

MG CAR CLUB
(OTAGO CENTRE) INC.



AUTUMN 2015

MG Car Club (Otago Centre) Inc. - Events Calendar

Looking Ahead - What to watch out for in 2015

- **May 17th Sunday Run.** Belt Up and Buckle Up. On the road with Ralph and Denise.
- **June 21st Rocker Box Competition.** With Pot Luck afternoon tea Andersons Bay Bowling Club rooms. If you haven't yet built your rocker-box car, check page 6, or our local webpage.
- **July 18th MG Annual Dinner, Awards.** A speaker has been arranged which will add to the enjoyment of the evening. One lucky diner will receive a prize.
- **August 5th MG AGM and election of Committee and Office Bearers.** Supper will be served at the conclusion of the formal meeting. All welcome, RSVP please for catering.
- **August 16th MG Run.**
- **September 12th Autospectacular 2015.** Celebrating 20 years of MGF. MGA owners will also have the opportunity to display their car.
- **September. 20th MG Run.**
If anyone has been waiting for a chance to organise a Sunday Run, here's the opportunity. Just contact Sue or Kevin. If you have never organized an event, don't panic as help is always available.
- **October 18th MG Garden Run.** Club Captain Sue, is organising a garden visit and refreshments. More information closer to that time.
- **November 15th Sunday Run.** Details to be confirmed
- **December ?? Run with Christmas BBQ.** Date and venue to be confirmed.

Looking Back - What's been going on over the past 3 months

- **Sunday Club Runs**
Reviewing Sunday afternoon journeys - pages 3, 4, 5 and 7
- **Pre 56 Rally on the Wild West**
Check out Ray and Marion Craig's review of the event on page 11

Looking Inside - What to look for in this month's issue

- **The Presidential Address**
Thoughts in ink from President Kevin Carter - page 2
- **A 1936 MG SA**
A histroy of a special MG from Club member Len Grimwood - pages 8 - 10
- **Cover Story - Going Back in Time.** Russell Walker's instruction on the Club Run on Sunday April 19th, asked; What is the name of the street that joins Royal Terrace to Duchess Avenue in Dunedin? Drive down it, it's like going back in time...hence, your Editor went back in time. Photo G. Still



Club President
Kevin Carter

Thoughts in ink from President Kevin

Hello members, it is extremely gratifying to see our MG year unfolding as it has with many requests for membership, many MGs bought and sold, others repaired after faults being found and problems solved. All good work with members helping one another and members assisting non-member MG owners. Great stuff. Yes great to see our motto "MG the Marque of Friendship", being put into practice. As for another great MG motto, "Safety Fast" and with winter upon us, I recall what a broacher from VINZ said reminding motorists! This, I feel, a good reminder to take extra care when out on our winter roads.

WET? Slow Down: Drop Back: Switch On.

As you see from MG news-letters, MG magazines and updated MG web news, a lot has happened and lots more coming up, June MG Rocker-Box racing, July MG Dinner, August AGM and elections. Heaps to think about and heaps to do. Commemorative events for "60 years of MG A" and "20 years of our modern MG F" are being organised and if you wish to be included, please watch your mail for details.

I remind members that it is important to keep in touch with one another and I also remind you to keep in touch with your magazine editor sending him stories of happenings and include photos which may be included in our publications.

That is all from me for now, with thanks. Kevin C.



NATIONAL RALLY TAUPO, NEW ZEALAND

April 9th to 12th, 2016

Here is a wonderful opportunity for you to participate with other MGCC members in this major event in April 2016. The National Rally will combine traditional events with MG comradeship, set against the unique backdrop of Lake Taupo in the wonderful atmosphere of the Central North Island.

Please email Peter Stanes: saents@xtra.co.nz if you would like to be added to the list for receiving Rally registration information by email when available.

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Fill 'er Up, Buckle Up and Belt Up



Above: Lester Hopkins, creator of The Dunedin Tram Company, Tram and Cable Car Memorabilia display. Left: Tram number 5 rumbles along North Road.

