

MG CAR CLUB (CANTERBURY CENTRE) INC

THE CANTERBURY MaG

August / September 2016



THE MARQUE OF FRIENDSHIP





MG SERVICE CENTRE



Lawrie is delighted with the facilities and space in his new workshop

We have been operating from our new purpose built workshops since 1 September 2010. Situated at 32 Pinewood Close, Mandeville, it is just 20 minutes from the city.

Pinewood Close runs off Tram Road, and is approx 1 km further on past the intersection of Bradleys and McHughes Roads at Mandeville North.

Aside from the location, nothing else has changed. the same friendly team you have grown to know and rely on will continue to offer all your servicing and overhaul requirements for anything MG related.

We continue to hold many new and used MG F parts, having dismantled more than 40 of these fantastic little cars.

If you are looking to purchase an MG or other marque we can assist you in finding one.



P (03) 365 0151
(03) 312 0173
M 027 221 2807
E mgservicecentre@xtra.co.nz

*South Island agents for
Paul Walbran Motors*

CLUB EVENTS

August

Friday 5	Club night
Sunday 14	Snow run
Wednesday 17	Triple M run

September

Friday 2	Club night & AGM
Sunday 11	Daffodil run
Saturday 17	Spring dinner
Wednesday 21	Triple M run
Sat/Sun 24/25	Intermarque Concours

October

Friday 7	Club night
Fri/Sat/Sun 7,8,9	Swap meet
Wednesday 19	Triple M run
Sat/Sun/Mon 22/24	Labour weekend away

Cover photo

Bob Mc Kenzie's TD on the station platform at Ferrymead.

Contents	Page
Club contacts	2
President's report	3
Editorial	4
Pre'56 2017	5
BMC. 'A' Series engine	6
Member interview	10
Winter woollies	14
Coming events	16
MMM June	18
Archives	20
Mid-winter Brekkie & trial	22
MMM May	26
QBW Timaru	28
AGM notice	31
Classifieds Quotes	32

MG CAR CLUB (CANTERBURY CENTRE)

P.O. Box 1775, CHRISTCHURCH 8140

Editor : david.blackwell@xtra.co.nz

Secretary: mgservicecentre@xtra.co.nz

MGCC (CANTERBURY CENTRE) WEBSITE: www.mgcarclubcanterbury.nz

MGCC (NZ) WEBSITE: www.mgcarclub.org.nz

OUR BANK ACCOUNT NUMBER: 02-0865-0020158-00 (BNZ Armagh St Branch)

CLOSING DATE FOR THE NEXT ISSUE: 5 September



CLUB CONTACTS

PRESIDENT

Shirley Johnson (David)

H 332 5776 M 027 2442520

johnsonds@xtra.co.nz

VICE PRESIDENT

Stuart Castle (Tessa)

H 358 2095

stuartmcastle@hotmail.com

SECRETARY

Jenny Steere (Lawrie)

H 03 3120173 B 365 0151 M 0272212807

mgservicecentre@xtra.co.nz

CLUB CAPTAIN

Bob McIntosh (Lesley)

H 384 5425 M 021 0871 8057

bobmc@snap.net.nz

MAGAZINE EDITOR

David Blackwell, QSM. (Val)

H 332 6564 M 027 4329 345

david.blackwell@xtra.co.nz

COMMITTEE

Tony Reid (Sandra Frame)

M 021 243 7412

frame-reid@clear.net.nz

Trevor Ingham

H 358 4021

trevor.ingham@ieee.org

Leonid Itskovich (Elena)

H 358 5990

egglsi@yahoo.com

Di Errington (Dren)

H 942 0251 M 020 409 03510

derrington@paradise.net.nz

Ted Clarke (Barbara)

H 980 8596 M 021 987 527

tedbarbclarke@yahoo.co.nz

ARCHIVES

John McDonald (Susan)

H 355 7515

jwilliammcdonald@xtra.co.nz

REGALIA

Frank Sin (Iris)

H 347 9338 M 021 0232669

mgcc.cant@vodafone.co.nz

SPARES

Stu Moore

H 332 4421 M 027 332 4422

stu.moore@xtra.co.nz

REGIONAL CONTACTS

Ashburton	Bronwyn McMurtrie & Andrew Hewitt	94 Beach Road, Ashburton.	03 308 6252
Auckland	John & Brenda Hancock	36 Island View Road, RD1, Papakura.	09 299 9764
Marlborough	Bill & Loreen Brehaut	306 Port Underwood Rd, Picton.	03 573 6677
Nelson	Max & Marilyn Clarke	P O Box 7101, Nelson.	03 548 3899
Timaru	Scott & Kris Errington	422 Wai-iti Rd, Timaru.	03 686 2521
Central Otago	David & Maryon Beer	130A McArthur Rd, Alexandra.	03 449 3017



Welcome again to all new and older members to the MG Marque events. With a hard frost we know winter is here and the roses, after de-heading, show unseasonal buds. Maybe fine MG days ahead.

Great outings have been highlights over the past two months, for which we are most appreciative to the organisers. The Queen's Birthday weekend to Timaru and Waimate was very enjoyable travelling off the main roads where possible. Fine days, Janice Howden's junk store, Geraldine, and Pleasant Point before Timaru, then Waimate the following day. Super accommodation and interesting meal stops did us proud. Thanks to Di & Dren, not only for that,



but also for the breakfast before the Brekkie trial which was expertly run by David & Margaret Provan using the approved rules. Attended by a huge crowd, MGs were buzzing all around the course, some in error, but were still smiling at the end. Well done.

In March 2018 the Canterbury Club has the role of organising and running the National Rally. After a show of hands, Timaru was chosen as our base. Consequently a sub-committee has been set up with a meeting already held and bookings started. What an enthusiastic group of members we have preparing for this Canterbury event. The last one was in 2010 with the concourse in the square!! As time and information is available, we will be able to join the party and perhaps assist our organising team.

On the home front, we have our grandchildren moving out into their new house, David has caused a big family gathering with his big 0 birthday, and I am looking forward to a new hip. Along with family matters I have to mention my nephew, Warren Briggs, who has a history of Formula One racing driving under Bruce McLaren. Later in the year I expect a ride in his 1965 Mustang rally car when he competes in the Silver Fern Rally, starting and finishing here in Christchurch in November (after his prior events in U.K. and Australia.) Gently though!

Here's to loads of future fun for you all joining in with the motoring you enjoy.

Shirley Johnson



Several of our members have recently been undergoing hospitalised repairs and maintenance and we wish them all a speedy recovery. We often spend a lot of energy and time maintaining our cars and forget that the most important component of our club is our people.

In this issue we have the second and final part of Murray Meyer's article on the 'A' Series engine and I thank Murray for sharing this very popular series with us. I often think a lot about getting the right balance of articles in the Canterbury MaG and the feedback on Murray's article has convinced me that many of our members enjoy the more technical articles.



John McDonald, our archives expert, has uncovered another fascinating story including a rare photograph of Bruce McLaren chatting with Tim Mayer at Wigram in 1964. Sadly Tim was killed just a few weeks later while practising at the Longford Circuit in Tasmania for the final leg of the Tasman Series.

Our member interview this issue features Rick Jones and Kathrine Hilton and I am sure you will be fascinated with their MG story. Rick is a former president of our club. I thank them for the time they have put into the article.

We have our normal event reports, this time from Ruth Hand, Margaret Provan, Colin Poynton, Shirley & David Johnson and first timers Charles Rushbrook and Phil & Will Roberts. Thanks to you all.

Val and I have recently been on holiday for a couple of fantastic weeks in Western Australia attending a family birthday and then exploring the region from Kalbarri in the north, 600 km north of Perth, to Cape Leeuwin in the south, 350 km south of Perth, where the Indian Ocean and the Southern Ocean meet. We covered a lot of kilometres, visited many wineries and really enjoyed the scenery, including humpback whales off the coast between Kalbarri and Geraldton. During the two weeks we only saw one MG, a very nice MG F outside our hotel at Margaret River.

The Club's annual general meeting will be held as part of our regular club night on September 2 and I have been assured all the formalities will only take a few minutes. With one or two retirements some new committee members will be needed, so please think about offering your time to keep the club operating.

I again thank Val and Judith Bain, the other members of the editorial team, for their very valuable behind the scenes input into each issue of the Canterbury MaG.

