



# Bulletin

PO Box 3135, Wellington, NZ. Dec 2015 - Jan 2016





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Cover: John Palmers MGBGT waits while the action is out on the track - Photo: Dean Gray  
 Inside front cover: Scenes from the 30th MG Classic Motor Race Meeting.  
 Photographs: Andrew Tierney - [www.andrewtierneyphotography.co.nz](http://www.andrewtierneyphotography.co.nz)



## Coming Events

Mon 25 Jan	Drivers Training day at Manfeild Details will be confirmed by e-mail.
Wed 3 Feb	Noggin N Natter - Contact: Paul Chipp, details will be confirmed by e-mail.
Sun 14 Feb	British Car Day - Trentham Memorial Park, Barton Rd, Heretaunga British Car Club - Admission for display vehicle - \$5.00
Thurs 25 Feb	Old Speckled Hen Run - Murrayfield Langdale Café & Restaurant Contact: Michael Anderson - e-mail: michael.anderson@xtra.co.nz
Sat - Sun 27-28 Feb	3rd MGF/TF Festival - Mangaweka, see Page 13. Contact: John & Viv Eames - mangaweka@hotmail.com
Wed 2 Mar	Noggin N Natter - Contact: Paul Chipp, details will be confirmed by e-mail.
Sun 6 Mar	Southwards Car Museum Open House - Start time 9am MGCC car display, Admission for display vehicle - \$5.00
Sun 6 Mar	Tuatara Brewery Tour, tasting session & dinner, 7 Sheffield Street, Paraparaumu - Start time 3pm. Contact: Michael Shouse
Sun 20 Mar	Big Breakie Run to the Wairarapa - Dish, 10 First st. Masterton Contact Bob Hulena, details will be confirmed by e-mail.
Thurs 24 Mar	Old Speckled Hen Run - To be confirmed Contact: Michael Anderson - e-mail: michael.anderson@xtra.co.nz
Sun 27 Mar	Wanganui Rotary South Classic Car Show, see page 37. Contact: Leigh Grant - leigh.grant@xtra.co.nz
Wed 30 mar	Club Night Dinner, Fisherman's Table, SH1, Paekakariki. Contact: Bob Hulena, details will be confirmed by e-mail.
Wed 6 Apr	Noggin N Natter - Contact: Paul Chipp, details will be confirmed by e-mail.
Sat - Tues 9-12 April	MG Car Club National Rally, see Page 16. Contact: Peter Stanes - saents@xtra.co.nz
Committee meetings are held on the first Monday of the month, 5.30pm, Meeting room, Wellington Bridge Club, 17 Tinakori Road, Thorndon.	





## Editorial

Thank you for the members that have taken their time to submit articles, you will notice that there is no Presidents or Captain's report in this issue which is disappointing! On the home front, I thought I hadn't achieved much over the last 2 months, but when I look, I realise that I have stripped out the wiring, tidied it up and installed it into the Morris. Removed the bottom dash rail from the old car and fitted it to the new. I needed to do this if I wanted to fit the wider wooden MG dash, as the panel wasn't fitted to the thin dash models. My next task are the subframes, hoping to get it all finished by the end of January, fingers crossed! *A Merry Christmas and a happy motoring New Year. Safety Fast.*



New dash rail fitted.



Spaghetti of wiring installed.



Dash fitted.



Engine bay, wiring and hydraulics fitted.



## Articles

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

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

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

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

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



# Rare MG YB on EBay

It was thought that the very first MG YB was long lost, but has now been unearthed after 40 + years locked up in hibernation, by the previous owner. The proverbial ‘barn find’.....

- Number 1 – Chassis 0251 – First Registered 01 January 1952 – First off the Production line !!!!!!! For those that don’t already know, historical MG’s started at chassis number 0251 – (the old Abingdon telephone number!)
- Barn Find
- Last owner over 40 years
- Original and untouched
- Original registration
- Original buff log book and current V5, showing original colour.
- Original undistrubed chassis plate
- Original suppliers plate on dashboard
- Jackall system still in car

Original engine and gearbox, matching numbers. All components original and untouched, exactly as you would want. It ticks every box, and has everything going for it. Has the later front brakes and the YB hypoid rear axle and anti roll bar on the front. Extremely good chrome on radiator surround. Some spares included.

Needs to be restored throughout, but what a wonderful basis to start with. Original, un-messed with, and it’s the very first! Some rust, as one might expect, but in my opinion all existing panels and doors can be repaired – no new panels required.

