

MG CAR CLUB (CANTERBURY CENTRE) INC

THE CANTERBURY MaG

June / July 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

June

Friday 3	Club night
Sat 4 - Mon 6	QBW Timaru
Wednesday 15	Triple M run
Sunday 19	Mid-Winter Brekkie & trial

July

Friday 1	Club night
Sunday 3	Winter Woollies run
Wednesday 20	Triple M run

August

Friday 5	Club night
Sunday 14	Snow run

Cover photo

Garry Steere in full flight at the the motorkhana. Photo John McDonald.

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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 July



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



What amazing and beautiful autumn weather we are having! Just perfect for tops down and MG touring. Welcome to all and to our newest members to our friendly Marque of MG. You have probably been busy like us with an extended garden clean up in preparation for cooler days. We have also been busy with the family, having a very full household at times with the newly married couple living with us awaiting their new home completion on Tram Road. Four generation photos have been taken too.. but moving on from gardening, grapes, pruning and crayfish!



Cecil Kimber's birthday run was very enjoyable with hill climbs, views, hang-gliders, sunshine and a perfect picnic spot at Godley Head.

Another highlight was when the Canterbury Racing-Riccarton Turf Club delighted both us and them with a sponsored day at the races. Our 27 strong sparkling car convoy drove into the enclosure making a brilliant display for patrons. We only had two scratchings and many admirers! National TV coverage was achieved, and even Australians reported seeing us overseas! Thanks for organising a great day Colin Morris (weather included). Raffle winners were Ann Whitfield (\$150 deal for 4 persons to Riccarton Races); Rick Jones & Bill Hopkins won a bottle of champagne each.

Sadly the low numbers for MG Ruapuna Race day ended up too expensive per person to run so we had to cancel.

If you were wondering how our Club is affected by the Health and Safety regulations, it is practically unchanged for voluntary organisations, but of course we are aware of the safety issues in our events and ensure Motor Sport rules are adhered to. Further information is available on our website.

Thanks for those who have sent your e-mail addresses to our Club. You will be rewarded with any up to date changes as entered by our website team.

Always the Committee welcome your ideas and suggestions for new venues, changes, help, etc., so thanking you again for contributions in making your Club so successful. Please use our activity events in the MaG or website to write in the dates on your calendar and diary. See you there!

Shirley Johnson



It's May and at the time of writing this column summer just seems to keep on keeping on and makes hood down motoring just about perfect. With the shortest day almost upon us the weather gurus who predict that we might not get a 'proper' winter this year could be correct. For me winter is defined as 'that small portion of the year when I can no longer wear my shorts to golf'.



In this issue we have, hopefully, something of interest to everyone who reads the Canterbury MaG underpinned, as always, by regular articles by Dren Errington and John McDonald. I continue to get great feedback for the articles these two members contribute each issue and I sincerely thank them both for their contributions. I also thank John for the many photos he supplies.

Through my good friend in the UK, Andy Knott, we have two articles around the launch of the MG BGT fifty years ago, including one by the legendary motoring journalist Bill Boddy. From his mechanical engineering studies at university many years ago Murray Meyer has the first of a two part article on the A Series engine. Some of the sketches are not of the greatest quality, even after we tried to enhance them, but if you would like an electronic version of any of them to enable you to enlarge them, please contact me.

MG club stalwarts and two of the nicest people you will meet, Crystal & Stuart Munro, are the feature of our member interview this issue and I am sure you will be fascinated by their MG story. Stuart is a former president of our club. I thank Crystal and Stuart for the time they put into the article and searching their archives for photos.

I also thank those who have supplied articles and photographs from our various events and happenings, with special mention to the president's personal assistant and husband, David, for sending me photographs from almost every event the club runs.

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



Wednesday April 20

By Wilma & Ossie Bulman

Alpacas, Alpacas. You have never seen so many of these lovely animals in all your life.

There was one hiccup though as we did not see any!

The alternative plan was to travel to the Bentwood Winery where we had some lovely wines to taste with the label 'Red Leaf Winery'. For a very small sum we managed to taste some lovely wines over the early afternoon.

We relaxed beside a huge concrete pool and listened to Scott Grant describing the history of the cultures of all the wines we tasted.

All very informative, especially Syrah types and a very tasty Gewurztraminer 2013 (which Wilma picked up for \$6).

This little boutique winery is well hidden and set in the bush behind Tai Tapu, so to find it you will need to use a computer, cell-phone or GPS, but the trouble was all very worth while.

Sixteen MGs plus members and a strange blue car(Maserati) turned up for an enjoyable afternoon.

Organisers, David and Margaret Provan did a fine job and David gave a rousing speech towards the end, giving thanks to Scott.

The weather was perfect with not a puff of wind, so a good time was had by all.

Two lovely German girls did a good job of bringing us all the wines to taste over an hour or so. A life fit for a King or Queen.

To top the afternoon off Leonid had a surprise for us to taste some of his caviar, which some of us shared with gusto !!!



Kevin & Shona Clarkson.



Scott Grant delivering the winemakers dissertation.



THE B.M.C. 'A' SERIES ENGINE - part 1

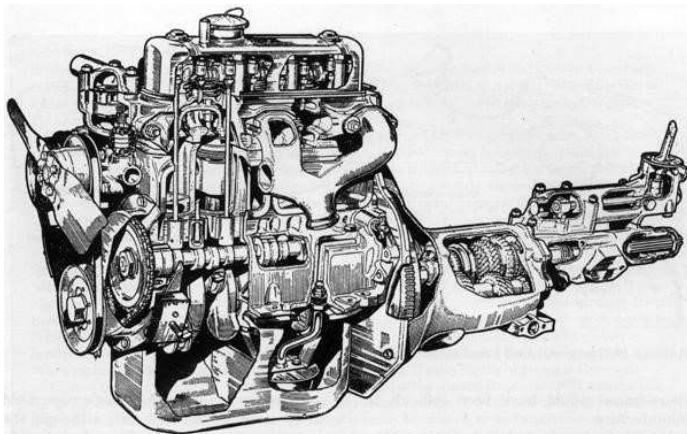
Originally A.35 and Morris Minor and later Minis, 1100s, 1300s, MG Midgets and many other developments.

This paper 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 1275cc 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 1500's 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.

Murray Meyer was prompted to search out this article because he is hoping to shortly get an Australian Morris Mini K with an 1100cc 'A' Series engine that originally belonged to his mother back on the road after being in storage since 2005. Murray could



remember the article from his mechanical engineering studies in the 1960s (when things like digitally controlled fuel injection etc were years in the future and the SU carburetor was considered to be a precision instrument not able to be improved and that the efficiency of the 'modern' engine at that time was about as good that it would ever be) but has learned/remembered quite a bit about 'A' series engines from the Mini K project to date. In particular it seems that the Australian engines were assembled in Australia from UK sourced components but also with a degree of local manufacture and with differences that make life interesting when trying to obtain the right parts. The story of BMC Australia given that some MGs were assembled, there could be another story sometime.