"We're off to see something that is probably unique in the world"! The claim made by Ralph Harrison as we headed off on Sunday May 17th, and by crikey, unique indeed. The Dunedin Tram Company layout that has been built by Lester Hopkins is really quite amazing! The level of detail that has been created is astounding, the time and patience that would be required to create such a display, without a doubt...unique.

Lester's interest in tramways was sparked in 1979 after seeing a display that had been placed in a shop window on George street. On scrutinising he said to himself; 'something's not quite right here! I reckon I could do better'. From this he set about building detail perfect model trams from scale drawings which he measures and draws himself based on the full size examples. An MG enthusiast, having owned MG cars in the past, he includes a number of MG models in his layout. The project began 33 years ago, when his family had grown and finding a bit of spare time on his hands. Houses and buildings he created based on actual buildings in North Dunedin, which he carefully measured and drew to scale to create the model replicas. A dedication to accuracy and attention to detail on a level which requires 350 hours to build a tram, and 100 hours to build a house.

Lester welcomes guests to view his display, and describes visitor's typical first words are "Wow!" Our group of 14 filled the available viewing space. He recalls a day when a bus tour appeared with 49 passengers, which proved to be a bit of a juggling act to ensure that everyone got a decent look at the display. Never asking for a door charge, but never arguing when donations are made.

When asked; Is it finished? Lester says; 'it's as finished as I want it to be at the moment. Although from time to time events inspire something new to be added'.

Afterwards, Ralph sent us all off on a journey towards Outram, turning right after the bridge and following the George King Memorial Drive. Who was George King? And, Why is he significant? You can score points if you know the answer to that. The Memorial Drive is an excellent country road, offering ups and downs, and sneaky corners that jump out in front of the unattentive. Finishing up at the Clarke's Junction Hotel for a welcome refreshment where our hosts served up a great spread of coffee and sandwiches. Belgium and pickle sandwiches! When did you last have one of those? Nice job, thanks Ralph and Denise. **Ed**





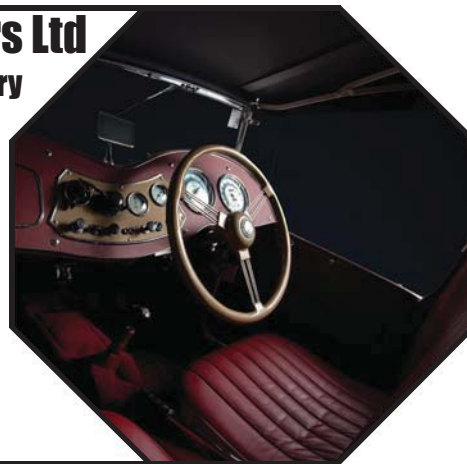
Top: Tom Batley's 1953 MG TD and Kevin Carter's 1954 MG TC, outside the Mosgiel Station. Above left: Host Russell Walker has some of his answers challenged. Above right: Noelene baked the cakes; One for the MG A and One for the MG F both of which are having significant birthdays this year. Photo's G. Still

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Happy Birthday Cecil Kimber - Sunday April 19th, 2015

So I cheated! Well not really. For me there was lots going on during March and April, so I decided to delve into the archives to recycle one of my old Cecil Kimber runs from 9 years ago. At the time people seemed to enjoy the run, so I thought why not do it again. No one seems to have remembered the run, so it was probably a different group of people then.

We had a good turn out with 23 members attending and after buzzing around Dunedin, hopefully enriching our knowledge of the City's history and its people, we ended up at the Mosgiel Railway Station Function Centre for birthday afternoon tea in the old station waiting room.

A couple of questions and answers were challenged, all in good spirit, and thankfully they didn't impact the overall positions.

Thanks to Noelene for two excellent birthday cakes, and birthday presents were enjoyed by all, thanks to Kevin ad Doreen.

The winners of the event were our newest members, Richie and David in their MG midget. This is the Brensell's former midget, so it was good to see it back in the fold. The number two position was shared by Gordon and Janet, Nola, and Ray and Marion. The concours car was voted on by way of peoples choice and the Walker BGT only just snuck in ahead of the Carter TF. My 12 hours of cleaning and polishing on Saturday paid off!