I haven’t had time to research the very early history of this special car. However,





## Rare MG YB on EBay

being the very first it may have some special historical works provenance and connections. eg. Rally/Press and publicity car/ motor show etc.

Reserve not met highest bid was £9,090.00  
21 Jul, 2015







# Coast to Coast - October

What a hell of a start to a nice spring time run from Coast to Coast the wind was so strong at Ngatittoa Domain it was a two handed job to hold onto a car door. However John Grant assured us that the weather was going to improve and it did. This may go to explain the fewer than normal numbers attending or maybe it was something to do with 30 big blokes chasing a funny shaped ball on the other side of the world in Wales. (Well done the ABs)



Lined up at Ngatittoa Domain



John briefing Andrew

The run instructions were given and the cars left in their own time to start following the route and complete the quiz included in the instructions.

The path chosen by John and Pip was well thought out and with a minimum of right turns across traffic, a very safe one.



Paekakariki beach, Kapiti Island is out there somewhere?



Paekakariki beach, Valerie up ahead.

The weather was slow to improve and the wipers and lights got a work out right up until lunch in Otaki which in itself was a surprise as John has put a new twist on the traditional Coast to Coast format. John's take was that we start on the west coast drive





## Coast to Coast - October

inland around the Pauatahanui Inlet and back to the coast at Plimmerton then inland via Airlie Rd to Pukerua Bay and the coast again this format continued through Paekakariki, Paraparaumu, Waikanae and finally Otaki where after a drive out to the coast we retired to Reds Cafe for lunch and coffee.

The food offering at Reds Cafe is varied and better than your normal cafe fare and I can recommend the coffee so it's well worth the left turn just before the Caltex Station on SH1

*Les and Chris Newman, Photographs Dean Gray*



Reds Cafe - Clive & Carol Cottle, John & Pippa Grant.



Reds Cafe - Valerie Hellberg, Christine & Les Newman, Andrew Weeks, Belinda & Richard Whitehead



## Leather Aviator Type Helmets

At the Xmas Natter & Noggin in Wellington several people asked about leather aviator type helmets I'd purchased at the recent Wairarapa Spring Fling. Whilst in Carterton my wife and I dropped in to see Trevor Lamb at "Leather and Art" in Wyndham St to get ourselves custom-made aviator helmets for open-top driving. Trevor supplies movie companies, aviation, steampunk and motoring enthusiasts around NZ with unique helmets, jackets, belts etc.

(see his website [www.leatherandart.co.nz](http://www.leatherandart.co.nz)).

*Angela & Hans Brounts*



**“OLD SPECKLED HEN”** **Old Speckled Hen Run - October**



We met at Waikanae New World for a 10 o'clock start.

Although the weather was rainy it didn't stop Michael Anderson, Ross and Anne Armstrong, Bill and Rae Denize, Shirley Kelly, Ron Mitchell, Les and Christine Newman, Bill Pyne and Scott Stevenson from looking forward to an exciting day out.

We travelled along back country roads through Te Horo and the Horowhenua almost doing a "loop" to reach Foxton. The countryside is beautiful in this part of the world with large farms and lifestyle blocks enjoyed by people who like the open spaces and micro climate.

We had Quiz instructions to follow and some navigators were better than others! However Ron Mitchell's navigator increased her score considerably from previous events. YAY!!

Congratulations to Les and Christine who once again scored the highest points and received a lovely bottle of wine for their efforts. Well done.

We arrived at Foxton around 12 noon where we enjoyed an appetising lunch at the Dutch Oven Café which reflected a touch of Holland. The nearby windmill is a landmark in the area.

Thanks to Ross Armstrong and Bill Denize for arranging a very enjoyable day out for both us and our cars. The route allowed the opportunity for the cars to be given a good REV UP. WOW!

Just something else we have seen and done with the OSH group. These trips are AWESOME. We look forward to catching up again soon (next month).

*Shirley Kelly – Navigator Extraordinaire!*



## WelTec skills training

At last I have re-contacted WelTec and received a proposal from them for skills training. The proposal is:-

The course would be seven weeks long and run for 3 hours per week (evening).

First three weeks cover workshop health and safety and basic welding skills required to work safely on cars.

Two weeks in the panel workshop.

Two weeks in the paint refinishing workshop.

A complete detailed course content programme will be supplied prior to the course beginning.