I look forward to catching up with you at a MG event soon.

David Blackwell



21st Pre 56 MG Rally - Whanganui

20-25 February 2017

Accommodation. Kingsgate the Avenue Hotel at 379 Victoria Ave – Ph: 0800 404 010 is HQ for the Rally. We have booked the whole hotel out and they have a total of 55 rooms available. At this point we understand there are only 5 rooms still available. We have negotiated the following rates for their rooms:

Superior Rooms including full breakfast for 2 people - \$160.00 per night

Standard Rooms including full breakfast for 2 people - \$140.00 per night

Executive Studios including full breakfast for 2 people - \$180.00 per night

The **backup accommodation** is at Quality Inn Collegiate. This hotel/motel is just around the road from the Rally HQ at 122 Liverpool St – Ph: 0800 942 943. We have on reserve 24 motel units and 16 hotel rooms at this stage. The following are the rates we have negotiated for the rooms:

Studio Hotel Rooms for 2 people - \$135.00 per night (Note breakfast is not included)

Studio Motel Style Units and or One Bedroom Motel Style Units - \$120.00 per night (Note breakfast not included)

Can we suggest that if you are contemplating coming to the Rally you make an early booking for your accommodation so you won't be disappointed as we know at this point the Kingsgate is already nearly full.

General Items. We will have available at the end of this month the Registration Form for completion and this will be available both online and from Denis Christiansen at denis.christiansen@paradise.net.nz. We anticipate the cost of Registration will be between \$165.00 and \$200.00 per person once we have finalised our budget.

Regalia will be available for pre-ordering and the item selection will be online. Details to be advised shortly.

The boat trip on the "PS Waimarie" up the Whanganui River on Thursday 23rd is voluntary however we would like to think most people would like to do it. We have negotiated a special rate of \$20.00 per person but to get that rate we need to have at least 75 people going. The PS Waimarie can take approx. 140 people so with an estimated 160 people attending the Rally we think we can achieve that target.

Finally if you have thought of attending the Art Deco Weekend – Thursday 16th to Sunday 19th in Napier, Hawkes Bay – immediately preceding the Rally can we suggest you don't leave it too long to make your arrangement!!!! We are aware some 80 people from the MG Marque are already going.

If you have any questions or require additional information please do not hesitate to get in touch with either George Walter at gwalter@clear.net.nz or Michael Anderson on Ph: 04 293 7222 Mobile 021 620 065 or michael.anderson@xtra.co.nz



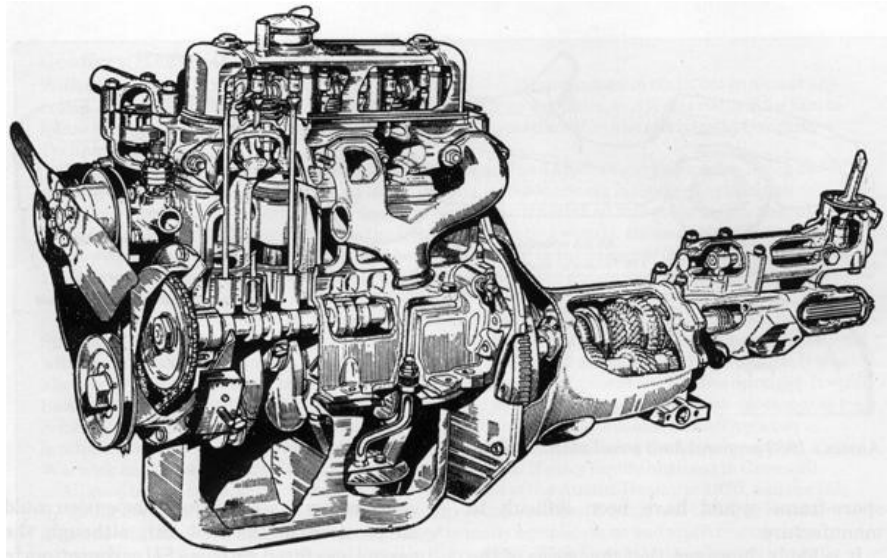
THE B.M.C. 'A' SERIES ENGINE - part 2

Part 1 of this paper was published in the June/July issue of the Canterbury MaG. Thanks to Murray Meyer for remembering it from his mechanical engineering studies in the 1960s.

It was written by W.V. (Bill) Appelby who was the Chief Designer – Power Units, British Motor Corporation in 1964 and presented to a symposium on small mass produced engines.

This engine was first introduced in 803 cc form in 1952, and the paper traces its subsequent design history, culminating (at the time the paper was written) in the 1098 cc version for transverse installation. The 1275cc size engine (both Mini Cooper S and 'production' versions) came after the paper was written (although possibly the 1275 cc Cooper S engine did exist at least in prototype form by this time).

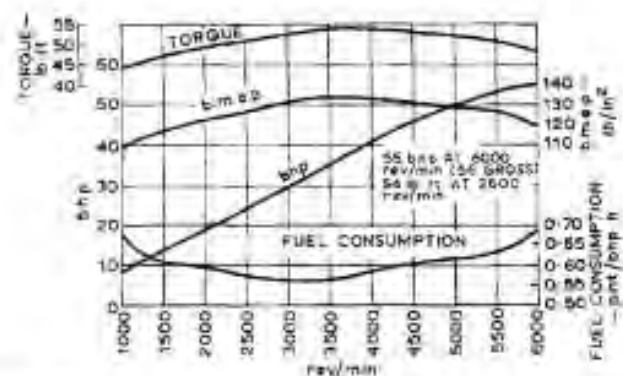
Originally designed for the post-war Austin 7 saloon, this engine was reclassified as the 'A' series unit at the time of the formation of the British Motor Corporation. It was then decided that this unit and its derivatives would power all the smaller range of B.M.C. cars. Of particular relevance to MGCC members are the MG Midgets (other than the last Midget 1500s with the Triumph origin engine) and the MG1100 and MG1300 saloons with 'A' series engines. Later on also MG Metros had a further developed 'A Plus' engine.



Cooper Mini

A few months before the introduction of the Mark II Sprite, John Cooper came along with the suggestion that we should make a Cooper Mini fitted with disc brakes at the front and a bigger and more powerful engine. In consequence we created a 997 cc engine, still using the 948 cc cylinder block but with 0.020-inch smaller bore, and increasing the stroke to 81.3 mm. The same cylinder head and valve gear we had designed for the Mark II Sprite were fitted, as were twin SU carburetors. Valve spring loads were increased to give a valve bounce speed of just over 6000 rpm and a stronger crankshaft and lead-indium main bearings were used. The engine developed 55 bhp at 6000 rpm to give the car a speed of 88 mph (Fig 1.8).

On this engine, with its longer stroke, it was found necessary to fit a torsional vibration damper to prevent the timing gear from breaking up.



Four cylinders: bore 2.458 in, stroke 3.200 in.
Capacity 997 cm³.
Compression ratio 9.0:1.
Carburetors—twin S.U. HS2.

Fig. 1.8. Standard curve for 9F engine

The 1100 cc 'A' Series Engine

The great success of the Mini Cars led to the conclusion that a larger version would also meet



with a similar reception from the public. Accordingly the ADO.16 or Morris 1100 was designed by Mr Issigonis.

As engine designers we were confronted with a big problem, whether to design a completely new power unit to give a capacity of 1100 cc or whether we should keep to 'A' series overall dimensions.

Actually, on the drawing board we did both, but in the end practical considerations gained the day and the latter course was chosen. We had to buy new machinery in any case for the ADO.16, but what we gained was that we could easily convert the existing 950 cc plant used for the A.40, Morris Minor and Sprite engines to a new fore and aft 1100 cc engine. The latter course was imperative, since it was essential to maintain the sales of these cars while we were building up production of the ADO.16.

A big advantage was that we could produce ADO.16 engines on ADO.15 plant and switch according to public demand.

