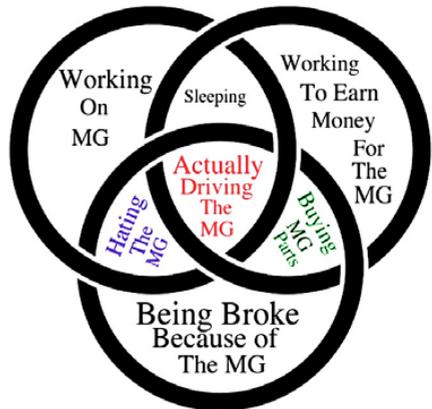
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Tawa Christmas Parade

To be held on **Saturday 2 December 2017**
at 1:00pm wet or fine.

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

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

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

If you would like to join in the Parade in your MG and dressed appropriately (new rules) Santa hat? Please contact: Jim Higgins
email: jhiggins@netedge.co.nz

The MG Car Club Christmas BBQ will also be held on this day, details to follow.



Old Speckled Hen Run Correction

I note Ross Armstrong in his report on the OSH run in June has incorrectly stated that the VA Tourer recently purchased by Rod & Carol Naylor was previously owned by Gordon Vogtherr.

This car was previously owned by Terry & June Beresford of Masterton. It is a green car.

Gordon's VA Tourer is now owned by David Mackersey of Hastings. This is a black car.

Regards, Gary Wall.



Rod & Carol Naylor's green VA Tourer



Hawkes Bay Regional Contact

The committee has noticed a number of new members are from the Hawkes Bay, currently we do not have a regional contact, does anyone want to volunteer?

And if anyone from Taranaki or the Hawkes Bay wants to meet up with other members, we are happy to promote the meeting in club communications: Bulletin, 2nd Gear, Facebook.

Contact the Editor.



MG Classic Motor Race

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

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



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

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.

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

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

Lockable leather expandable suitcase by Golden Leaf. - \$30 ono

Size is 525(w) x 300(d) x 210(h). Fully lined with 4 internal pockets. In really good condition but with a few scratches, etc. The leather has a lovely patina that gives it a nice period look. 2 keys. Just the job for the boot rack of your MG or other classic!

Contact: Iain Fraser - Phone: 021 479 301 Email: iain.fraser@jacobite.co.nz



‘Kimber’ number plate - \$1,500.

As in the founder of MG, Mr Cecil Kimber.

Contact: June Beresford

Email: j.beresford@clear.net.nz





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. 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



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+P&P

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



Rear Cover: MG GS outside the Petone Early Settlers Museum, Petone foreshore. Photograph: Dean Gray.



Advertising specifications for display advertisements

Prices for 12 months

Full Page \$240

Half Page \$200

Quarter Page \$100

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

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



MG Car Club (Wgtn) Regalia



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 or 0274198017



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



MG Embroidered badge
57mm - \$3.00.



Classic Motor Racing shield
die-cut vinyl sticker
71mm(W) x 86mm(H) - \$3.00.



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.



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