Cost for seven week course \$450

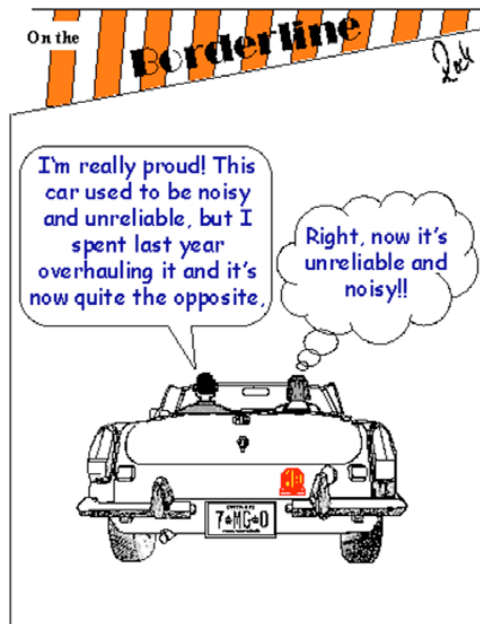
Minimum students 16, maximum 20.

All students would need the following Health & Safety equipment: Coveralls, Safety work boots, industrial eye protection, Leather gloves (welding).

If interested contact: Cliff Gibson - Fiat Car Club - clifford@phae.co.nz



## Odds & Ends



Most of the newer cars have a “Back-up Sensor” that warns the Driver before the rear bumper actually comes in contact with something.

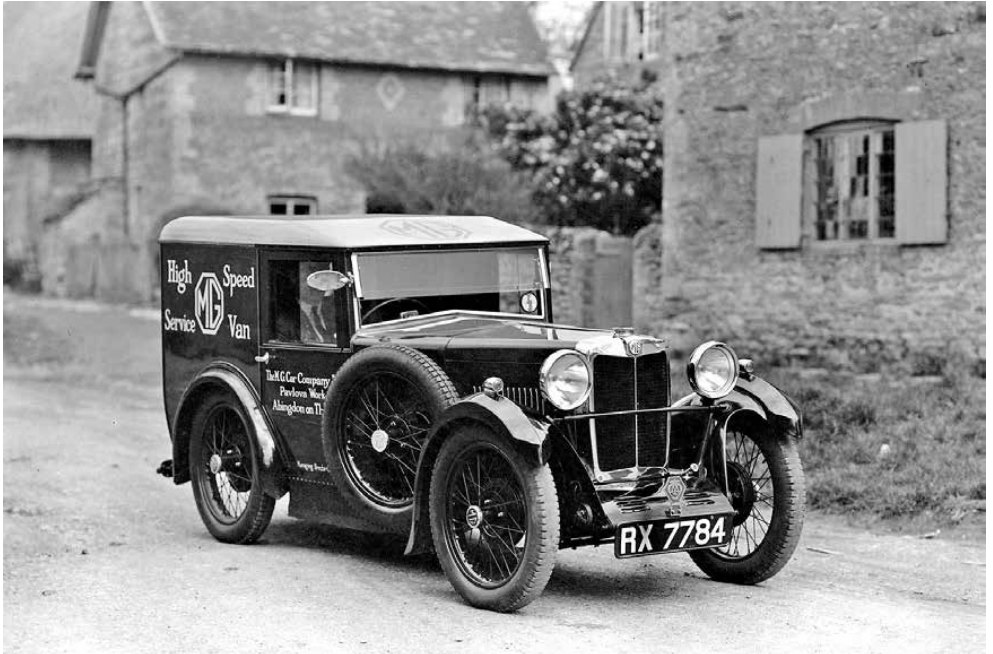
Most people probably think that this valuable feature came out of the minds of engineers, but it was recently disclosed that the concept was first developed by a Chinese farmer. His invention was simple and effective.

It emits a high-pitched squeal when the vehicle backs into something.





## MG High Speed Service Van



The Works High Speed Service Van - RX7784 was based on the M Type Midget, this one off van was used by the MG factory as support for the works race and record cars, most famously supporting the EX127 record-breaking 750cc “midget” MG car driven by George Eyston achieving 120 mph on Pendine Sands in February 1932. A video of the event can be found at [www.britishpathe.com/video/record-days-are-here-again](http://www.britishpathe.com/video/record-days-are-here-again) The HSSV can be seen in the background as EX127 is push started.