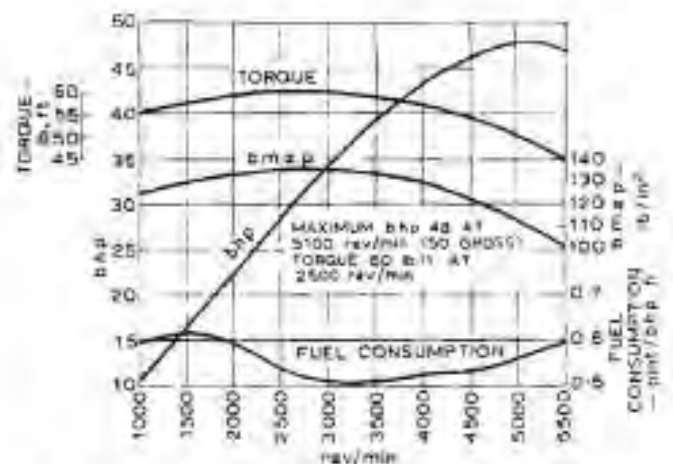
We also obtained a power unit with a high power-to-weight ratio.

To obtain an 1100 cc engine from a length of cylinder block originally designed for 803 cc was a major design problem. After consideration we decided on a bore and stroke of 64.58mm by 83.75mm respectively, still retaining the 950 cc cylinder centres. By this the amount of metal between the bores was reduced to 6.5 mm and it was doubtful whether or not we should be able to hold this in production and retain round bores without a great deal of scrap, bearing in mind that we have to use dry liners of about 0.070-inch thickness when we strike porosity in the bores.

However we bored out several cylinder blocks to suit the outside diameter of the liner and, somewhat to our surprise, they were entirely successful.

The next problem was the piston. As the stroke had been increased and we were using the same height of cylinder block and the standard length of connecting-rod for the 'A' series engine, the distance from the centre line of the gudgeon pin to the crown of the piston was insufficient to permit the use of a clamped gudgeon pin. We accordingly tried out a pressed-in pin, heating up the small end of the rod to facilitate the fitting of the pin. This construction was successful experimentally, but we could not risk spoiling the success of a new car, which could occur if the pins came loose in service and scored the bores. We accordingly took the safe path by using a fully floating gudgeon pin, retained by circlips. This is a big complication on production since three grade sizes of pin have to be used to ensure a maximum distance of 0.0002 inch in the gudgeon pin bush in the connecting-rod, and to allow a production tolerance in the gudgeon pin bores of the piston.

It was also essential that a good power output was obtained from the engine since the car was likely to weigh approximately 16 cwt, and the performance had to be better than that of the Minis. We therefore adopted a compression ratio of 8.5:1 for the single carburetor engines and 8.9:1 for the twin carburetor engines. We used the Sprite Mark II and Cooper Mini cylinder head for the



Four cylinders: bore 2.543 in, stroke 3.296 in.
Capacity 1098 cm³.
Compression ratio 8.5:1.
Carburettor—S.U. HS2.

Fig. 1.9. Standard power curve for 10 AMW high-compression engine



THE B.M.C. 'A' SERIES ENGINE - part 2

single carburetor engine and a new head with larger valves for the MG 1100. These gave a power output of 48 bhp at 5100 rpm and a torque of 60 lb.ft at 2500 rpm for the single carburetor engine and an output of 55 bhp at 5500 rpm with a torque of 61 lb.ft at 2750 rpm for the twin carburetor engine.

Valve springs were designed to give a valve bounce speed of just over 6000 rpm, which the 'A' series engine will stand quite happily.

The camshaft used gives a valve timing of: inlet opens 5 deg BTDC; inlet closes 45 deg PBDC; exhaust opens 55 deg BBDC; exhaust closes 21 deg PTDC.

As with the Cooper Mini engine it was also found necessary to fit a torsional vibration damper to the crankshaft (Figs 1.9 and 1.10).

Wolseley Hornet and Riley Elf

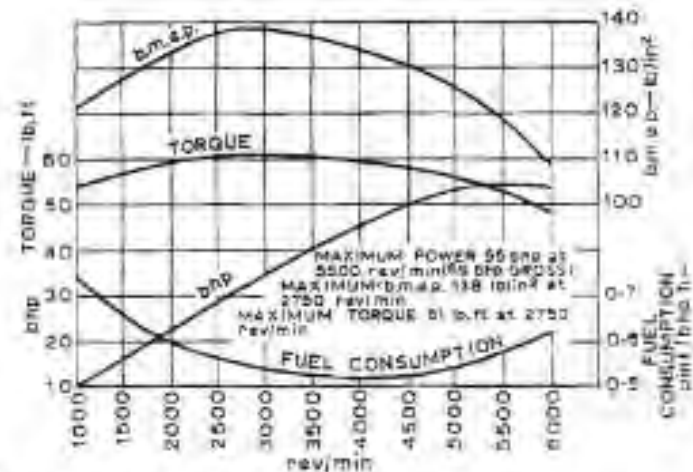
The above two vehicles started life using the standard 850 cc Mini power unit, but as these cars, having a larger boot, extra sound deadening and better quality trim, weighed approximately 80 lb more than the Mini, performance was not as good and demand was not as high as we had hoped.

We decided to give the car more appeal by fitting a bigger engine, giving more torque but restricting the peak power to a little more than the Mini engine. The easiest way to do this, with the plant available, was to use the 1100 cc cylinder block and to make a new crankshaft of 3-inch stroke, giving a capacity of 998 cc. To restrict the power we used the standard Mini cylinder head and valve gear (Fig 1.11).

The reason we did not use the Cooper-Mini bore and stroke was that the crankshaft production capacity of this engine was limited, whereas we had ample facilities for producing a crankshaft with a 3-inch stroke.

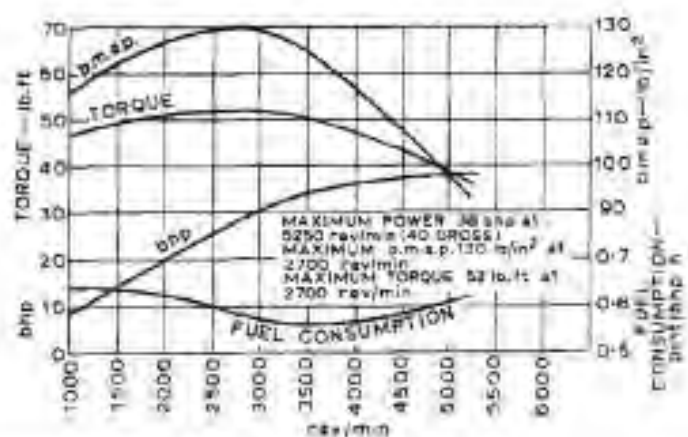
Cooper Mini 'S'

This engine is not mass-produced as are the afore-mentioned engines, but the specification is interesting in that the materials used are the best for the job they have to do. This engine is the



Four cylinders: bore 64.58 mm, stroke 83.72 mm.
Capacity 1098 cm³.
Compression ratio 8.9:1.
Carburetors—twin S.U. HS2.

Fig. 1.10. Standard power curve for 1098 cm³ 10GR high-compression engine



Four cylinders: bore 2.543 in, stroke 3.0 in.
Capacity 998 cm³.
Compression ratio 8.3:1.
Carburettor—single S.U. HS2.

Fig. 1.11. Standard power curve for 998 cm³ 9WR engine

THE B.M.C. 'A' SERIES ENGINE - part 2



direct result of the work carried out by our Competitions Department in formula junior racing.

The crankshaft, for example, is made of nitride steel which does not wear. The bearing clearance is therefore maintained at a minimum during the life of the engine, and the initial balance of this is maintained within close limits. This is very important on an engine with crankshaft speeds up to 7000 rpm and up to about 7800 rpm when racing.

We also use Nimonic 80 for both inlet and exhaust valves. The stems of these valves are tipped with stellite. These materials, of course, are extremely expensive and could not be fitted in quantity produced cars selling at a competitive price.

The bore and stroke of this engine are 2.781-2.7815 inches x 2.6875-2.6925 inches respectively, giving a capacity of 1070cc. It develops 67 bhp at 5700 rpm with a maximum torque of 62 lb.ft at 4500 rpm. For the first time in the history of the 'A' series engine the cylinder centres have been changed, but is not, of course, manufactured on our quantity-production plant.

Appendix 1.I gives a list of the various types of 'A' series engines we have used in production. The number may be bewildering, but it is strictly in accordance with B.M.C. policy to use engines made on the same plant in as great a variety of cars as possible. The particulars of the valve size, valve-opening period and lift are given because these are the key to the increased power obtained over the years. The more power obtained the bigger the valves and ports have to be, but generally it is only obtained at the cost of increased petrol consumption and, in the extreme cases, loss of power and stable running at low revolutions.