Thanks to everyone for attending in such a large number. PS; the Auckland Club had around 100 attend their Cecil Kimber event, but of course they have a much larger membership than the Otago club. Best wishes. **Russell and Marie Walker**



Kimber's Marshall-blown Magnette with drophead body by Corsica which he used in 1934 was allegedly good for 100mph on the road. It still exists today and was recently bought at auction for the Basil de Ferranti collection





Happy Days - Rockering 'n' Rolling

Rocker Cover Racing is coming soon! Get busy and start building, the competition is bound to be fierce. The title of 'Winner' not lightly earned.

THE COURSE

- The course shall consist of a launch incline 2.4 metres long, followed by a level run of 6.0 metres.
- The launch incline shall be divided into two lanes, each 450 mm wide. The incline shall be 700 mm high at the rearmost part and level with the course at the front edge. The front edge shall be bevelled so as to provide a smooth transition from the incline to the run out area.
- The official "Starting Line" shall be 500 mm from the rear edge of the incline. A mechanised starting gate may be provided.
- The run out section of the course shall consist of two lanes, each 900 mm wide. The lanes shall be clearly marked.
- The finish line shall be marked 6.0 metres from the front edge of the launch incline.

THE CARS

- The cars shall have no power source. All motive force is provided by gravity.
- Cars shall be based on an actual rocker cover from a 4-cylinder MG or BMC automobile engine.
- Wheelbase shall be no more than 350 mm.
- Wheel track shall be no more than 250 mm.
- Overall length of car shall be no greater than 450 mm.
- Overall width of car shall be no greater than 250 mm.
- Cars must have four wheels, each no more than 125 mm in diameter.



THE RACES

- Cars will be run in heats of two cars each.
- The cars are to be launched with their front wheels on the starting line. The first car to have its front wheels cross the finish line is the winner. If neither car makes it to the finish line, the car going the furthest in its lane wins.
- If the wheels of a car should touch the lane markers, or cross over the lane marker, the car shall be disqualified. The competing car immediately becomes the winner.
- Winning cars will advance to the next round until all are eliminated except one car.

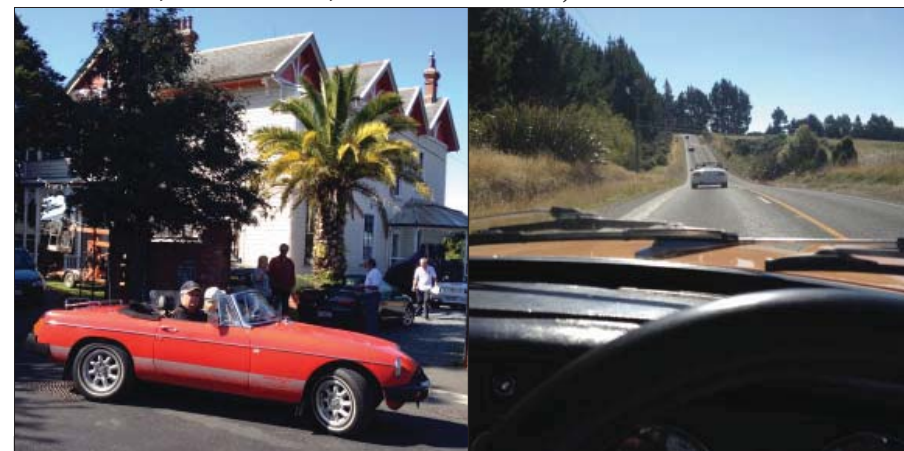


A line up of Dunedin Club members racers.

Sunday Club Run - A Stately Manor and a Screen Quiz

The day brought great weather on Sunday March 15th, and a turnout of eight cars. The first part of the day's run was a short drive to 47 Garfield Ave Littlebourne. This is the home of Lee and Antonie Vandervis. We were met by Lee who gave our group a splendid tour and talk of their home and grounds including fascinating snippets of history of previous owners and subsequent renovations and use. Lee took us to every room and explained his attention to detail in the restoration of original features.