A replica of the van - MGM29 was built in the 1980's by enthusiast and specialist restorer Peter Gregory. The replica can now be found in the Robert Lewis museum, Churt, West Sussex UK.

*Photo supplied by Ross Armstrong*







## MG High Speed Service Van

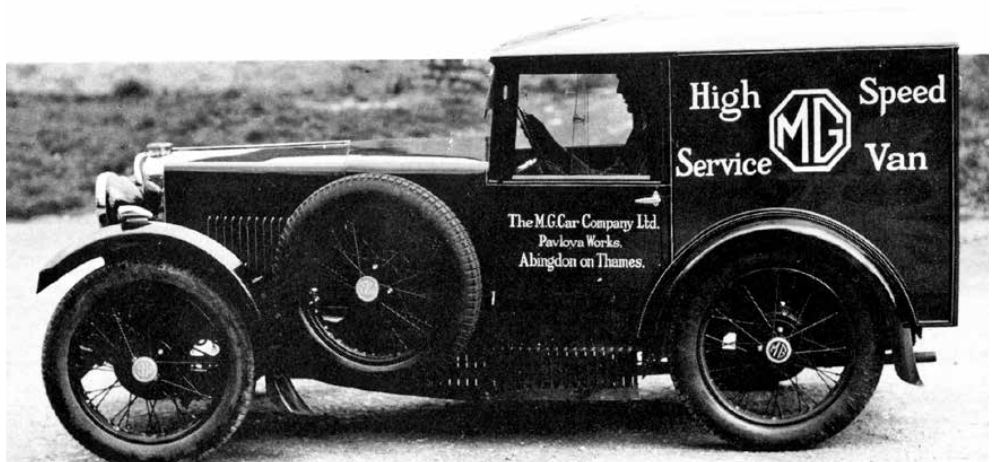
One thing stands out from the study of MG history: Cecil Kimber never missed the chance of a smart piece of publicity - even if it sometimes called for few liberties with the facts! And one of his smartest was this dinky little commercial vehicle, built by MG themselves at Abingdon in the early 1930s.

It looked great in the MG racing colours, dark brown and cream, and the 'High Speed Service Van' legend on the side was a stroke of genius. Nobody else in the motor industry had a van that was half as dashing as this, so naturally it attracted a lot of attention - just as Kimber intended it should do. Of course it wasn't a very high-speed vehicle and there was precious little space inside to carry anything much, because it was based on the contemporary M-type MG Midget chassis, with a wheelbase of only 6ft 6in (that's 2in less than a Classic Mini) and a power output of only 27 bhp. In fact MG's 'High Speed Service Van' was probably hard-pushed to do more than 60 mph.

Too slow? Well...too fast, actually, as the MG Car Company soon discovered when the local police started to take a keen interest in their new vehicle. What Kimber had quite forgotten, when he gave instructions for its construction, was that in those days there was a flat overall 30 mph speed limit on vans, lorries, buses and coaches, inside built-up areas, outside built-up areas, on single-carriage roads, dual-carriage roads. Everywhere. All the time.

MG's High Speed Service Van was completely and utterly illegal, its very name an affront to the dignity of the law. Such a pity, because it looked an absolute sweetie - and it did seem a good idea at the time...

*Wilson McComb- MG Enthusiast, September 1988*





## MGF20 South Event - October

After hours of planning over several months 22 cars gathered at a sunny Greytown for lunch on Saturday 24 October at a lovely property owned by Gina and Malcolm, members of both Wellington and Manawatu MG clubs. Three groups merged there after travelling different routes. Seven cars from Auckland and Bay of Plenty had travelled via Hawkes Bay, eleven cars travelled from Mangaweka and four had come over the hill from Wellington. The Mangaweka group, including four cars from New Plymouth and Auckland, dined together in Taihape on Friday night and had a superb Saturday morning breakfast at Awastone, Mangaweka. After rain all night the Manawatu Scenic Route was closed by slips, but local knowledge enabled an instant successful route change and the group arrived at Ballance cafe on time for morning tea. The weather had cleared on the way and for the rest of the weekend it provided great top-down motoring. A beautiful afternoon drive took us around Lake Wairarapa to Cape Palliser lighthouse and back to Lake Ferry Hotel where 38 people were treated to a lovely dinner.



Lunch at Gina and Malcolm's place



At Cape Palliser

Sunday dawned beautifully and the group gathered at Murdoch James vineyard at Martinborough.