We built well over a million of the 950 cc engines and, at the time of writing, have just reached the 2 ¼ million figure for all 'A' series engines produced.

ACKNOWLEDGEMENT

The author's thanks are due to the directors of the British Motor Corporation for permission to publish this paper.



APPENDIX 1.I

DATA RELATING TO 'A' SERIES ENGINE RANGE (803 cm³-1098 cm³)

Capacity, cm ³	Carburettors	Maximum bhp	Maximum torque, lb.ft	Compression ratio	Inlet- valve diameter, inches	Exhaust- valve diameter, inches	Valve lift, inches	Cam period
803	1 Zenith	28 @ 4800	40 @ 2200	7.20:1	1 1/2	1	0.280	230°
803	1 S.U.	30 @ 4800	40 @ 2200	7.20:1	1 1/2	1	0.280	230°
848 Mini	1 S.U.	34 @ 5500	44 @ 2900	8.3:1	1 1/2	1	0.280	230°
948 Austin	1 Zenith	34 @ 4750	50 @ 2000	8.3 and 7.2:1	1 1/2	1	0.280	230°
Austin and Morris 948	1 S.U.	37 @ 5000	50 @ 2500	8.3 and 7.2:1	1 1/2	1	0.280	230°
948 Sprite Mk. I	Twin S.U.'s	42.5 @ 5000	52 @ 3300	8.3:1	1 1/2	1	0.280	230°
948 Sprite Mk. II	Twin S.U.'s	46.4 @ 5500	52.8 @ 3000	9.0 and 8.3:1	1 1/2	1	0.312	Ex 252° In 230°
997 Cooper Mini	Twin S.U.'s	55 @ 6000	54 @ 3600	9.0 and 8.3:1	1 1/2	1	0.312	252°
998 Wolseley and Riley	1 S.U.	38 @ 5250	52 @ 2700	8.3:1	1 1/2	1	0.280	230°
1098	1 S.U.	48 @ 5100	60 @ 2500	8.5 and 7.5:1	1 3/4	1	0.312	Ex 252° In 230°
1098 In-line application	Twin S.U.'s	56 @ 5750	62 @ 3250	8.9 and 8.1:1	1 1/2	1	0.312	Ex 252° In 230°
1098 Transverse application	Twin S.U.'s	55 @ 5500	61 @ 2750	8.9 and 8.1:1	1 1/2	1	0.312	Ex 252° In 230°
1070 Cooper Mini 'S'	Twin S.U.'s	67 @ 5700	62 @ 4500	9:1	1 1/2	1 1/2	0.312	Ex 252° In 230°



MEMBER INTERVIEW - RICK JONES & KATHRINE HILTON

When did you first get involved with MGs?

Rick During school days way back when a friend's brother had a souped up TD that we used to go riding in and I came close to purchasing an old English white MGA roadster when I was 19 (not enough \$'s). But my real involvement was 1998 when I purchased a 'rust free' Californian MGA.

Kathrine In 1999 I met a restored rust free Californian MGA....



Wedding at Miami Beach, Gold Coast.

What MGs have you owned?

We've owned 3 '62 MGA MKII roadsters, '77 BGT, '69 B and '38 MG VA and still have 2 of the As, the B and the VA.

Tell us about them?

We have the original '62 MGA MKII roadster that has been in racing trim for the last 7 odd years. When purchased it was in need of a full restoration so I set about a bare metal project and completed it in 4 months. It was as described - a rust free car with the only panel work being small dents, although I did have both alloy door skins replaced. Currently has Minilite knock-offs with 205/60 x 15's, heavily modified suspension and brakes, an 1870 block with forged pistons, Carrillo rods, fully worked crank and lightened flywheel. Also has a set of British made equalised flows and a blower running 6.5lb boost. Goes well enough but I don't push it as hard as it can go.

A '77 rubber-nose white BGT was driven for a while before I replaced the motor with an uprated block, head, cam and carburation as well as painting the engine bay British Racing



Rick street racing in Dunedin.



Green – which was the intended new body colour. Probably someone out there is wondering why their engine bay is green... Sold it to make room for another project – a '69 B that needed a restoration completed. Most of the hard panel work had been done - there were parts missing but importantly the old gearbox had been overhauled and there were many new parts included. We changed the colour on that car from white



Kathrine on the brakes at Ruapuna.

to dark blue which turned out to be a bit of a mission, but the result has been worth it. In true Kimber spirit I just don't seem to be able to leave a car standard so the Blue B has a bored block with stage 3 head, fast road cam, 45mm sidedraft and flows with electronic ignition. Up-rated shocks, heavy swaybar and negative camber A arms match the lowered rear, topped off with black spoked wheels.

We purchased another '62 MGA MKII that needed a lot of work, but not long after I broke my neck and lost the dexterity in my fingers to carry out the required panel work. We sold it to the Beach Doc who has it under 'long term restoration'. We hope to see it on the road sometime soonish.

A while later we had the opportunity to buy another '62 MGA MKII from California that was 100% complete rust-free car. It came off the road in '77 following a full motor recondition and while I've got it running and stopping its currently waiting for the workshop in our new home to be completed before full restoration. We're going to try and keep it 100% original.... but it may be a struggle.



The big snow of 2012.

We are also the current custodians of a magnificent 1938 MG VA saloon. I first saw 'Violet', as we've named



MEMBER INTERVIEW - RICK JONES & KATHRINE HILTON

her, at the pre '56 in Queens-town in 1999 and took a liking to the 'pre-war MG Saloons'. When Hanky, the previous owner of 19 years, decided to sell we flew to Auckland to view her and were wrapped to be able to buy a grand old lady. She is one of 3 VA Saloons in NZ and about 110 left worldwide. VA1747 left the factory June 1938 to be shipped to Australia and spending most of her life in South Australia has preserved her well, including 25 odd years in the Birdwood Museum in



'Violet' - 1938 VA.

Adelaide. She underwent a restoration in Perth in the late '80s before being shipped to Auckland in the early '90s. Fully sorted, we have no hesitation on taking her anywhere.

How long have you been a member of the MG Car Club?

Rick Since 1998. Stu Moore came round and recruited me after marvelling that indeed I did have a 'rust free' MGA. He explained to me that normally a rust free MGA means that the rust comes free with the car. From there I got recruited onto the committee and served 5 years as President. While we don't have the time to attend that many events these days we're still keenly involved with MGs.

Kathrine Since last century

Can you recall your most memorable/non-memorable trips or events in your MG?

We set out in the Blue B for the National Rally in Wanaka a few years back and not far out of Fairlie Kathrine said she could hear a funny 'ticking' sound. Sure enough, just short of Burkes Pass we had a blown head gasket. While I've got the bonnet up wondering about getting the car back to Christchurch and if we had enough time to fit the full screen and hood to the MGA and setting out again or just forgoing the rally, a local farmer pulls up and says "got a bit of trouble with the B". Good start – he knows his MGs. Turns out he's a relation of Stu Munro and we're right outside his front gate at Aries Station. We drove in and a simple test confirmed a blown head gasket between 2 & 3. He knew a few people with Bs locally and tried to source another gasket but with no luck. What happened next blew us away. They had a BGT up in the barn and offered it to us to continue on down to the rally. We graciously accepted, really enjoyed the rally and on the way back fitted a new gasket that Lawrie & Jenny had couriered down to the station for us. Such is the camaraderie of the MG fraternity.

If you were heading on a country drive in the Cotswolds (England) or off the beaten track around Geraldine, who, living or deceased, would you like to take with you and why?

For both of us we would take our fathers. Kathrine's dad was a car nut owning quite a number of cars over the years from Maseratis to Mercedes, Porsches to Rolls Royces – it's where she gets her passion for cars from for which I am eternally grateful. (I don't have a wife that questions why



we've got so many cars and how much it costs to restore and maintain them.) My Dad owned a number of cars over the years but never a rag top, so it would be a pleasure to take him out for a spin on a nice windey road where LBCs come into their own.

If you had space for one more car in your garage what would it be and why?

Rick *If an MG 6R4 was more of a useable and affordable car I'd probably have one in the Auto House and I'm pretty certain it would be handy for club motorkhanas, but in reality I have a soft spot for a '38 Alfa Romeo 8C 2300 Monza. While a genuine one is out of reach there's a company in Argentina called Pur Sang who produces a nut and bolt replica for a mere US\$500k .*

Kathrine *Ferrari Daytona – the one my Dad owned (which we understand currently resides in Auckland).*

Where is your favourite place to holiday?