Murray realizes of course that his MG Midget 1500 with its Triumph engine rather than the 'A' series is not a 'proper' Midget and also that this year's budget may require provision for work on its Triumph engine, but the weaknesses of the Triumph engine is also another story.

Ed.—Apologies for the quality of the drawings and graphs. We have enhanced them the best we could.



Originally A.35 and Morris Minor and later Minis, 1100s, 1300s, MG Midgets and many other developments.

The immediate post-war demand for the medium-size car had been substantially filled when the directors of the Austin Motor Company decided, in 1950, to introduce a modern version of the Austin 7-hp car, the original of which, introduced in 1923, had contributed so much, both nationally and internationally, to the reputation of the Company.

It was decided to build a four-seater saloon car weighing approximately 13cwt, the engine to be a push rod overhead-valve type of 800 cc (actually 803 cc) capacity, to develop 30 bhp at 4800 rev/min (Fig 1.1). This car was called the Austin A30.

When Austin and Nuffield merged to form the British Motor Corporation in 1952, this engine was also fitted to the Morris Minor which, however, weighed 15 ½ cwt.

The first decision to be made when designing a new engine is the stroke/bore ratio. The engine designed prior to the proposed new one was the 1200 cc four cylinder engine, which had a bore and stroke of 65.6 mm x 89 mm, a ratio of 1.3:1. This engine had been a great success,

over half a million cars having been sold. We could see no point, therefore, in changing this ratio which was maintained on the new engine with a bore of 58 mm and a stroke of 76 mm. In any case, since the stroke was shorter, piston speed would be reduced by about 14 per cent for the same number of revolutions, and it is really the actual piston speed which matters, not the stroke/bore ratio, providing the latter is not extreme.

As this paper forms part of a symposium on small mass-produced engines, the author proposes to dwell on those features of construction which are different to those of our competitors and to give the reasons for these differences.

In the first place, the camshaft and push rods are on the right-hand side of the engine looking from the front, and are on the same side as the inlet and exhaust ports. Thus construction was adopted to avoid the fitting of tubes in the cylinder head to enable the push rods to pass the spark plugs, which would have been necessary if the camshaft had been on the other side of the engine.

It was considered that the tubes could be a source of oil and water leaks, and as production of the

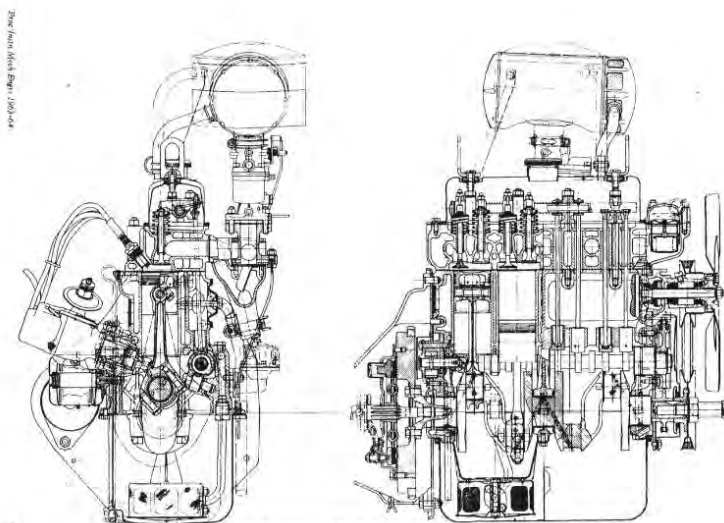


Fig. 1.1. Arrangement of 800 cm³ engine: longitudinal and cross sections



THE B.M.C. 'A' SERIES ENGINE - part 1

engine was likely to be several thousand per week, a small percentage of leaks could create a serious service problem.

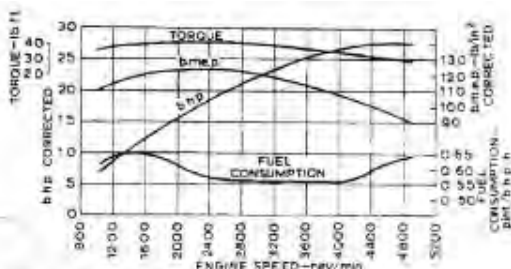
This construction does, however, compel one to use siamezed inlet ports and a centre siamezed exhaust port. We have never found any disadvantage from using a siamezed inlet port; in fact it appears to have an advantage in that the volume of the induction system is less than that of separate ports and therefore there can be a quicker response to any demand from the accelerator. A siamezed exhaust port, however, is not desirable, and its disadvantages can only be overcome by using first-class exhaust valve materials. We now use 21-4N as our standard exhaust valve material.

Another feature of B.M.C. engine design is to put all the electrical equipment on the side of the engine away from the carburetor and the inlet and exhaust manifold. This is done to prevent any petrol drip from the carburetor or heat from the exhaust manifold affecting the electrical components.

This meant that the drive from the camshaft to the distributor had to be taken across the engine. To eliminate another gear and to reduce cost the oil pump was driven from the rear end of the camshaft. This meant that the pump was comparatively high up, above the oil level in the sump, and that means for priming the pump would have to be provided.

The inlet and outlet ports were arranged so that, when once primed, the pump would be at least half full of oil so that priming would not be required again unless the engine was stripped and rebuilt.

Another feature which we insist on is engine flexibility over a wide speed range, including good pulling power at low rev/min. This we secure by using large valves, a low valve lift, a conservative valve timing and a comparatively heavy flywheel. Our standard valve timing is: inlet opens 5 deg BTDC, inlet closes 45 deg PBDC, exhaust opens 40 deg BBDC, exhaust closed 10 deg PTDC, the valve opening period being only 230 deg. A study of the power curve (Fig 1.2) shows that maximum torque is developed at 2200 rev/min, which is just over 30 mph and that the torque curve is fairly flat.



Four cylinders: bore 2.280 in, stroke 3.000 in.
Capacity 800 cm³.
Carburettor—Zenith 26JS.
Camshaft 2A82.
Compression ratio (nominal) 7.2:1.
Choke 18 mm.
S.R. jet 40.
S.R. bleed 80.
Main jet 95.
Main air jet 160.

Fig. 1.2. Power curve for A53 engine (production)

Another B.M.C. feature that is different is that we employ four rings per piston, whereas it is more usual to fit three. We do this to ensure consistently good oil consumption from one engine to another. We find also that our blow-by figures are lower than those of most other engines, and as air pollution is coming much more to the fore, it is a feature we are likely to retain.