Once back in the yard everyone received their next instruction sheet which directed them to Green Island Bush Road with its panoramic ocean views, on to Taieri Mouth and Waiholo. At the local, refreshments were enjoyed and Kevin's Movie & TV quiz was collected. What car belonged to Arthur Daley in the TV series Minder? First place the Brenssells, second Alistair, third Gordon Still & Janet Podham. **Kevin Carter**



On a day when the Roadster makes sense...it's not difficult to get a great shot of our stunning countryside. Photo's: Lee Vandervis says farewell after our visit to his beautiful historic homestead. The convoy en-route for a pint at Waiholo. Bottom - Simply stunning. Photo's G. Still



Club Cars Under the Spotlight



MG SALOON MODEL SA, CHASSIS NUMBER O655 PRODUCED ABINGDON MAY 1936

The specifications are:

Wheelbase 10 ft 3 inches
Capacity 2382 cc (bore 68.5 and stroke 105mm).

Six cylinders, petrol tank 10 gallons, sump (finned alloy) 2.5 gallons.

5.50X18" Wire wheels with central knock-on 4 door coach built saloon with sliding roof.

Leather seating and burr walnut décor.

Produced in competition with SS Jaguar and Lagonda.

Excellent touring car that could cruise at 75 m.p.h. at around 20 miles per gallon.

I first knew the model in 1948 when Otago Sports Car Club member Percy Lupp had a 1938 model. The car has had a lot of previous owners prior to 1960 when I saw it advertised for sale. I found it on a side street off Playfair in South Dunedin. Owner Geoff Stewardson lived in Corstorphine at the top of the hill.

The motor was locked up and he ran it down the hill trying to break it free. I paid him 75 pounds and towed it home. I spent the next three weeks sorting it out. The reason for the rod throw was the tendency to throw out of third gear under load. The tach needle was bent where it hit the clock at approx 7,000 revs. I presume this is what happened to Geoff.

It had thrown a rod and punched a hole in the side of the block. Geoff was a carpenter and had fitted a replacement piston and rod from a Morris 12/4 (Autoparts) and his assembly had a big end cap back to front. In trying to break free he managed to rip the splines in the right hand rear wheel. To overcome that I drilled the brake drum and fitted five threaded stubs and drilled the hub flange behind the spokes with mating holes and did the same for the spare. I patched the hole in the side of the block with some

Len Grimwood's 1936 MG SA

14g alloy sheet and a gasket held by multiple machine screws. This proved to be oil tight. We were now mobile.

After a proving run or two 'I sold the Austin 16 and it became the family car. I used it to go to work every day. There was the usual maintenance but after three years a front hub let go when I applied the brakes. I removed the four hubs and took them down to Scott' Engineering where their welder built them up. The originals were 1 inch long and he ran weld right to the inner taper. I then machined the to the correct diameter, converted the lathe to a shaper, made an 88 dividing head and spent a week gashing new splines

These were now 11/2' long and the wheel hub had splines of that length with 1/2" unused. They are still OK after 52 years. The doors were shaking due to lack of integrity in the wooden frame with rot. Also the windscreen pillars had failed. I stripped out all the wood over the door opening and replaced it. New wooden clashing strips for the doors were steam bent and fitted to the tube by drilling and tapping for 1/4" countersunk machine screws. Likewise the central door pillar was held by machine screws replacing the wood screws of old. This tightened up the body work no end. The boot lid was also mounted on a wooden beam which was replaced with a steel cross member and the hinges bolted to it.

I had 40,000 miles out it before the family got to big to fit. I bought a Humber Super Snipe, the SA got parked at the bottom of the drive and sat there for 7 years. I didn't know what to do with it.

In 1971 word came out there was going to be an International Vintage Car Rally. Sons Murray and Roger were now old enough to be interested so a restoration was done. It was a busy year, body off, refurbish a lot of mechanicals, rebuild and repaint in the original colours of the



MG rally team, cream and brown. We were registered for the rally which started from Invercargill on a Tuesday morning.

The route we were to take include Balclutha, Wanaka, Haast, Greymouth, Arthur's Pass, Chritchchurch, Blenheim and finally Nelson. On the way we had a problem with rust particles blocking a carburetor. In Wanaka we found petrol seeping from the petrol tank which we bogged with a fiberglass repair kit that has proved to be permanent. Cleaning the carb resulted in a stripped thread for the float chamber holding bolt. A piece of tapered wood between a head bolt and the holding bolt got us to Christchurch where a competitor in an NA had a spare, by next morning we had the carburetor rebuilt and were away. It's the same carb on the Wolseley 18. The rally finished in Blenheim with 11 teams competing in a 24 hour relay race. 3 laps each of a 5 mile course. We were in the first three (fastest) cars. We were course monitors for a while during the night. The round trip was 2,500 miles with no mechanical problems other than the carburetor.