Anywhere warm, lots of sun and sand. We tend to end up around the Gold Coast a bit as that's where the grandkids are, but love Hawaii – a real tropical paradise.

What is your favourite meal?

We're pretty much omnivorous, liking a wide range of food styles – anything that involves good food, good wine and good company. Of late have been enjoying Asian Fusion but love a good curry – Thai or Indian, come to think of it there's nothing quite like a good piece of dead cow and of course everything is better with smoky bacon....

What music would you have booming out of your garage/workshop?

We've been described as having an eclectic taste in music and listen to a wide range of music genres without being stuck in a particular style or decade. Last week you would have heard a bit of Ahoribuzz belting out followed by Big TV or a classic 80s anthem. This week, probably Twenty One Pilots, Tame Impala or Dua Lipa. (Jump on Spotify and check them out J).

Anything else?

Yeah. We're finally underway with our new home on the hill. Cash settled insurance rebuild. I resigned my position late last year and am Project Managing the build as well as being hands on every day – really enjoying it but we'll enjoy our workshops when they're finished – yep, we have one each... smile.





WINTER WOOLLIES RUN

To Ferrymead Heritage Park via the Port Hills

By Charles Rushbrook

I was determined to attend this year's run. Why? As a newish member, when the run was held in 2015, I looked out at the miserable cold weather and thought that organisers would cancel. It would be crazy would it not to drive on icy roads to a freezing venue in open topped cars to consume mulled wine and attempt to BBQ and socialize? Crazy it may have been but it went ahead and was brilliantly successful. I missed a great occasion.

The fire damaged Bellbird was unavailable this year. Leonid and Elena thoughtfully negotiated the Heritage Park as our venue. Entry and use of facilities would be free to the MGCC with the proviso that a fine day could be arranged as Ferrymead had a Steam Up Sunday on that day.

Sunday 3rd July was a gorgeous day. 17 vehicles and crews met at the Cashmere Club. The muster ranged from Bob McKenzie's photogenic MGTD (see front cover) to Jenny and Lawrie Steere's bright yellow MG 3. Of particular interest to me was Jane Provan and Paul Arnold's RWA-round wheel arch MG Midget. (To many Spridget devotees, this model is equal to the Mk 1 'Frogeye' Sprite in desirability).

Other marques in attendance included a Lea Francis, a BMW Z4 and an Austin 7.

Leonid explained the route and venue with his characteristic clarity and precision, accompanied by a directions and a venue map.

Most went via Dyers Pass Road to Governors Bay, through the tunnel to the Heathcote Valley. Because our Midget was at the panel beaters I was driving my Austin 7. I took a short cut. I waited at the Lyttelton end of the Tunnel, hot coffee in hand, joining the MG convoy as it arrived from Governors Bay. I hasten to add that the Austin Ruby would have completed the journey without any problem. However, point to point, given in the very best of conditions 748cc and 18bhp couldn't handle the MG pace.

We arrived at Ferrymead to be welcomed by Team Provan. David and Margaret had everything



Glorious views around the harbour basin.



Ah more road works!!



arranged. Mulled wine was dispensed in the heart of the Railway Station. A perfect accompaniment to the brisk fine day that prevailed. The BBQs were soon fired up in the station garden. Crews relaxed, consumed food and mulled wine and talked and ... talked. Some of us wandered around Ferrymead. Others availed themselves of the opportunity to ride on the steam tram or train which were operating.

A great occasion on a near perfect sunny Canterbury day. Thanks to Leonid and Elena, David and Margaret and everyone else who contributed to the day.



A balmy winter's day.

Footnote: I was delighted when Leonid asked if he might drive the Austin 7. This delight was redoubled when I observed how smoothly he operated the Ruby as soon as he got behind the wheel. For most, learning to drive an A7 isn't easy. However, once you have mastered the skills, it becomes a pleasant driving challenge. Leonid is a natural Austineer!



FREE
CONSULTATION

Andrew Webster, club member,
provides professional, quality
investment advice.



ANDREW WEBSTER JP CFP^{CM}
Authorised Financial Adviser
(AFA) FSP108064

T (03) 365 3935
M 027 229 3939
andrew@awebster.co.nz

0800 29 69 69

Call us today to talk about investments or financial planning

Making money work for you:

Will your KiwiSaver cut the mustard?

Would you, your family and friends benefit from a
free financial health check?

Visit our website www.awebster.co.nz

We have several interactive tools that can help you
do a financial assessment of where you are at now!!

www.awebster.co.nz

A disclosure statement is available on request and free of charge





COMING EVENTS

From time to time there is a need to change the date, time, and some other aspect of an event due to weather or some other unforeseen circumstance.

Please check our website www.mgcarclubcanterbury.nz for any changes.

Internet banking details page 1

Friday August 5

Club night

Cashmere Club 7.30pm

Our regular monthly meeting at the Cashmere Club, 50 Colombo Street, Beckenham. Dinner is just \$15 for a two course meal and the drinks are certainly not downtown prices. Warrick & Juliana Protheroe will be speaking about their participation in the Australian National MG Rally in Western Australia including their drive across the Nullarbor.

Jenny Steere 365 0151

Sunday August 14

Snow run

Yaldhurst Tavern 10.30am

We are off for a pleasant drive to Terrace Downs for lunch. They have a Sunday buffet for \$45 (\$40 if we get 50 + people). You need to advise Stuart if you are attending or fill in the sheet on club night. Payment required prior to the day.

Stuart & Tessa Castle 358 2095 / 021 341 250

Wednesday August 17

Triple M run

Cashmere Club 10.30am

This run is especially for those who are free on weekdays. A different organiser each time (a volunteer from a previous run) will take us on a ramble to a suitable picnic spot, with an occasional visit to a place of interest on route. BYO lunch or pick up refreshments on route.

Bob McKenzie 332 7197

Friday September 2

Club night & AGM

Cashmere Club 7.30pm

Our regular monthly meeting at the Cashmere Club, 50 Colombo Street, Beckenham. Dinner is just \$15 for a two course meal and the drinks are certainly not downtown prices. Sometimes a speaker but normally just a great time to catch up with other like-minded MGers.

Jenny Steere 365 0151

Sunday September 11

Daffodil run

Cashmere Club 10.30am

One of our most popular runs. Bring usual picnic lunch or pick up something on the way for a local run.

Shirley & David Johnson 332 5776

Saturday September 17

Spring dinner

Waimairi Beach Golf Club 6.30pm

Spring dinner and prizegiving. This year at the Waimairi Beach Golf Club Café, 460 Bower Avenue, North Beach. Cost just \$30 per head. Payment required by September 2.

Confirm your attendance on Club night or contact Shirley or David.

Shirley & David Johnson 332 5776

COMING EVENTS



Wednesday September 21

Triple M run

Cashmere Club 10.30am

This run is especially for those who are free on weekdays. A different organiser each time (a volunteer from a previous run) will take us on a ramble to a suitable picnic spot, with an occasional visit to a place of interest on route. BYO lunch or pick up refreshments on route.

Rob Nichol 329 4054

Sat—Sun September 24 -25

Canterbury Intermarque Concours

Pioneer Stadium

The club will have a display as will many other car clubs. This is a very popular event and a great place to catch up with car buffs generally. See the website site for times.

Friday October 7

Club night

Cashmere Club 7.30pm

Our regular monthly meeting at the Cashmere Club, 50 Colombo Street, Beckenham. Dinner is just \$15 for a two course meal and the drinks are certainly not downtown prices. Sometimes a speaker but normally just a great time to catch up with other like-minded MGers.

Jenny Steere 365 0151

Fri—Sun October 7,8 & 9

Swap meet

McLeans Island

An annual event run by the Vintage Car Club. Hundreds of stalls where you might find that elusive part for your car. The MG Car Club will again be having a stall to sell bits and pieces and there will be some MGs in the car display area.

Sat—Mon October 22—24

Labour weekend away

Tony Reid & Sandra Frame are organising a trip to Fairlie and its surrounds.

More details later but please register with Tony/Sandra or put your name down on club night.

Tony Reid/Sandra Frame 021 243 7412

Some further dates for your diary

Motorkhana November. Details next MaG.