The radial depth of the piston rings was D/26, a plain parallel sided top ring being used with two taper-faced rings and a slotted oil control ring, all to B.S.S. 5004 Material Specification. The maximum blow-by figure on this particular engine was 15 ft³/h under full load running, which is



less than $\frac{1}{2}$ per cent of the displaced volume.

All our crankshafts and connecting-rods are made from 55-ton alloy steel stampings, whereas a 40-ton steel is more generally used. This, of course means, that our die life is shorter. Although this costs the Company a great deal of money, it means that these moving parts can be lighter and the length of the engine can be kept to a minimum. We also use a hardened-steel camshaft with chilled-iron tappets, and this combination has been exceptionally free from trouble.

The combustion chamber design is covered by Weslake patents and is unusual in that it is heart shaped in plan view, with the spark plug at the apex. The combustion chamber wall is brought in between the valves to form a peak, which acts as a deflector to direct the incoming charge towards the plug, this having been found effective in reducing ignition advance, particularly on part loads. Altogether the combustion chamber is very compact.

As only Pool petrol was available in Great Britain, 7.2:1 was the highest compression ratio we could use.

The engine was built in two forms; one using a Zenith down-draught carburetor for the Austin A30 and the other using an SU carburetor for the Morris Minor. The opinion of the road test drivers was that the use of the constant-vacuum as opposed to the fixed-jet carburetor smoothed out many of the induction troubles.

Another B.M.C. feature is the use of a gudgeon pin clamped in the connecting-rod. Although this construction is condemned by piston suppliers and racing enthusiasts, it has a lot to commend it from the manufacturer's point of view. It can be smaller in diameter than the full-floating pin, thus reducing the reciprocating weight and the big-end loading. Any grade size of gudgeon pin will fit the small-eng bore, thus easing the servicing problem.

There are no circlips to cause trouble and there is complete freedom from small-end knocks. It is not surprising that the Americans have turned away from the full-floating pin to pursue the pressed-in pin.

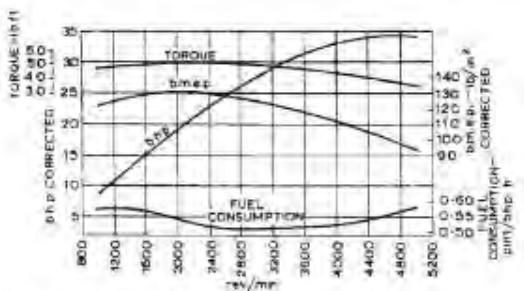
A.35, A.40 and Morris Minor 1000

After building 556000 of the 803 cc engine it was decided to increase the cubic capacity in order to increase the demand for the cars into which they were fitted. The bore was therefore increased to 62.9 mm, the stroke remaining at 76 mm to give a capacity of 950 cc (948cc).

As Premium petrol had become available it was possible to raise the compression ratio to 8.3:1. This had the effect of raising the power to 34 bhp in the Austin version and 37 bhp in the Morris Minor 1000. The torque was also raised from 40 to 50 lb.ft (Fig 1.3).

The diameter of the big-end journals was increased from 1-7/16 to 1-5/8 inches and the material of the big-end bearings changed to lead-indium.

With lead-indium bearings it was necessary to fit a full-flow oil filter in place of a by-pass filter and this was done.



Four cylinders: bore 2.478 in, stroke 3.000 in.
Capacity 948 cm³.
Compression ratio 8.3:1.
Carburettor—Zenith 26 V.M.E. with 22 mm choke.
Camshaft 2A82.
Cylinder head 2A629.

Fig. 1.3. Power curve for 950 cm³ A55 high-compression engine



THE B.M.C. 'A' SERIES ENGINE - part 1

One of the disadvantages, as we then thought, of increasing the bore and retaining the same cylinder centres was that the cylinders had to be siamezed in pairs. When we built the first engines we were dismayed to find we had excessive bore distortion which we, at first, ascribed to the siamezing. We eventually traced the cause of this to a thick copper and asbestos cylinder head gasket which had replaced a thin steel gasket used on the 803 cc engine and which was not entirely trouble free. We then adopted a copper-asbestos gasket 1/32 inch thick and we eventually finished up with a maximum bore distortion of 0.0009 inch.

During the life of this engine we wanted to increase the bore life by fitting a chromium-plated top ring, but when we tried it out we found our oil consumption increased very considerably. After many experiments we increased the radial depth of the rings to D/24, making the top and bottom rings of D.T.D. 485 material. These rings gave very good results on oil consumption, and service complaints in this respect virtually ceased.

Our method of machining our cylinder bores is also different from those of our competitors. We prefer a surface finish of from 25 to 60 micro-inches, which we obtain by first boring with a single point tool, wire-brushing and then rolling.

Austin-Healey Sprite and MG Midget

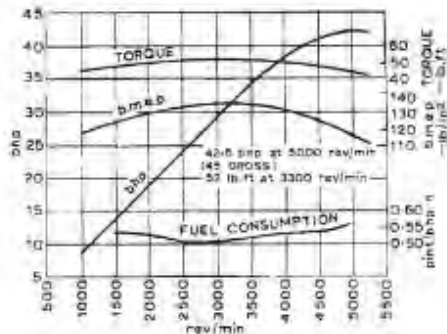
In May 1958 the Austin-Healey Sprite was introduced as a completely new and inexpensive sports car. The engine used was the 948 cc and using twin carburetors and a compression ratio of 8.3:1. This engine developed 42.5 bhp at 5500 rpm with a maximum torque of 52 lb.ft at 3300 rpm (Fig 1.4).

In June 1961 the Sprite Mark II, with various body improvements, and the MG Midget were introduced, and it was felt that an increase of engine power would help to increase demand. A new cylinder head with a compression-ratio increase to 9:1 and with larger valves was accordingly designed and the power increased to 46.6 bhp at 5500 rpm (Fig 1.5).

Austin and Morris Mini Car

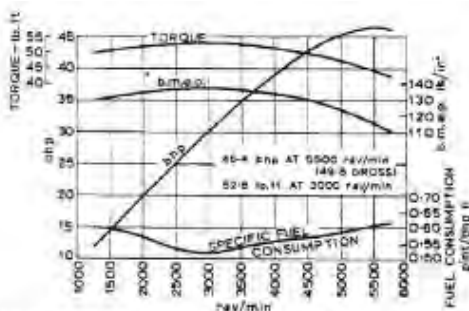
During the life of the 948 cc engine, Alec Issigonis had his great inspiration for the Mini Cars, fitted with a transverse power unit driving the front wheels.

Some consideration was given to the use of two-stroke, air-cooled and water-cooled four stroke



Four cylinders; bore 2.478 in, stroke 3.000 in.
Capacity 948 cm³.
Compression ratio 8.3:1.
Carburetors—twin S.U. H1 fitted with G.G. needle, jet 0.090 in. d.