In 1977 I found an upholsterer who recovered the seats with a German vinyl that looks like leather but is much more durable. It still looks fresh after 38 years. About this time the door linings were also being renewed and the door locks were in a bad way. They were die-cast and the closure was on to a tapered striker. The mating was a tapered opening in the die-cast body. Over time with maladjustment *continues next page...*

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Club Cars Under the Spotlight

...the body had broken. I took the best bits and had replacements cast in bronze, filed up, and four new locks were fitted. This tightened up the doors considerably. The car after that got used intermittently for rallies until the mid 1980's when I got tied up with the panel beating tutor at Polytech who wanted a teaching/measuring machine. He also wanted a coach built car to teach third year apprentices how to repair a body with a wood frame. There was a quantity of rust after 50 years and the car sat in polytech for a number of years and came out rust free. (for free). I did a repaint and used it again for rallies etc. The sunshine roof system was gone when I got the car so I made a new system with alloy roof covered in vinyl, the sliding bit powered with an electric motor.

In 1997 there was a Pre '56 MG rally in Rotorua. Sue and I had no problems and completed the journey trouble free. The next one in 1999 was in Queestown. A day trip to Manapouri resulted in a little end bolt breaking at 4000 rpm and the block was ruined. We had a complete set of +.060 pistons and rings that Murray had found in Auckland years earlier we had a spare 18 hp Wolseley block sitting in the grass beside the workshop

which was recovered and found to have a standard crankshaft. The block was bored and sleeved to take the pistons, the undersize main bearing shell from the old block removed and taken to an engineering firm in Christchurch that could do line boring.

I drilled the crank for the clutch oilway in the rear main and fitted new unit to the gearbox with a recorked clutch. The resultant motor had the head planed by 3 mm and hardened valve seats fitted to run on unleaded. The result is a good oil pressure and a sweet motor. One problem surfaced coming back from a Nelson rally some years ago. If you asked for more throttle up a hill it would eventually starve but would recover when you lifted your foot. This finally turned out to be partial fuel blockage which finally stopped the car coming back from an Autospectacular. A blow through appears to have cured it.

Other changes on the way through include a later water pump. The gear box was replaced with the later synchro type. One failed in 3rd gear, a second did the same. Finally the original crash box was rebuilt and is still popping out of third under load. Perhaps a stronger selector spring is the answer, the old one is 58 years old.

Len Grimwood

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Pre 56 Rally on the Wild West

The 2015 Pre 56 Rally was held in Greymouth during February. Pre 56 refers to all MGs built at the Abingdon factory before it closed in 1956, the cut off date includes all MGAs. Shantytown Heritage Park was our headquarters. The weather was very good until the last day when the rain made the Gymkhana a slippery affair. Otago was represented by Keith and Jo Barclay, Alex and Dorothy Dempster, Nick Langford, Ray and Marion Craig, and Neville Mann all who have had some association with our MG Car Club. There were 66 entries of which about 32 cars came from the North Island. Visitors came from Hawaii, UK, Australia, and USA most of these entrants were driving cars owned by Gary Wall. The models entered were: 1 M, 1 K1, 1 F, 2 J2, 1 L, 1 PB, 5 VA, 3 SA, 2 WA, 5 TA, 1 TC, 11 TD, 1 YA, 10 TF, 2 ZA, 3 ZB and 16 MGA.