Friday December 2 Christmas dinner—getting closer by the day!!!

Blenheim Classic Fighters 2017 / Warbirds Over Wanaka 2018

Going to an Easter Airshow requires forethought and planning. We have already booked the Cherylea Motel in Blenheim for Classic Fighters at Easter 2017.

We have not yet booked accommodation for Warbirds Over Wanaka at Easter 2018 (Friday 30 March to Monday 2 April) but it's not too early to think about it. Wanaka itself may be a dubious booking option (very busy & the road past the airport closed for the weekend). Twizel worked well this year but other options would be Omarama (about the same distance from Wanaka as Queenstown is but along much nicer roads and much closer to Christchurch) or Cromwell (quite close to Wanaka but still reasonably easy from Christchurch and still a range of attractive activities available for the 'off' day).



TRIPLE M JUNE

Idling in Kaiapoi and retail therapy.

By Ruth Hand

The weather was quite pleasant in the Hornby area but by the time we were approaching Belfast it had deteriorated. However a good turnout of approximately 16 cars, 2 with hoods down. What a selection of hard tops (tinnies). Is this becoming an age thing? The comforts of modern day motoring, still in trusty MGs, with added luxuries of radio and heaters. After the usual chat and finally a briefing by Di and Dren we were on our way. The easy to follow instructions were handed out to be sure the car in front was heading in the right direction. The relaxing run took us mainly on roads travelled previously but it was lovely to refresh the old memories.

Our first stop was at the Shoe outlet at the old Kaiapoi Mill Complex. Several 'must have' purchases were made, shoes, handbags and scarves.



Some of the team do the shops in Kaiapoi.

Next stop was the delightful new Kaiapoi Museum now situated alongside the new Library. Thank you Dren for checking out the new location and directing us all to the parking area. We were fortunate to have Don McKenzie (brother of Bob) give an orientation tour and run down of the happenings and placements of the museum resulting from the earthquake. A planned revisit will eventuate.

A short walk to Riverton Bakery on the Main Road was our next stop. A great selection of food and well needed coffee.

Another option was to visit Hellers Smallgoods Factory shop. Must take a look as we had never been before. Many purchases were made here. In fact I don't think anyone went out empty handed. Yes, our freezer is now bulging too.

Thank You Di and Dren for a wonderful day.





Attention: Owners

If your  needs attention, for the right parts
contact the experienced MG team at:

Paul Walbran Motors

Ph 09 817 8194 mobile 021 886 723 fax 09 817 8164 email: paul@mgparts.co.nz web: www.mgparts.co.nz

THE *PARTS SPECIALISTS*

Importers and stockists of quality new MG parts

- Decades of MG experience mean you get expert advice on what you need for your car
- We won't sell you what you don't need – unless you insist!
- Thousands of stock lines mean you get your spares sooner
- Prompt, overnight nationwide service
- Free extended and unconditional warranty on all parts

**Contact us now for your copy of our
Free Catalogue**

Leaders in Service, Advice, Value For Money



Restoring your MG?

Ask about our special discount plans – ideal
for restoration projects



Want More Go?

Our extensive experience means good advice
on the best performance parts for your needs.



By John McDonald

It's always great to hear from senior club members, recalling aspects of what are sometimes known as "the golden years".

Gavin McKay has taken the time to do just that, and also sending photos to prove it.

Gavin was a member from 1957 to 1961, and like most of us did his fair share of stints on committee. He was a gymkhana (early term for motorkhana) organiser, and mentioned that as he lived in Tai Tapu it was relatively easy to persuade local farmers they should supply a paddock or two for the furtherance of the sport. He regards the best area as being on his friend Lynton Withell's farm at Motukarara.

As most members find, lasting friendships were formed, and he specifically mentions David Craig, Vic Wulff, Neville Ryde, Robert Stewart, Geoff Owen, Niell Shackel, Paul Wilson, Rob Stevenson, Brian Wing and Gerald Alexander. Peter Lockie was a great friend, tragically killed just north of Kaikoura in his TF 1500 while returning from the Nelson beach races.



Peter Lockie, MG TF, duelling with Giff Tait (Chev coupe) at Tahunanui Beach Races, Nelson.

The Canterbury MaG has a wider circulation than just the current membership, and Gavin has filled some gaps to identify other cars in the archive photo of the Oct/Nov 2015 issue. His red TF1500 is shown, together with a white MGA with a black hardtop which belonged to Brian Watts, notable as Gavin became the next owner. With this he proceeded to enter hill climbs and racing events, before selling it to fall for the charms of a twin cam.

"The car was an odd colour. We spent some time on the engine, gas flowing and balancing it. The photo is me standing next to it at Wigram during a sprint meeting, at which I got down to



Hill climbing in the MGA.

16.2 seconds for a standing quarter, which was a very good time in its day.

I never got the opportunity to put it through a flying kilo, but my friend and I ran it flat out, and going by the revs, tyre diameter to diff ratio, it achieved 122.7 miles per hour. I shortly after painted it white. The next two photos were taken at Renwick, by Ewan Sarginson, who later bought the twin cam from me. I had some great trips in what I considered a fantastic road car for its time. The twin cam is now owned by Rod Brayshaw, who has done a complete rebuild on it. It is good to see it being well kept. I hope these photos and information are of interest to you."



Gavin with the twin cam, Wigram.

They certainly are Gavin, and in return here is a photo I don't think you have seen before. Apparently taken at Wigram in 1964, it shows Bruce McLaren having a yarn with Tim Mayer. There's a white MGA between the pair, with the registration plates ?57 626 clearly visible. Your car Gavin.....



Bruce McLaren with Tim Mayer, Wigram 1964. The twin cam looks on.



Renwick with the twin cam, photos Ewan Sarginson.



MID-WINTER BREKKIE and CAR TRIAL.

Sunday, June 19

By Will and Phil Roberts

The dawn broke cool on this overcast day
The June '16 MG RALLY
To the 'White House Black' we would make
our way.

Matt and Ollie they did invite us, to team up,
and have a go
Less daunting - to split up, and good easy fun
For our first rally intro.

Happiness filled, with a fine breakfast and
coffee at the 'White House Black'
Would send us on our way
No turning back.

Myself with Ollie – Will's with Matt
Some sledging and jokes to be had – No time
to flap.

The clock ticked down and we made our move
To show our skills and speed,
We were about to prove.

We sped along the foot of the hill
Even being blessed with little head of hair
This was a thrill.

We check the rules, the cyclist..... a minus,
As up ahead screamed
Bright legs and lycras.

We looked at each other and thought what
a bugga
Pity about that, we left him behind us
A temptation like no other.

Roundabouts not missed, no kerbs did we kiss
Just 1 false turn, no time,
Only rubber to burn
A backtrack needed.
I looked at Ollie and saw
She was contemplating one of her handbrake
turns.

Twisting and turning, circumnavigating
the streets
Destination Wigram Skies
No time for a casual peek
Flashed before our eyes.

We soon learned there was no help,
No being chivalrous
To get that roof up, the linkage stiff
Our thoughts turned quite malicious.

We had been warned tempers could fray
Many a marriage tested along the way.

We finally made it back
More sledging and fun to be had - at the
start point
The 'White House Black'.

Clocked in, and read that last question!
How do we dispute the judges decision
After driving with our amazing precision.

As we raised our eyes towards the heaven
When the judges stated "There were not 7"!

We thank the club for being welcomed to
the rally
Although not yet members, all introduced
Treated us like one of the family.

Thanks to Di who twisted my arm
To put pen to paper and tell a yarn,
Many hours sweating, and lost sleep
English and vocab not the best
Am sure am sure that this will keep!

Had a ball
Thanks
Will and Phil (MX5)



By David Provan

When Margaret and I volunteered to do the trial to follow Dren and Di Errington's breakfast at White House Black we didn't really know what we were taking on. We've done quite a few trials – on our first date she navigated the TF to victory in a lengthy Wellington Centre trial, over the hills and far away. We've set some too, taking great delight in making things as hard as possible for the unfortunate participants – mis-spelled road names, semi-hidden checks, difficult average speeds, lots of tulips, the appalling straight-line-diagrams, six-figure map references, questions asked some time after the unfortunate teams passed the sign, and so on.



Final instructions from David and Margaret Provan.