Fig. 1.4. Power curve for Austin-Healey Sprite



Four cylinders; bore 2.478 in, stroke 3.000 in.
Capacity 948 cm³.
Compression ratio 9.0:1.
Carburetors—twin S.U. HS2 fitted with V3 needles, Blue Springs.

Fig. 1.5. Standard power curve for ADO 41/47 (uprated Sprite and Midget)



twin-cylinder engines, but all were discarded in favour of the four-cylinder, four-stroke, water-cooled engine which we considered had the minimum degree of refinement acceptable to the greatest number of motorists. This decision was precisely the same as the one arrived at by Sir Herbert Austin in 1923.

The Mini Car weighed only 11 ½ cwt and it was felt that, if the 948cc engine was fitted, the car would be too fast for many people. For the Mini, therefore, the stroke was reduced to 68.26 mm, but the same cylinder block, cylinder head, valve gear and timing gear as for the 948 cc engine were used (Fig 1.6).

In consequence, the engine developed the same power as the single carburetor 948 cc engine, but at higher revolutions and with a reduced torque of 44 lb.ft.

When we were well on the way to production we discovered that Dr Giacosa of Fiat had patented a similar layout of transverse power unit in 1947 but had abandoned it two years later.

For the first time we used the same compression ratio engine (8.3:1) for use with both Regular and Premium petrol, varying only the distributor characteristics and the ignition timing. This was a great help in production, since it was possible to change an engine from one type to the other at the last moment, after installation in a vehicle, merely by making an external alteration.

The transverse engine has a primary gear and the clutch between the rear main bearing and the flywheel. This means that the torsional frequency of the crankshaft is much lower than that of a similar crankshaft in a fore and aft engine. The figures are 24300 c/min for the mini and 29400 c/min for the 948cc. Fortunately the amplitudes of vibration were too low to justify the use of a damper, being of the order of +/- 0.4 deg (sixth order) at 4000 rpm (Fig 1.7).

Part two of this article continues in the next issue of the Canterbury MaG.

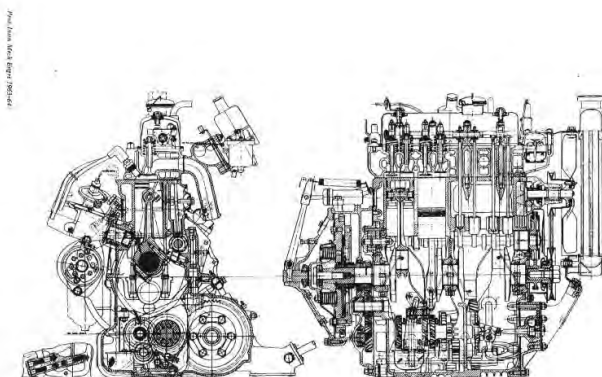
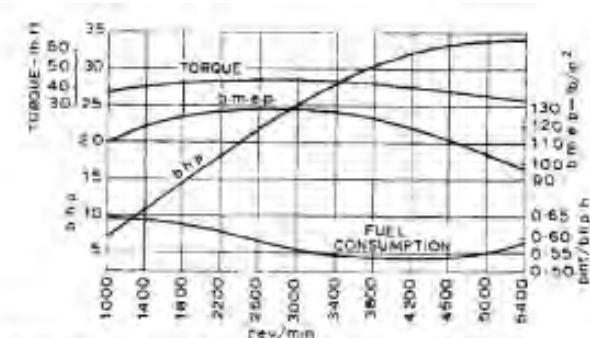


Fig. 1.6. Arrangement of 950 cm³ power unit: longitudinal and cross sections



Four cylinders: bore 2.478 in, stroke 2.690 in.
Capacity 848 cm³.
Compression ratio 8.3:1.
Carburettor—S.U. HS2, Red Spring EB needle.
2A896 manifold, Cooper's paper element cleaner. Power taken direct off flywheel.
44 lb.ft torque at 2900 (45 gross).
34 bhp at 5500 (37 gross).

Fig. 1.7. Standard power curve for 848 cm³ ADO, 15 high-compression engine



When did you first get involved with MGs?

Stuart *The 'MG seed' was sown when my father was away at WWII, my mother was in hospital with TB and my sister and I were being cared for by extended family. We lived in Fairlie, I was just three and my sister and I took great delight at being driven around Canterbury in an MG TA by my cousin and her boyfriend Ian Jones. My cousin went on to marry Ian and I served my apprenticeship under him to become a motor mechanic. During this time the TD which Tony Hart later owned was restored, so my exposure to MGs continued and my interest in them grew. Also during my apprenticeship I was required to complete block courses at Christchurch Polytechnic where I frequently crossed paths with a fellow apprentice from Blenheim who owned a J2 which had been fitted with an Austin A40 motor. We had enormous fun in that motor-car, and the love of these vehicles was well and truly cemented.*

Crystal *When I met Stuart in 1966, it very quickly became evident that he had a great love for MGs. We used to go to Wigram and Ruapuna to watch motor racing and Stuart*



The TF arrives at Wigram courtesy of the Air Force.



would point out the various models of MGs. There was no going back, the MG spell was cast. At the time, Stuart owned a 1962 997cc Mini Cooper. We loved that car, but like many young people who wanted to get married and buy a house we needed to sell the lovely little Cooper. It would be some years before we actually owned an MG.

What MGs have you owned?

1954 TF 1500, 1974 BGT, 1989 Metro, 1977 BGT. We currently own the 1954 TF and the 1974 BGT.

Tell us about them

Stuart When I was made redundant from MotorCorp in 1990, I came home with my final pay (including some redundancy money) and Crystal said "you should go out and find your much longed for MG". (All good husbands do what their wives tell them, don't they?) In 1992 I located the car in Auckland and while Crystal was in that city attending a Library Conference, she went and looked at the car and reported back that all the things she had been told to look at passed muster. I later flew to Auckland, met up with Ernie Martin who also approved of the car and I purchased it. It was later flown to Christchurch in an Airforce Andover. After much searching, the harvest gold MGB GT was purchased in 1996. Its original owner was Doris Kay, the shopping reporter from 3XC Timaru, and it had only travelled 57,000 kms in its 22 years. The 1989 MG Metro was purchased as a drive car for Crystal for a period and sold to Paul Wallbran in 2004. It was a fun car in motorkhanas and could keep up with a standard MGB at track events at Ruapuna. I only bought the 1977 MGB GT because the car salesman wanted rid of it and the price was irresistible. After some tidying it was on sold.

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

We have been members since June 1992 and our first outing with the club was a Winter Woollies run to the Sign of the Bellbird.

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

Stuart While in the UK in 2006 we attended the MG



Motorkhana at Nelson Pre'56 rally.



The Munro fleet.