On Day 1, Registration, welcoming, and briefing concluded with a sit down meal with barbecue type food. Day 2 was Concourse and Display at Shantytown for all the cars. The Peoples' Choice award was won by John and Brenda Hancock from Auckland with their K1 racer. We met up with the new owners of the white VA saloon. There are only 3 VA saloons in NZ and 100 approx left in the world. The only time the three have been together was at the Queenstown Pre 56 in 1999. Day 3 was the Observation Trial which included tulip and straight line navigation. In the evening we split up for the Register dinners. Our SVA register met in a hotel, a good venue with a great meal. Day 4 was the Autocross and Gymkhana at the Aerodrome, very wet, so much so the bent sprint speed event had to be cancelled. Grass covered cars from the Gymkhana greeted us when we turned up to collect lunch. That evening the prizegiving was a themed Dine and Dance -Miners and Mistresses. Most dressed up as Miners etc but some interpretations were clever -Miner birds, a minor (in schoolboy garb), and Fred and Wilma Flintstone were some. Day 5 concluded the Rally with a real English breakfast at Monteith's Brewing's Company before setting off on our journey home.

Our route to Greymouth took us over the Arthurs Pass and we travelled home through the Haast. The MG performed perfectly throughout the 1075 miles travelled, overall a most enjoyable time. **Marion Craig**



1 - Ray and Marion Craig VA Saloon parked at Lake Mathieson. 2 - Peoples Choice winner: John Hancock's (Aukland) K1 Racer. 3 - VA Tourer owned by Kieth Barclay. Photo's R & M Craig





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Sixty Minis parked up in Dunedin's Octagon for an hour on April 8th, during the last leg of their Kaitia to Invercargill rerun of the classic New Zealand movie Goodbye Pork Pie.

The Pork Pie Charity Run raised funds for KidsCan while following the route taken by the two lead characters in the movie, Blondini (Kelly Johnson) and John (Tony Barry).

By the time participants headed off on the final leg of the journey, an estimated \$200,000 had been raised.

KidsCan provides food, clothing, basic health and hygiene items and a head lice eradication programme for more than 90,000 children in 448 low-decile schools. Photo G Still.

The MG3 has come 10th in the top 200 of Auto Express' Driver Power 2015 survey.

Over 61,000 people took part in the survey that saw MG's supermini score an impressive 91.96% to finish tenth, well above rivals such as the Dacia Sandero, which scored 89%, while premium offerings such as the MINI scored 92.27%, only narrowly beating the MG into 9th position. MG Motors is no stranger to success in the Driver Power survey, with the MG6 winning the award for 'Best Handling car' in 2014. www.mgcc.co.uk



A replica of the popular grille badge, produced to mark 60 years of MGA production, is now available as an embroidered logo on any garment or headgear from our official supplier "Top Signs". See our merchandise page: <http://www.mgcc.co.uk/mga-register/merchandise-shop/> for details of how to order.

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A monthly look through a few of the overseas magazines we receive at Kimber House. Reviewed by David Coulthard

Overseas Review



One way to get your wheels off.

subsequently made of the ladies' day out. Let's hope they enjoyed whatever they did...

With a marque the age of MG, you're never short of an anniversary or two to celebrate. For example, here in the UK, MGLive! in June will celebrate 60 years of the Competitions Department. The MG Car Club Norway's magazine,

I'm writing this review on International Women's Day, so it seems appropriate to consider the role of women in the MG world. Australia and New Zealand lead the way with females filling senior roles within the Clubs. **Tappet Chatter**, from the MGCC of Canberra, reports on 17-year-old Molly Clarke-Kelly who recently became President of the MGCC of Wagga Wagga. Molly is hugely enthusiastic about her new role and seems very knowledgeable, too. A female Club President doesn't seem that unusual in New Zealand. **MaG**, from the MGCC Auckland Centre, carries a very informative message from their female President, whilst **The Canterbury MaG**, from the Canterbury Centre, contains not only the usual Presidential address, but also reports on a near whitewash for one female driver in the Club's annual motorsport awards. Well done Jenny Steere!

On the other hand, **MG Talk**, the newsletter of the South-eastern USA MG T Register, reports on a combined 'Tech Session' and 'Ladies Day Outing'. I assume the latter were not excluded from the former. Whilst the Tech Session was well reported, covering chemicals in the automotive world, no mention was

Magasinet, manages to report on the 20th birthday of the MGF, the Club's own 45th anniversary and the 60th anniversary of the MGA — all in a single edition! Meanwhile, **MaG** from the MGCC Auckland Centre, reports on the events planned in New Zealand for the two cars, including a four day celebration weekend (I think I like New Zealand weekends!) in September for the MGA. The MGF fares even better, with an 'MGF Festival' at the end of February and on-going events throughout the year, spread across the whole country. If you're quick, you can grab yourself a bargain from the pages of **The Sacred Octagon**, from the New England T Register. They still have some umbrellas, shirts and baseball caps left from last year's 50th anniversary of the Club! (Sacred Octagon, 'Gathering of the Faithful', they certainly take it very seriously!)