However, we were told that the Committee had directed that this one was to be very much a learners' trial, as quite a few current members have never done a proper one. Mind you, some of the Idle Buggers routes bear a pretty strong resemblance to a trial, especially with the trying questions set by Murray and Marie Myer.

We decided that the short trial, aimed at about forty minutes in length, had to both start and finish at the breakfast venue. This meant we couldn't use some of the lovely Selwyn back roads to enthuse participants. In fact, at the quite slow trial pace, we couldn't afford much more than twenty-five km or so. We wanted to make the route a little challenging, without leading too many people astray. So we decided that a convoluted path to and through the new development that has destroyed the Wigram we knew so well might be interesting. This meant that, as well as asking teams to do exciting things like turning left after the photo of a flax bush, and carefully counting six roundabouts (NOT including the one you turned out of), we could be sure that each contestant could be thoroughly confused by seeing MGs going with, against, and across their paths. Those not strong minded enough to resist the temptation to follow others wound up missing large chunks of the route.

We only used a few CHECK signs, for competitors to write down, and made sure that none of them were actually vital to completing the route – it ruins your whole day if you miss a sign telling you to turn off Highway 1 and wind up in Timaru. We said in the Additional Supplementary Regulations (ASR's) that No Exit roads did not exist but we knew that some would still take the three no exit opportunities we offered. These roads had a CHECK which put errant teams back on the right route. All CHECK signs but one were on short, white, MG stands at the side of the road. Not surprisingly, a lot of people missed the one nailed to a tree on Sutherland's Road. It's not our fault if an MG sign is much the same colour as tree bark.....

Would you believe we drove the thing five times to check it out and get distances and timing right? The second time we found that Awatea Road had just been dug up for re-seal and was completely closed!



Winner: Lawrie & Jenny Steere.



MID-WINTER & BREKKIE CAR TRIAL. A SETTER'S VIEW

I consulted the net and found that it would re-open in time for our event, although it wasn't sealed. One of our best loved instructions told teams to turn 'right into un-named road'. Sadly, when Dren and Di checked the route two days before the event, we found some misguided CCC employee had replaced the sign! Hasty change to instructions before final copying.

We handed out copies of the ASRs (which tell you specific rules applying only to this trial) at the previous club night and also by email to those who had put their addresses into the new website. Some were also taken to the breakfast so that everybody had a chance to study them before the event. This is most unusual, but we wanted to give everybody a fair chance.

We named the trial after 'Jane's Aircraft of the World', to suit the Wigram venue, and made sure that the Instructions included a special supplement with photos and names of the seven aircraft after which Wigram roads were named. We knew this would drive people round the bend, wondering why on earth we bothered. The sting came in the tail: despite everybody being advised to read through all their instructions before starting the trial, if necessary at the side of the road, absolutely no-one did. We know because no-one got the final question, 'How many roads named after aircraft did you cross?', right. The trick, of course, was the word 'cross'. Roads named after all seven aircraft pictured were used, but only four were crossed.

On the day nineteen cars braved the trial, in weather that was a little drier than forecasted. We saw them all off, fingers firmly crossed. Only one team actually rang in to find out how to get back on track, and one went far enough out of the way to decide to come back for a restoring coffee. Pretty good average, especially for first-timers. Margaret saw the cars in and handed the sheets to me while drivers and navigators headed upstairs for a restoring coffee. I tried frantically to get them marked before everybody got fed up and went home. When I had to give the results, and explain a few issues, I was glad that the club's new speaker system was on site. So was the new defibrillator, but no-one got quite that worked up. Luckily I said that the results were provisional, because later I had to advise one team that they weren't on the podium after all. Still, the team that jumped up was happy.

We're hoping the Committee will find space for a longer trial later in the year. So, study up!

For the Record:

First: Lawrie and Jenny Steere
Second: Paul Arnold and Jane Provan
Third: Tony Reid and Sandra Frame



Second: Paul Arnold and Jane Provan



**Third: Tony Reid and Sandra Frame
(Lea-Francis)**



MID-WINTER BREKKIE & CAR TRIAL. THE PARTICIPANTS





Wednesday, May 18

MEYER'S MID-MONTH MEANDER By Margaret Provan

The sky looked threatening to the West when we met at Yaldhurst on the middle Wednesday in May. Some of us were prepared for a picnic, but Murray and Marie had an alternative plan to go to the Hororata Café if it rained. Perhaps they were remembering their picnic run to Lake Ellesmere in early 2015 when it rained so hard that we had to go to Hellyers of Leeston for lunch. This time, things turned out quite differently.

From Yaldhurst carpark we set off on the West Coast Road then turned left to pass Ruapuna Raceway. The observation questions started immediately. Soon we were in less well-known territory, but Murray's instructions were clear and easy to follow. I really liked the question that said..... "What is the aeroplane on the letterbox at 1/460 Maddisons Road? We don't know the answer, so if Dave Provan is on the run, perhaps he can tell us." I thought it gave David an unfair advantage. He could have named a really obscure aircraft and no one would have argued. It turned out to be a Fokker Triplane, so lots of people got the answer right. Other letterbox décor included an unidentifiable crankshaft and a sheep in gumboots. The most interesting place was the kink in Telegraph Road caused by the September 2010 earthquake. We had never seen it before.

After a great tour of the countryside, we arrived at the home of Tony Airs who has 3 vintage cars kept in a spotless garage/workshop. One was a very early Alvis, another was an Austin 7, but the most intriguing one was a 1911 Fabrique Nationale car made in

Belgium. The maker's plate has the name of the factory and images of a bayoneted rifle and a bicycle crank. FN was set up as the major Belgian arms maker, and also made a lot of bicycles. David never knew until this visit that they made cars as well.



The Fabrique Nationale.



Hororata Museum.



Tony is one of the guides at the Glentunnel Museum, so we got back in our cars and followed him there. This little museum is a great example of what a rural museum should be. As well as memories of pioneering families it has information about local industries such as coal, pottery and brick-making.

I have never known where the name Glentunnel came from, but we found out that it was named because a local resident refused to allow Homebush coal to be carried across his property without a toll. The Deans' farm manager had a tunnel built through a nearby hill to bypass the property. The museum has a very complete selection of local bricks, tiles and even chimney pots from the pottery works were in production for more than a century under various companies.

We finished the day with a leisurely picnic in the sun near the Hororata Racecourse. Lots of people bought and sampled Hororata pies from the Café. And it didn't rain all day!

Thanks Murray and Marie for a well-planned and interesting outing.



The club has a variety of regalia for sale, prices are reasonable, and they can be viewed and purchased at our monthly club nights.



QUEEN'S BIRTHDAY WEEKEND TO TIMARU

4th —6 th June 2016

Day 1 By David Johnson

A crisp frost and blue skies started our Queen's Birthday trip. Being long-time residents in the area Shirley and I had a BLAST FROM THE PAST following Di & Dren's superb instructions. An open fire capped off the Dunsandel Store gathering for coffee. Trevor had left his bike in the garage whilst Peter had to coach his car with a battery implant. What a spectacle in the off road carpark with all our MGs as we mooched into a group for a photo.

It must be well into three figures now, that Shirley & I have motored Thompson's track, so the changes were discussed. Gone were the many trees now replaced by dinosaur like skeletons overseeing the pastures. No longer were there so many seed or feed crops with only a smattering of sheep. Even the smells were a little more acidic. However, standing picturesque, majestic and unchanged, were once climbed snow-capped mountains to the left. (Mt Hutt, Mt Somers, Mt Peel etc.)

Contrastingly at Mayfield, Jan Howden's array of 'uncollectables' and 'gems' provided some wistful recollections of times gone by. Even a 1947 Austin 10 that could have been owned by me once!



Assembling at Dunsandel for the first coffee.



Fusion Restaurant Timaru to celebrate Dren's birthday.

Workmen annoyingly had left their 30km signs out for minor road repairs this side of the Rangitata and I wondered how many of us religiously slowed down when they so frequently appeared! The new irrigation storage lake looked much better now being filled with the farming life blood. Geraldine had few changes as we chose our snacking option and shopped for Barkers' goodies.

Keeping to the off-highway route, and experiencing minimal traffic, we followed a pleasant country road option with many turns, twists with hills and hollows our MGs were built for, leading through Pleasant Point on our way to the Bay Viaduct Motel in Timaru.

Fusion Restaurant was fully booked out for us to recapitulate the day and dine. Some old guy had his birthday cake there too!