MEMBER INTERVIEW - STUART & CRYSTAL MUNRO

International Meeting at Silverstone. Can you imagine an estimated 15,000 MGs gathered together? It was panic time, there was so much to see, so much to do, so many tempting things to buy and the time simply flew. The Pre'56 meeting in Masterton I also really enjoyed even if I did get beaten by Crystal in the hill climb! A lovely memory from this rally was driving back to Wellington under a full moon around 1am. We were catching the 5am ferry to Picton in order to make it back to Christchurch in time for a wedding that same day.



A real snow run to Terrace Downs.

Crystal In 1995 a contingent of 29 Kiwis travelled to Plymouth, USA, to attend an MG GOF (Gathering of the Faithful). Following the rally Stuart and I were taken to Maine for a week by Dave and Joanne Raymond to their holiday home at Sebec Lake. On arrival our hosts gave us the use of a MG B roadster with the rego MGSRSUS. We had a wonderful time travelling far and wide in the MG and I started to think how much I would like to own one myself. We flew home to NZ via the UK and on paying a visit to Abingdon, where we attended an anniversary rally for MG TCs, I purchased an MG key ring stating at the time that I was going home to save up for an MG BGT. On arriving home, I also rang personalised plates and purchased the number plate MGSRSUS which surprisingly was still available in New Zealand. The number plate graced a couple of our MGs before we sold it to Jenny and Lawrie Steere.

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

Stuart How I would love to have my 997 Mini Cooper back. I believe it ended up buried in the Ashburton rubbish dump.

Crystal In the past, it would have been an MG TA Tickford. I fell in love with one in the UK in 1995.



Lake Hayes.



Where is your favourite place to holiday?

Central Otago and the West Coast. It's also wonderful to be able to holiday in the UK, Italy and France. We are drawn to that part of the world with family members living in London.

What is your favourite meal?

Stuart Hogget/
Lamb or whitebait.

Crystal Salmon
followed by fresh fruit.

What music would you have playing in the workshop/garden (and the sewing room for Crystal)?

Easy listening music that doesn't intrude – but also including Dr John, Fats Waller, Stephane Grappelli, Django Reinhardt, Manhattan Transfer, Penguin Café Orchestra, Tom Waites, Passenger and many others, perhaps too many to mention.

Any thing else?

Buying MGs and joining the Club changed our lives and opened many doors. We've attended some great events, visited many new places and met a lot of wonderful people that surely would not have happened had it not been for the MG family. Buying the cars was the cheapest part, but it has all been really worth it.



Stuart on the hill climb at the Blenheim Pre'56.



Crystal on the grid at a Ruapuna sprint meet.





WARBIRDS OVER WANAKA

By Trevor Ingham

Good Friday 25 March

It turned out to be just as well that it was a very small trip: in the previous week both MGs involved dropped out with serviceability problems, the Peter's & Gillian's MGF with a back window issue and Trevor's ZB with a dead dynamo. After a spectacularly short planning meeting, all 4 of us went in Peter's and Gillian's Toyota Estima. This made it very easy to coordinate the lunch stop and tea breaks on the way down and all the usual places on that route were visited. Considering the date and the destination, the traffic was quite light too. Twizel was reached good time before dinner at Poppies (which was full, the booking was essential).

Saturday 26 March (air show day)

At Twizel the day started with a low overcast, but crossing the Lindis the sky cleared to a perfect day. The journey from Twizel to the air show car park took about an hour and 20 minutes, with very little traffic until the car park was reached (and even then it kept moving). The journey seemed much easier than the trip from Queenstown that I have done previously. The roving ticket-scanners at the show entrance meant there was no queuing there either.



There is always something new (or very rarely seen) at all of these air shows. On this occasion they were the NASA helium research balloon (viewable in a hangar), the newly-restored Catalina (exactly the same engines as a DC-3, so the Catalina and 2 DC-3s in formation made a certain amount of sense), a (Merlin-engined) Messerschmitt Bf109, the RNZAF's new A109 and NH-90 helicopters and the RNZAF's new Hawker Beechcraft T-6C Texan II (tandem, turboprop) trainer.

There was also a Short Take-off and Landing competition held in front of the main stand with a variety of small sport aircraft entering. The shortest take-off run was 28 metres!

Back in Twizel (and departing from the car park was as straightforward as arriving), dinner at the pub was perfectly satisfactory.

Sunday 27 March

The entire party spent the day in and around Mt Cook Village in another day of sunshine: coffee admiring the view from the Hermitage, a quiet walk up the lower Hooker Valley, lunch at The Old Mountaineers Café, a visit to the Visitor Centre. DOC (or DOC & Hermitage) has changed and extended the Hooker Valley Track, adding a third swingbridge across the Hooker River and finishing at a point on the east side of the Hooker Glacier terminal lake. (This might make access to



the upper Hooker Valley easier but with Hooker Hut and Gardiner Hut both gone now you might have to contemplate sleeping out somewhere on the way to Empress Hut; I've never managed the whole distance in one day. Empress Hut is still free for Canterbury Mountaineering Club members though, just in case anyone needs to know that.)

Back in Twizel again, we all ate Thai.

Easter Monday 28 March

Yet another sunny day for the trip back, with a detour in Tekapo to cross the new footbridge and visit the Church Of The Good Shepherd, and another one after Fairlie to visit Opuha Dam because none of us had ever been there before. Staveley Store was open, too, which was a nice bonus.



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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 June 3

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

Sat June 4—Sun Jun 6

Queens Birthday weekend

Dunsandel Store 10.30am

Trip to Timmers (Timaru). It's going to be great! We'll drive in MaGnificent MGs, with wonderful, witty companions, through superb countryside and eat far too much delicious food. Talk to Di about booking accommodation.

Di Errington 942 0251/ 020409 03510

Wednesday June 15

Triple M run

The Peg (Belfast Tavern) 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.

Tessa & Stuart Castle. 358 2095 / 021 341 250

Sunday June 19

Mid-Winter Brekkie & simple car trial

9.00am

Meet at White House Black 265 Halswell Road at 9.00am for breakfast at a special price for us: \$29 for full breakfast including coffee upstairs in a room to ourselves. Then David & Margaret Provan will head us off for a fun, simple car trial finishing back at White House Black. Another cup of coffee may be required. Names on the list at club night or ring.

David & Margaret Provan 339 0222 or Di Errington 942 0251

Friday July 1

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

COMING EVENTS



Sunday July 3

Winter Woollies

Cashmere Club 10.30am

Tradition demands your presence. A long standing annual event that defies logic in the middle of winter, but after 30+ years we still persist. Hood down, sausages and salads packed, bring what you want to cook for brunch on the BBQ, a gold coin to purchase the traditional hot mulled wine.