Some miscommunication found the vineyard not well-prepared, upsetting Gina and Malcolm's carefully planned day. The subsequent run to Castlepoint Hotel became a little confused, but almost everyone made it there to enjoy a fine lunch in lovely surroundings. Another great drive in convoy took us back inland to Gladstone Winery for a happy afternoon tea and wine-tasting finale.

This was the best attended MGF20 event so far with 13 MG Manawatu and/or Wellington



Heading back to Ngawi



Sunset at Lake Ferry



## MGF20 South Event - October



Ready to go Sunday morning



Some anxiety at the bar

cars involved. A lot of effort went into the organising and as sometimes happens, not quite everything went perfectly. But that can all add to the adventure and it was lots of fun with the mixing of Manawatu, Wellington and Auckland members, the fantastic weather and the stunning scenery.

Our thanks to Alan Thorn for his enthusiasm and northern organising and to Gina and Malcolm for putting so much into their first time organising an event. It is well to remember that all this is done entirely voluntarily.

*John Eames, Photographs Helen Gillbanks*



Balance Café, time for hoods down



Castle Point



## Third MGF/TF Festival

Yes! This popular gathering for MGF and TF owners is on again.

**When:** Weekend of 27/28 February 2016.

**Where:** Beside the beautiful Rangitikei River at Mangaweka.

The first two Festivals have proven a real treat for F and TF enthusiasts.

If you own one of these nifty sports cars, mark your calendar and be there!

For full information contact: John & Viv Eames

mangaweka@hotmail.com

06 382 5717 027 782 5717



## MGF20 South Event - October

24 October was a brilliant day for the first long journey in our recently purchased “F”. We paired up with Ron & Jacqui Blackwell to form a small convoy and headed off for the Rimutaka hills.

We stopped at the top of the hill to admire the views and to discover previously unknown walking tracks. Then back on the road and down the other side heading for Greytown.

Arriving a little earlier than planned we were made very welcome by Gina & Malcolm at their lovely home. Following a picnic lunch in a sunny garden setting the group of 20 MGF’s, a Midget and a Jaguar were ready for the invasion of Cape Palliser. After a couple of petrol stops where a few cars managed to get misplaced the group assembled on the West side of Lake Wairarapa. With a little help from Photoshop 21.75 of the 22 cars can be seen in the photo.



The group then headed South with the leaders eager to try out their cars performance on these quiet backroads. A while later the spacing between cars had opened up to a considerable distance. When we felt sure that we must have passed the West/East road we saw some familiar cars heading back in the opposite direction. Oops! That unmarked T junction we passed 5 minutes ago was the West/East road. Turning 22 cars in a narrow road takes a little time but soon we were heading back in the right direction full of the joys of open top motoring.

The road beyond Ngawi certainly gave the suspension a good work out but nothing seems to have fallen off and soon all 22 cars squeezed into the Cape Palliser car park. A few of us braved the 253 steps and climbed up to the lighthouse to take in the views.

The majority of the group now started heading back to the Lake Ferry hotel for an overnight stop.

We lingered for a while enjoying some time watching seals basking in the sun before heading home after a very enjoyable day. Our thanks go out to all of those who spent time organising this event.

*Richard & Belinda Whitehead*







## From the Archives - 1961

The Wellington Area stewards ran an all day trial to test the possibility of standing supplementary regs for trials, maybe there were issues with the ones for the Evening Post event. I manned a couple of check points for this event at the second of which I saw the 'R' type, now at Southwards, running on the road as a 2 seater! This is all before NZ had a proper National body, events here ran under the jurisdiction of the RAC in the UK delegated to a body the ANZCC which Percy Lupp ran from Dunedin.

Trial start 25/6/61 - This trial, organised by Hans Holler, started outside the Wellington Tech hall (now long demolished) behind the Museum in Buckle St. Hans handed out small combs to everyone "In case it gets too hair raising" said in his strong German accent. - *Dave Hector*



L-R: Lal Spiller's Wolseley 6/99 (unsure of people), my MG YA', Helga Holler's MGTF, ???



L-R: ?? to the group by the Herald, Geoff Sands in the pale blue jersey, Don Grenside then working for Amuri Motors was offered the Herald at a not to be refused price as the model was being run out.



## MG Car Club National Rally April 2016

**Saturday 9 – Tuesday 12 April 2016**

### **GREETINGS**

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

### **ENTRIES**

All people attending the rally are required to enter. There is one entry category, which applies to both competitive and social entrants.