Day 2 By Colin Poynton

The day saw us wake up to minus 4 with brilliant sun. In no time at all the cars were frost free.

First we visited Caroline Bay Domain, some took their cars to show, and others walked to see the display of cars preparing for the South Canterbury VCC All British Car Rally. Alvis to Zephyrs, with a good turnout of MGs amongst the 137 that had entered.



British Car Day at Caroline Bay.

The next stop was Saffron Gallery. Interesting to see art displayed in a home environment, which makes easier to visualise what an item of interest will look like in your own home. A good variety of art forms from a number of artists. I believe at least one purchase was made of a beautiful painting. It was a special present for someone!

We had to shoot off as next stop was lunch at Point Bush Estate Vines restaurant for a 'six course dining experience'. Our instructions said, "a meal to share" 12 o'clock start. Entree was a selection of breads and dips on boards to share, as each of the following courses were. polenta then salmon, pork, dessert finishing with a cheese board. There was a lot of discussion identifying the various components of the dishes, so I will not try to describe them. I don't think I saw a board go back empty, some did say 30 years ago they would have cleaned it up. Three hours later we were reminded that a tour of the winery and the adjacent Te Kiteroa Lodge (Te Kiteroa translates from Maori to "The Long View") was on the agenda. Ann, our host as guide, explained the connection to the McLean Mansion in Manchester Street, and McLean's Island.

The Te Kiteroa Lodge story begins in the late 1800s somewhere in the high country of Canterbury when wealthy station owner Allan McLean employed Mrs Emily Phillips as his housekeeper for his Waikakahi estate. Allan McLean was known for being a rather eccentric figure. He came from humble beginnings in the Isle of Coll in Scotland, never married and frequently wore a plum-coloured suit, bow-tie and white socks. A well-to-do bachelor, he was also known for his philanthropy, his generosity to the poor and particularly to widows and those less fortunate than he.



Vines Restaurant Waimate.

His Waikakahi estate became one of the finest stations in Canterbury. It was renowned for its excellent cropping and stock, with the station flock rising to 69,000 sheep in 1895. However by the end of the century the Liberal government was encouraging the break-up of large freehold stations, by compulsory purchase if necessary, under the Land for Settlements Act 1894.



QUEEN'S BIRTHDAY WEEKEND TO TIMARU

The Waikakahi run of some 48,000 acres was bought for about £320,000 in 1899. There was intense demand for the 130 farms, 14 runs, and 47 village sections in this, the second-largest government settlement in Canterbury. Allan McLean was distressed at having to part with Waikakahi, and never returned to the district. McLean built Holly Lea in Christchurch – a fifty-three room Jacobean inspired mansion. Naturally a woman's touch was necessary to complete the interior furnishings, and as such was Mrs Phillips' status as house keeper she was sent to England to personally select the best fabrics and furnishings for the mansion.

Mrs Phillips remained a loyal employee of McLean until after his death in 1907 at Holly Lea (also known as McLean's Mansion) in Christchurch. Bequests were left to his relatives and servants, including Mrs Phillips, who was also given the right to live in Holly Lea for the rest of her life.

She was left an annual pension of 3000 pounds by McLean, which allowed her to return to the Waimate district in style. Thanks to McLean's generosity she too became a lady of money and means, which allowed her in 1913 to leave Holly Lea and build her own home of grandeur - Te Kiteroa Lodge, plus the two detached cottages for her own chauffeur and gardener.

Emily Phillips remained at Te Kiteroa until her death in 1921. After her death it was used for some time by the Women's Division of Federated Farmers to women for time out with a little luxury such as a cup of tea in bed. Mclean also left a trust which is still active today.

We returned to Timaru, had a short respite and gathered in unit 35 for drinks and nibbles. Everyone enjoyed a natter and by the noise you would not believe we had been together all day. It was evident that everyone had had sufficient to eat as nearly all the nibbles were taken back.

Day 3 By Colin Poynton

Homeward bound. The plan was to leave at 10am with instructions to visit the Miaflora cafe & garden centre at Kavanagh House, Winchester. Time for a coffee infusion, some adding eggs benedict to their order. Dave Johnson had been missing his porridge, due to it being left in Christchurch.

From here it was a choice - SH1 or Geraldine. MGs were spotted in a number of locations, on route e.g. Rakaia and Leeston, David Proven was spotted in Hillarys, although some were from the VCC All British Car Day.



Salmon for Jenny & Colin.



Kavanagh House, Winchester.

Big thank you to Di & Dren for a great weekend, blue sky all the way. Super.





NOTICE OF ANNUAL GENERAL MEETING

MG CAR CLUB CANTERBURY CENTRE INC

The Annual General Meeting of the MG Car Club (Canterbury Centre) Inc will be held at Cashmere Club, 48 Colombo St Beckenham, Christchurch on Friday, 2nd September 2016 at 8.30 pm to:

Receive the Annual Report for 2015/2016

Receive the Annual Accounts for 2015/2016

Confirm the appointment of Auditor

Elect Club Officers for the year 2016/2017

Conduct any matters of General Business

ELECTION OF OFFICERS

Nominations are called for the election of President, Vice President, Secretary/Treasurer, Club Captain and Committee (minimum of 5 committee members required).

Nominations should be received by the Secretary prior to the meeting and must be signed by the proposer, seconder and nominee.

A club member may be nominated for more than one position.

MG CAR CLUB (Canterbury Centre) Inc

We wish to nominate

For the position of for 2016/2017

Proposer Signature

Secunder Signature

Nominee's Signature Date...../...../2016



CLASSIFIEDS - QUOTES

For Sale: 1937 MG VA, 4 seater tourer.

Reluctant sale due for health reasons. After a complete 6 year restoration to the highest standards, this car has been a regular concours winner and is a great car to drive on the open road. **\$90,000 ono.**

Contact George Walter. **Ph 0274 389 133**
or gwalter@clear.net.nz



1961 MGA 1600 Coupe

45,000km since imported ex WA in 2001. Mechanically sound, good upholstery, paintwork poor – needs paint job. Luggage rack, motolite steering wheel, electronic ignition, spin-on oil filter. Original Owners Handbook, workshop manual. **Offers over \$25,000**

Ph 03 573 6677 or brehauts@xtra.co.nz



Wanted. Early MGB radiator..... 1962- 1966. Condition of radiator not an issue as long as top and bottom tanks are reusable.

Contact Stu Moore. **Ph. 332 4421** or **027 332 4422.**

Quotes

There's no secret. You just press the accelerator to the floor and steer left. – Bill Vukovich

What's behind you doesn't matter. – Enzo Ferrari

Winning is everything. The only ones who remember you when you come second are your wife and your dog. – Damon Hill

To achieve anything in this game you must be prepared to dabble in the boundary of disaster. - Sterling Moss

If you can leave two black stripes from the exit of one corner to the braking zone of the next, you have enough horsepower. - Mark Donohue

It is amazing how many drivers, even at the Formula One level, think that the brakes are for slowing the car down. – Mario Andretti



WHAT IS YOUR VEHICLE WORTH?

- Current market value for your insurance policy
- Pre accident valuations
- Matrimonial - relationship property
- Company Valuation - GST/FBT
- WINZ - asset testing
- Deceased estates
- Borrowing money - using your car as equity
- Customs - vehicle importation
- Private motor vehicles
- Modified vehicles
- Classic & collectable vehicles
- Caravans/campervans
- Trailers
- Motorbikes
- 4WD/SUV



Scan the QR code to
view our website



MG3



MG3 STYLE

\$19,990 + ORC

ALL-NEW ALL-YOU MG3

- + 16" Diamond' Alloy Wheel
- + Reverse Parking Sensors
- + Cruise Control
- + Automatic headlights & Windscreen Wipers
- + Easy Electric Air Conditioning
- + LED Daytime Running Lights
- + DAB Digital Radio
- + Bluetooth Audio Streaming
- + Bluetooth Telephone integration
- + Smartphone and iPod integration



GO PERSONAL



HERE NOW TEST DRIVE TODAY

To find out more about the MG3 and MG6 visit us at www.paulwallaceeuropean.com

Paul Wallace European MG
Cnr Moorhouse and Montreal,
Christchurch
Phone 379 2465 Anytime
0800 P.W. EURO MG

 PAUL WALLACE
EUROPEAN