This year we'll be changing location (the historic Bellbird is unfortunately not usable due to fire damage) and going by a short run to Ferrymead Heritage Park where the whole railway station will be ours. There will be chairs and tables available, as well as kitchen facilities. We will park/display our cars on the square, and will enjoy free admittance to all historic museums and attractions, including steam train rides. It may be a good idea to take children with you.

Leonid and Elena Itskovich 3585990

Wednesday July 20

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.

Tessa & Stuart Castle. 358 2095 / 021 341 250

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. Sometimes a speaker but normally just a great time to catch up with other like-minded MGers.

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

Yaldhurst Tavern 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.

Tessa & Stuart Castle. 358 2095 / 021 341 250

Some further dates for your diary

September 2 Club night & AGM

September 11 Daffodil run

September 17 Spring dinner

October 22—24 Labour weekend away

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



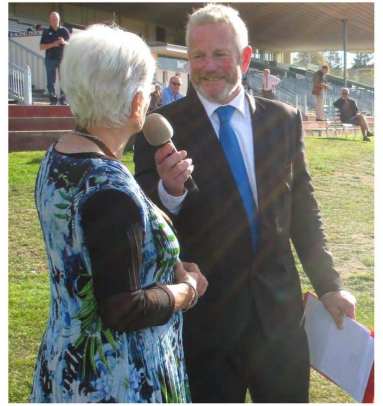
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A DAY AT THE RICCARTON RACES





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IT'S THE 'MGB' GT



October 2015 marked the 50th Anniversary of the MGB GT. Launched at the London Motor Show on October 20 1965, the MGB GT was to become an instant success. Safety Fast! carried a review of the car in the November 1965 issue, which is reprinted here, followed by the respected motoring journalist Bill Boddy's thoughts on the car when he managed to road test one a while later.

A sleek new fastback version of Abingdon's most popular sports car

Here she is at last – the long awaited GT version of the 'MGB'! For a long time now sports car enthusiasts, both at home and overseas, have been asking for a closed coupe version of the 'MGB' that offers real saloon car amenities, has lots of luggage space, and can accommodate at least one rear seat passenger or a couple of children in reasonable comfort. The 'MGB' GT, announced at the London Motor Show last month, does just this.

The GT is not just a hard top version of the two-seater 'MGB'; it is an entirely new body style – albeit based on the very successful and now established lines of the 'MGB'. And, by the way, the GT is an additional model to the MG range; the best-selling two-seater 'MGB' remains in full production for those who prefer fresh air with their motoring.



The new fastback body, as well as being extremely attractive, really does provide spacious and luxurious comfort for driver and passenger while the luggage carrying capabilities must be the best of any sports MG ever built.

With the windscreen 4 in. deeper (and wind-up windows 1 1/2 in. deeper) than the two-seater 'MGB', forward visibility is exceptionally good. Rear vision is splendid via the large rear window and the two rear quarter windows. These are hinged at the forward edges and, along with the efficient 'MGB' heater and fresh-air unit, cockpit heating and ventilation can cope with all climates. Instrumentation and front seating are identical to the two-seater 'MGB', the interior being upholstered in leather with washable plastic-covered door trim panels. The roof lining is also washable; twin sun visors are provided.



At the rear is a folding bench seat and the large flat luggage platform accessible through the lift-up rear trunk lid which incorporates the rear window. The lid, by the way, has concealed hinges and spring-loaded supports which make opening a one-handed job and obviate the need for a stay to hold it open.

The rear seat can be used to accommodate two children or one adult in reasonable comfort. With the passenger's seat moved well forward there is adequate foot and head room for all but tallest rear seat passenger. The luggage platform is completely flat, the spare wheel being mounted in a separate compartment





IT'S THE 'MGB' GT

beneath (accessible through a panel in the floor). With the spare wheel there is ample room for tools, jack, and foot pump.

Additional luggage-carrying space can be provided by folding the cushion of the rear seat forward and the squab downwards. To provide even more luggage space the rear seat cushion can be removed entirely to leave the space between the rear of the front seats and the folded rear seat squab available as stowage space.

Mechanically, the GT shares the same specifications as the two-seater 'MGB', the power unit being the 1798-c.c. five-bearing engine developing 95 b.h.p. Suspension details remain unchanged except that a front anti-roll bar is fitted as standard equipment and there are stronger front and rear springs designed to cope with the heavier loads which the GT may be called upon to carry. The customary 'MGB' optional extras, heater, overdrive, radial-ply tyres and wire wheels, apply to the GT also.

The GT is a little heavier than the two-seater 'MGB' but improved aerodynamics mean that the performance of the two models is almost identical. However, extensive sound deadening material (and again the improved aerodynamics) make the GT the quietest sports MG ever built.

The U.K. price of the 'MGB' GT, with disc wheels and with oil cooler, anti-roll bar and headlamp flasher switch as standard equipment, is £825, or £998 8s. 9d. including Purchase Tax.





What of this newest MGB on the road? It is a sporting car in the old tradition, by which I mean that it is not scientific like a Porsche or Lotus Elan. Many customers, Americans particularly, enjoy it that way and wouldn't have the MG otherwise. It is a car which does most things well, nothing outstandingly. Engine torque is such that you have to use the gearbox to really go motoring. Even then, acceleration, at 0-60 m.p.h. in 13.1 sec., a s.s. 1/4-mile in 19.6 sec., is not outstanding for a 1.7-litre so-called GT "2 + 1." The legal top pace of 70 comes up in 18 sec. and leaves the engine well out of the red in top gear; indeed, 79 m.p.h. is obtainable in 3rd gear.

The steering itself, fairly heavy, positive, transmitting shake, accurate and sensibly geared at 2.9 turns, lock-to-lock, is well suited to the sporting demeanour of the MGB, the wheel fairly thick-rimmed, with three sprung wire spokes, set a trifle high for the low seating.

The handling is good, with no appreciable roll, mild understeer, and easily-corrected final oversteer, the anti-roll stiffening bar and the Dunlop SP4s tyres obviously suiting the suspension characteristics.

The GT aspect is not overdone, the back window but not the roof being at an acute angle, while there is lavish padding behind the rear-seat occupant's head. Even so, head room is fairly limited and the well-upholstered seat, if used, is more suitable for a small Labrador than a human. However, its too vertical back-rest folds down easily and then the body reveals its true GT aspect, for the rear compartment becomes an upholstered shelf for luggage, prevented from sliding forward, and easily loaded through the lift-up back window, which stays up unaided, held by clock-springs incorporated in the struts. Spare wheel and tool kit live under the floor.

The engine likes 100-plus octane fuels, and, as has been hinted at, has to be turning over at 3,000 r.p.m. to give maximum torque. Its tachometer has an orange band between 5,500 and 6,000 r.p.m., the red band from there to 7,000 r.p.m. Oil pressure is normally 60 lb./sq. in., the coolant heat 180 deg. F., some richening of the twin HS4 S.U. carburettors was needed for cold starts, and in very varied running conditions the consumption of Esso Golden came out at 26.3 m.p.g. I used the MG for 600 miles and, having been brought up on vintage-type cars, greatly enjoyed it and I can understand why many discerning drivers are ordering the new GT.