The subject of ethanol in petrol is covered in depth by both **The Spark**, the magazine of the MGCC Washington DC in America and **Magasinet** from MGCC Norway. On the plus side, ethanol lowers greenhouse gas emissions and boosts octane ratings. However, it is a strong solvent, destroys rubber seals and fuel



MGA pictured in stunning New Zealand scenery



MG RV8s and MGFs on parade in NZ

lines, corrodes steel petrol tanks and attacks fibreglass. Fact of the Day: ethanol is illegal in aviation fuel!

Finally, we look to the future. A number of the southern hemisphere magazines are getting very excited about the forthcoming SUV (Sport Utility Vehicle) from MG. **Bulletin**, from MGCC Wellington in New Zealand, report the MG GTS will be powered by a new 2.0 litre turbocharged petrol engine, which generates a healthy 220bhp and 260lb/ft of torque, giving the car a 0-60 time of around eight seconds. The GTS will feature four wheel drive and six-speed, dual clutch transmission. The 1.9TDi engine from the present MG6 model will also be available. **Tappet Chatter**, from the MGCC of Canberra, advise the car will first go on sale in China later this year, and will reach Britain and Australia in 2016. ●



1100 leading a variety of MGs



MG K3 Dashboard



The new MG GS



Published *The Autocar*, 23 September 1955

THE NEW M.G. ON THE ROAD

TO confound the critics who say that racing teaches no useful lessons comes the brand-new M.G. sports two-seater. Designated the model A—thus starting afresh after the long line of M, J, Q and R racing cars, and TA, TD and TF Midgits that rolled out of the Abingdon works—the new car is a very close development of the M.G.s that did so well in the 24-hours race at Le Mans this year.

There are naturally some differences between the racing car and the production model, but the road holding, braking and steering are unaffected and in these respects the M.G. A recalls very intimately the Le Mans car, road impressions of which were published in *The Autocar* of July 29, 1955.

The immediate impression on sitting in the driving seat was that the car had been tailored to fit, of which more later. Starting the 1½-litre B.M.C. engine presented no problems. A radiator blind, as fitted to the test car, is available as optional extra equipment and is easily operated by a control below the right-hand corner of the fascia. This blind facilitates the warming-up in which any right-thinking enthusiast will indulge, although even without its use operating temperature was reached very quickly.

On opening the cable-operated throttle there came the familiar M.G. exhaust note. At no time did this become objectionable to others, and there was no annoying boom to be heard with the hood up. The car will drift along through residential areas on a whiff of throttle and with no unwelcome attention attracted.

There is immediate response to sudden pressure on the accelerator and the getaway from rest is very good, 70 m.p.h. being reached in just over 21 seconds. On wet roads, which were experienced during the taking of the acceleration figures, wheelspin was very apparent, and black lines can be left on a dry surface if the start is abrupt. At the end of the standing quarter mile the M.G. was travelling at very nearly 70 m.p.h., and this was very creditable with the load carried. Performance figures were taken with hood and sidescreens erected, except for some

runs to determine maximum speed, when a small racing-type screen was fitted.

With this small screen and a tonneau cover over the passenger seat, the best speed reached was 96 m.p.h., as against 99 m.p.h. with the hood and sidescreens in position. At such high speeds the M.G. A is very stable and the driver is able to concentrate on the rev counter needle as it climbs to the orange 5,500 r.p.m. mark on the dial, and the road shooting past him and away under the nose of the car. On Continental roads it was possible to cruise for mile after mile with the speedometer needle between 90 and 100 m.p.h. The oil pressure and temperature gauge needles remained steady in spite of a considerable amount of high-speed driving.