### **ENTRANT**

Entry fee **NZ\$199** per entrant entitles you to enter all events, competitive and social, plus provision of meals listed on the programme.

### **ACCOMMODATION**

Suncourt Hotel, 14 Northcroft Street, Taupo - \$160 for twin room (2 people) includes breakfast, \$40 extra per person per night, includes breakfast. To book your accommodation, phone 0800 786 268 and quote booking reference 64973.

### **EVENTS**

Entrants may enter one or more events but, to be eligible for Overall Rally Awards, must enter all four events.

**Concours d'etat:** (Sunday am) All participants will display their cars at the Concours

**Trial:** (Sunday pm) A scenic run lasting the full afternoon

**Speed Event:** (Monday) Track Day ("Sprint")

**Motorkhana:** (Tuesday) Grass surface unless weather requires a sealed surface

### **SOCIAL EVENTS INCLUDE:**

**Welcome Dinner and Mix & Mingle** (Saturday evening)

There are no organised dinners for Sunday or Monday.

**Drinks, Awards Dinner** (Tuesday evening)

Full event details and supplementary regulations will be included in the programme, which will be sent to entrants by the end of February 2016. If you have any queries please give us a ring or send us an email. In the meantime fill out the entry form and return it with your **NZ\$199** payment per entrant now. Wind up the MG and come and celebrate what promises to be the best Nationals yet. The Auckland Centre looks forward to hosting you all in glorious Taupo.

Octagonal regards from

**Your MG National Rally Committee**

Entry forms can be found on the MGCC Auckland web-site under April events.

Enquiries to Peter Stanes, email: saents@xtra.co.nz or Ph: +64 9 524 6721.

# Graeme Tulloch

## Tulmac

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Mobile: 0276122312    Home: (06) 368 2202

e-mail: [tullochfamily@xtra.co.nz](mailto:tullochfamily@xtra.co.nz)





## MG 30th Classic Manfeild

COSSIES, Godzilla, the mighty M3 ... household names from a dominant motorsport category of the 1980s and early '90s share billboard status for a historic gathering at Manfeild this weekend.

An impressive field of 28 cars representing the Group A touring car era is a fresh addition to The Sound MG Classic, an annual chance for drivers of all types of classic cars to get onto the circuit and let rip.

This first time visit to Manfeild by the Historic Touring Cars register, for genuine and approved replica period touring cars, is largely due to the enthusiasm of Palmerston North member Warren Dunn, who races a landmark of the era, an E30 BMW M3.

He's eager to see the precious metal perform on a 'home' circuit whose straights and cambered bends promise good pace.

"I've been working on getting the guys to Manfeild for several years – to date our class has been racing at the South Island tracks and at Hampton Downs. They said they'd be keen to come if I could find a race meeting to have us and it's fantastic that the MG Car Club of Wellington has obliged."

The 'tintops' add more lustre to a weekend whose status as the country's best historic racing is reflected with a bumper programme also including Formula 5000s, Central Districts Muscle Cars, Pre-65s, Historics, Formula Juniors' and diversity of mixed era offers, identified under Classic (pre-1978) mantle.

The span and size of fields means an unsurpassed schedule of 50 races over Saturday and Sunday and also demands practice and qualifying being held entirely on the Friday, another first for an celebration of this being the 30th consecutive year of this event.

Manfeild chief executive Julie Keane says competitor and fan enthusiasm continues to drive the MG Classic.

"The meeting is synonymous with our venue and has great status as one of those weekends fuelled by a real enthusiast spirit."

Ron Robertson, chair of the organising committee, says the longevity and ongoing strength of the MG Classic speaks to the depth of ongoing interest in historic racing.

"That we have 305 entries is another reminder that classic racing in New Zealand is still alive and doing well. I think it will get stronger as years go by."

The race meeting also has the added bonus of being a fundraiser for the Cancer Society. One generator of donations is the annual lunchtime rides around the circuit in a classic car. Manfeild stadium will also be a pit zone, so there will be plenty of rare and fascinating racing metal to be seen under the 7500 square metre roof.

The addition of the Historic Racing Register reminds that history never stands still.

"You are going to see some great cars and our aim is to give them enough of a good time that they will want to come back so we could make it a regular thing."





## MG 30th Classic Manfeild

Such is the mix and depth of talent and historic vehicles that every race will have its fans, he says, and this year particular effort was also put into ensuring ongoing involvement for meeting's enduring oldies – drivers and cars.