This is, in short, a car which those who like it will like very much indeed. It feels durable, captures the spirit of pre-war motoring, and is a good proposition in this context at the price, only the absurd 70-m.p.h. speed limit making me wonder whether the MG 1100 saloon isn't, for the time being; just as pleasing to drive on British roads.

Bill Boddy





IT'S THE 'MGB' GT



10 MGB GT Facts

1. Launched in October 1965 and announced at the London Motor Show.
2. Fitted with a larger fuel tank (12 gals) over the MGB (10 gals).
3. Fitted with heavier 'Police' rear springs, as used on the Police MGBs.
4. Anti-roll bar fitted as standard, optional on MGB.
5. Paddy Hopkirk, Rauno Aaltonen and Timo Mackinen all owned MGB GTs.
6. The MGB GT was styled in part by Pininfarina.
7. Windscreen was 4in deeper and the wind-up windows were 1 1/2in deeper than the MGB.
8. Had the Salisbury type rear axle which was later fitted to the 'B'.
9. Was sometimes called 'the poor man's Aston Martin'.
10. 125,282 MGB GTs were produced over its production period.



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

New Members.

David & Christine Marks. MG BGT 1974 Demask Red
MG RV8 1994 Night fire Red



A very warm welcome to the club.

We hope to see you often, enjoying the Marque of Friendship



NATIONAL RALLY TAUPU

By Colin Poynton

A bi annual event alternating between north and south islands, this year was held in Taupo. A small contingent from the South Island attended, leaving Christchurch Thursday, arriving Saturday, 9 April, with overnight stops in Picton and Bulls. The drive from Wellington took me 2 hours longer than normal due to a petrol pump getting tired every 10km. Fortunately our White Knight in the form of Pat O'Connell had a petrol pump for emergencies, he also noticed that while we were limping along a stone had put a hole in a head lamp.

Saturday registration and scrutineering, where a fire extinguisher was secured to our cars. (Workplace Engineering providing a free fire extinguisher for every vehicle registered for the rally). In the evening there was an excellent welcome dinner, great start for an event.

Sunday morning was Concours d'etat and People's Choice at Tongariro Domain with 69 cars on display. As it had a mention on national radio there were a lot of people showing an interest.

After lunch the time trial started from this location. Everyone enjoyed a fabulous drive in the country along some great MG roads.

Monday, Track day at Bruce McLaren Motorsport Park. It is some time since I had been on the track, along with a number of others. First we had a track familiarisation going round 5 times in convoy. We then each had a timed run, so that we could be grouped into fives of similar time doing 3 more laps, then grouped again each time on the track. I think everyone had sufficient track time!

Tuesday, Motorkhana at Bruce McLaren Park, 6 tests were set up. This was restricted to 2 runs for each. The evening dinner was held at the Great Lake Centre. We were there in 2013 and they must have new caterers. Some were not looking forward to going, well what a surprise such a high standard of cuisine.

The rally finished with a farewell breakfast Wednesday morning. It was good to see Gordon Vogtherr who had just celebrated his 90th birthday, also Gay Baxter whose husband Bill died not long ago.

We returned home the same route although John Hunter, who had brought his MG and motor home, was spending time travelling in the North Island.



Three good Canterbury men, John Hunter, Colin Poynton & Trevor Ingham, prepare for the track.



Concours.



Track day.



By Jane Provan and Paul Arnold

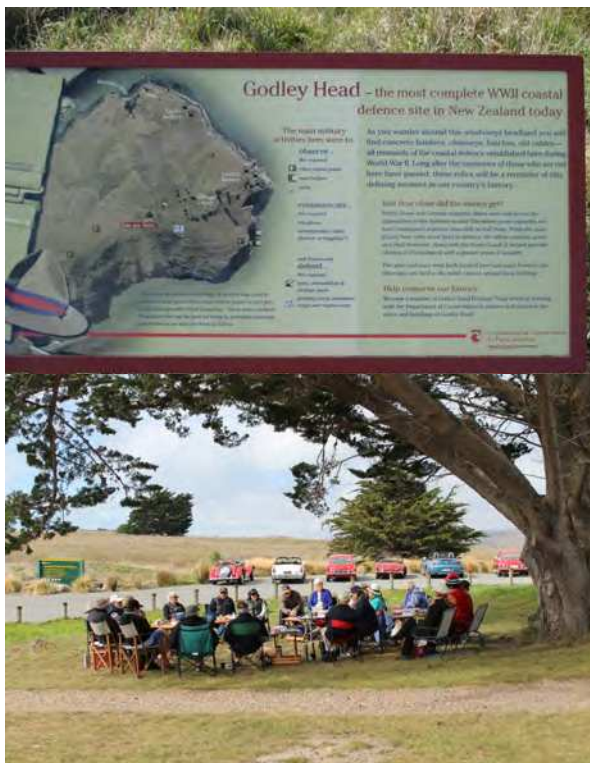
Every year MG Car Clubs around the world celebrate the birthday of Cecil Kimber, designer of the first MGs, with an annual Kimber Run.

This year Shirley and David Johnson organised a Kimber Run which took us along the Summit Road to Godley Head. In the sunny weather the views out across the estuary and beyond were stunning. As we drove along the narrow Godley Head road we were distracted by the incredible sight of paraponters hovering overhead.

We had never visited Godley Head before and found it fascinating both for the landscape and the history. Luckily David Johnson and Graham Inwood had both been posted there as part of their Compulsory Military Service and were able to tell us what it had been like in its heyday.

After a picnic lunch, followed by a delicious birthday cake in honour of Cecil Kimber, some of us walked around the Head looking at the gun emplacements.

Thank you to the organisers, we'll certainly be going back to check out more of the walks.



Jane Provan cuts the cake.



KIWI & MG CONNECTIONS AT LE MANS

By Dren Errington

As June approaches motorsport thoughts return to the 'Le 24 Heures du Mans', the oldest European sports car event in the international motor racing calendar. Once again we can expect Porsche and Audi to dominate and with a couple of Kiwis driving for the 2 car Porsche team we just might see Earl Bamber and or Brendon Hartley on the podium. That would surely be most appropriate, after all it is the 50th anniversary of one of the great moments in Kiwi motorsport.



The Shelby Team cars finish 1,2,3.