The M.G. A is, in fact, one of those cars whose cruising speed is determined by road conditions, and this became very evident after driving fast over the French and Belgian roads. But there is no feeling at the end of a hard day that the driver has been doing most of the work. Long, winding hillside roads are a joy to traverse; the car rockets to the top in third gear, and this gear is also extremely useful for overtaking other traffic and for town use. Yet it is possible to accelerate smoothly from 12 m.p.h. using the 4.3 to 1 top gear, and the car can be very pleasant when used in a gentle fashion. The engine is no temperamental unit, liable to behave only when it thinks it will.

Fuel consumption benefits from the body shape; driving at 50 m.p.h., with short periods at 70, resulted in a figure of 30.8 m.p.g., which was achieved on a give-and-take main road in Great Britain where to maintain the predetermined average speed the available acceleration had to be used.

The road holding and steering are of a high order. Even with the tyre pressures set for fast driving, there was no feeling of discomfort or patterning when on *puvé* and other poor surfaces. Fast cornering was a joy, the driver being able to position the car exactly where he wanted, and exit from a corner is also very satisfactory.





The back page, 'The Rear View', is a space reserved for comments, input, ideas or suggestions from club members. A forum perhaps, ask questions or offer advice. Something to sell, wanted to buy, something to give-away. An opportunity to collaborate; who knows, you decide. Contact the editor with submissions at: gordon.still@otago.ac.nz, or 021 2798139.

I look forward to hearing from you.



In 2015, MGA owners are invited to participate in an Anniversary weekend celebration event to be held in Taranaki 18th to 21st September. MGA owners should record these dates. Planning is in progress and details will be distributed in the near future. Register your interest now with Bruce Airns: bruce.airns@clear.net.nz, or 021 737 363

A suggestion has been made that the quarterly publication of this magazine feature a gallery of images of Club members cars.

A perfectly reasonable suggestion. Maybe you have a snapshot of your favourite MG, perhaps in some interesting or unusual location? Feel free to send me a copy and I can place them in the next issue.

Please send your submission to: gordon.still@otago.ac.nz

FOR SALE
1953 MG TD
(pictured)

This car is offered for genuine sale. The Christchurch owners are keen to negotiate with interested enthusiasts with regard to value. car is in excellent condition, has been previously restored.

Contact Rob Logie: rob.logie@cial.co.nz





MG CAR CLUB (Otago Centre) Inc.

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Opinions and articles expressed in this publication do not necessarily express the views of the Editor, members of the Committee or the MG Car Club (Otago Branch) Inc.

We thank all advertisers and sponsors for their continued support of our club.

2014/15 Results (to date)

Kevin \ Doreen Carter	18
Gordon Still \ Janet Podham	17
Russell \ Marie Walker	11
David \ Noelene Hill	11
Graeme \ Bev Brensell	10
Ralph \ Denise Harrison	9
Dot \ Wayne Lee	8
Tom \ Judy Batley	7
Len Grimwood \ Sue Allum	7
Giff Peterson	7
Bill \ Brenda Botting	6
Alistair Graham	6
Nola Turnbull \ Blair Turnbull	6
Ray \ Marion Craig	6
Russell \ Raewyn Hawkes	5
Richie Marlow \ David Waite	4
Mike \ Christine Tutty	2
Ross \ Margaret Weir	2
Don \ Karna Carter	2
Alistair \ Heather Falconer	2

1 point: Suz \ Tom Anderson, Clarrie Evans, Des \ Robin Grey, Derek \ Pauline Hope, Lana Neumegen, Don \ Ngaire McDonald, Wayne Bell \ Jean Kidd, Grant \ Margaret Ward, Neil \ Cynthia Lewis, Owen Diane Burgess, Clarrie \ Rhonda Evans, Sheryl \ Ian Hutchings, C McKenzie \ D Berryman, David \ Mary Michel, Lindsay \ Lyn Carroll, Brian Thompson \ Jude Flett, Selwyn \ Lou Wills, (Your name here)

MG CUP

2013 \ 14 WINNER: David Hill

2013 \ 14 Navigator Trophy: Noelene Hill

2013 \ 14 People's Choice: Ralph Harrison

2013 \ 14 Romac Sheild: Russell Walker