1966 Le Mans and finally, three decades of European dominance of the race, mostly by Ferrari and Jaguar, are ended by a New World usurper. Few New Zealand sports car enthusiasts, of an age, will forget that famous victory by the Ford GT40s and their three Kiwi regular F1 drivers, so often referred to as the 'Trio at the Top'. For publicity and no doubt to 'rub a bit of salt into the Ferrari wounds' the Shelby Team running 1,2,3 on Sunday were instructed by the Dearborn head office to orchestrate a 'dead heat' but it rather back fired when the black car of Bruce McLaren and Chris Amon was classified first. Throughout that afternoon the Blue GT40 of Denny Hulme and Ken Miles had had a significant lead over the second place McLaren/Amon car so when the head office instruction came for the 'dead heat', Ken Miles in the blue car, had to hang back until Bruce caught up. After the chequered flag fell the French officials decided as the black car had started further down the grid than the silver and finished few metres ahead, it had travelled further – official result - Black first, Blue second. Denny apparently took this with comparative equanimity but Ken Miles was very upset on receiving the 'dead heat' instruction and had deliberately hung back slightly at the line. His anger was justified, he was a very successful endurance racer and test driver who had been heavily involved in the development and racing programme for the GT40. Good for the Team, but a win at Le Mans would have given him a grand slam, all three major sports car championship races for the year.



What's all this got to do with MGs anyway? Well as most will be aware, two of the Kiwi Trio, like so many international drivers of the time, started their careers in MGs. Denny's first competition was a hill climb in his brand new TF 1500. His first two seasons of motorsport were in the TF and a new MGA before he moved to more serious racing vehicles. Chris Amon was much the same although his stay with T Type MGs was comparatively brief. Bruce skipped MGs in favour of his Austin 7 and his dad's Healy 100/4. Ken Miles was even more committed to MGs. Born in the UK in 1918, he served in a tank regiment during WW2, then post war, raced a variety of thirties sports cars in Britain before moving to California at the beginning of the fifties. A skilled mechanic, he built a TC/TD based MG special which he called MG R1 and in 1953 set about demolishing the opposition in the SCCA 1500 cc class with 14 straight victories. His exploits were noted by the MG Car Company and in 1954 he joined the record breaking team at Bonneville to share driving duties in EX179 with George Eyston, setting a number of US and international records.



1953 Ken Miles & MG R1.

Still committed to MGs he then built an even more successful TF1500 based special for the 1955 season, officially MG R2 but known as the 'Flying Shingle'. He was also one of the 6 MG works drivers for the 3 car EX182 1955 Le Mans team (the MGA prototype). By the early sixties he had graduated to the Shelby/Cobra race team and achieved considerable success in endurance racing at Sebring and Daytona paired with top line drivers such as Bruce McLaren, Lloyd Ruby and Phil Hill.



MG R2 'Flying Shingle' restored and on show at Pebble Beach.

After Le Mans 1966 Ken Miles continued with Ford as chief test driver but was killed just three months later while testing the GT Mk IV, successor to the GT 40. Ken Miles was a remarkable development, test and race driver with Kiwi connections, who for much of his life was a keen and very active MG enthusiast.





By John McDonald

The last issue of the Canterbury MaG contained text and a colour photo taken by Geoff Owen of an early MG 14/28. Looking rather forlorn and bent it peered from the darkness of a garage. Clearly it needed serious work to become roadworthy.

And as usual the article closed with the standard plea “where is it now?”

Surprisingly we now know, with confirmation that Geoff’s colour photo was taken when the MG was in the ownership of the late Bert Tonks in Wanganui. Bert was a well known lover of old cars, entering his 1913 Daimler in the 1965 International Rally starting in Christchurch. Today this once sorry MG is in the final throes of restoration by Bert’s nephew in Havelock North.

The good news continues, with the receipt of some photos taken while in Bert’s ownership, showing just how much work needed doing. There was little left of the body behind the front seats, suggesting it became a crude ute, as was common when a car became well worn. This one was understood to have served a period in taxi use at some stage. The same car appeared in a lovely period photo taken in the mid thirties before falling into disrepair.

Bert owned another MG 14/28, which went to Australia many years ago, the one registered FV1925 was last known to be in a UK museum, and another was written off pre war when it hit a bridge somewhere south of Levin.

So it appears NZ has just one of these early cars left of approximately 400 built.

The whereabouts of more are welcomed.



MG 14/28 taken in the mid-thirties, other details unknown.



Recent photo nearing the end of a long restoration.



Check wheel alignment. Looking sad but saved.



Bert Tonks with the MG 14/28 as found.



This lovely scene was poached from the internet last week, looking down Colombo St, with Minsons glass and china emporium on the left, and Christchurch Cathedral looking clean and erect further on.

On the right there's a head down cyclist sans helmet trying to catch up to a PB Velox, with a SWB Land Rover behind. Further to the right a Triumph Herald Estate lurks in company with a couple of unidentified cars.

But what about the purple car in the fore ground you cry, it looks like a MGB GT! Indeed, and it is. And it still exists, in the hands of club members Erroll and Patricia Blatchford.

The 1967 model Blatchford car is of course red, and has never been the magenta shade shown. That's because photographs of the mid '70s frequently changed colour over time, becoming almost over-riden with red and /or purple hues. From which one assumes this was taken in perhaps the early 1980s.

What is certain is it was before the United Service Hotel in the background was demolished, which was Jan 1990.

So who owned it then?





CLASSIFIEDS

For sale: 1951 TD ex Sybil Lupp.

This would arguably have to be the most desirable TD in New Zealand. First owner Sybil Lupp. Registered brand new in Dunedin 19th January 1951.

Car drives well, engine reconditioned 2005, but done very few miles since. Mechanically all seems good. Nice paint but the odd small chip. Interior needs refurbish. Hood very nice. **\$ 40,000.**

Contact Helen. **Ph. 347 3322 evenings,**
or Stu Moore. **Ph. 332 4421 almost anytime !!!**



For Sale: MGB GT, 1980.

78000 miles, 2 owners, overdrive, CD player. Very sound condition and excellent tyres. Original documents and owners manual, plus parts and workshop manuals. **\$12,000**

Contact Stuart Munro,
Ph 03 332 3813 or 022 164 1004



For Sale: 1994 MGR V8 build number 828.

Colour is Oxford blue (only 258 built in this colour). 37,000 kms original, car is in beautiful condition all round, has air conditioning and original radio, cream leather upholstery with woodgrain.

\$38,500 ono.

Contact Greg Thompson **Ph. 0274-324-354**



For Sale: MG TD2 1953.

One owner since 1973. Wire wheels fitted in the past. I still have the original disc wheels and drums/hubs. Well maintained and always garaged. Resprayed BRG (Jaguar) and many items re-chromed in 2010. Hood and side screens in good condition. Odometer reading 57017. Log book available. Reg and WoF until June. Recent professional valuation **\$40,000.**

Contact Jeremy Peet **Ph. 033570939** or jandjpeet@gmail.com



For Sale: 1937 MG VA, 4 seater tourer.

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