“We’re really proud that we have Neil Moore’s 1951 Jowett Jupiter that has been at every single MG Classic among the number of 1950s’ cars. Don McLean is racing the car (Datsun 240Z) he took to the first meeting in 1985. They are the people and the cars that, I think, make the difference to this meeting.”

Also out in force are Formula Junior single seaters that hold great international significance. “In past years we have generally had one or two but this time we have 10.”

The Group A field will also bring back rich memories. A relatively short lifespan - just six years from 1982 as an international classification, and six more as a domestic championship - potentially sells short the huge impact made by a formula devised by motorsport’s governing body, the FIA, as a way of increasing top-level manufacturer involvement.

The concept of brands creating competition cars from showroom stock proved hugely popular and Kiwis enjoyed priority viewing, with the famous Wellington street race being part of a world championship.

This put particular spotlight on the talents of established New Zealand greats including the country’s only F1 champion, Denny Hulme, and Australia-based Jim Richards and vaunted international racers, including a pair of young Italian up-and-comers – Italian Emanuele Pirro and Roberto Ravaglia – who dominated the Wellington waterfront.

Dunn was an avid spectator and was so captivated he vowed he would one day own an M3 racer of that era – a mission achieved when a few years ago he tracked down an American market road car that arrived ex-Japan that has now been transformed into a faithful replica of those factory racers, but with a twist.

It initially raced in the works team’s Warsteiner brewery livery but after matching it against some genuine examples and considering his a poor cousin he had a change of mind. So his 2.3-litre joy is now in the equally eye-catching Tauber Tic Tac scheme as raced in Germany’s domestic championship by Canadian Allen Berg.

“One of the club’s aims is to get as many variations of cars as possible and I think it achieves this. It really stands out.”

Dunn says Historic Touring Cars members enjoy demonstrating their cars but racing reflects members’ mutual respect for rising values and rarity.

The category’s presence will at last tick a box left untouched from the 1980s – though Group A cars tested at Manfeild ahead of those Wellington events, Mrs Keane says circuit records suggest they have never raced here as a specific class.

Programme details and further meeting information can be found on the Manfeild and MG Classic websites.

*Manfeild Park*



## MGs at the 30th Classic Manfeild



Don Roy



Anthony Christenhusz



David Mallin



Grant Kern



Terry Collier



Ray Hartley



Andrew Fox



Graeme Collett



# MGs at the 30th Classic Manfeild



Brian Ax



Geoff Brader



John Palmer



Greg Haines



David Neale



Bruce Gerring



Not all the action was on the track - lunch



Viewing the action from the hospitality suite.  
Photographs: Dean Gray





## Classic cars burn up the Manfeild track

Geoff Brader's love affair with classic MG sports cars began at university, he says.

"I bought an MGTD damaged and I courted my wife in it."

Last weekend the Waikanae resident was among more than 300 classic car racing enthusiasts who converged on Manfeild race track for the MG Classic motor race meeting.



It is the longest running class race meeting in New Zealand and Brader has been involved in the event organisation many times.

This year he was there to drive his immaculately restored racing MG Midget.

He has owned the 1963 model for 25 years and it did service as his daughter's drive to school at Tawa College.

Brader said he has always raced cars and motorbikes and turned to classic and old cars later in life.

He did the restoration work on the Midget himself, apart from machining.

"I do all the engines and body work."

Kerry Automotive, of Levin, supplied the upholstery.

Brader was dressed in stained racing overalls after he was forced to change a noisy differential between the two days of the meeting.

He didn't win any races during the weekend but had a lot of fun, he said.

He was back on the track on Sunday to drive in the Ray Hartley Classics race.

Brader, in his little Midget, duelled for several laps with Bruce Gerring, driving a two-litre MGBGT. Gerring's power allowed him to take the lead on the long back straight, but the agility of Brader's Midget prevailed in the bends.

"Its classic racing – you're here to have fun and those little battles like that, they're as good as winning," Brader said.

Eight years ago Brader won the New Zealand Clubsport Championship, run over a combination of hill climbs, motor-cross and motorkhana.

Friday was a day of private practice, followed by two days of racing on Saturday and Sunday.

There were 303 vehicles entered in 51 races, with a huge variety ranging from Formula 5000 open-wheelers, a Lister Jaguar and McLaren Can Am racers, and a very rare and fast 1975 Alfa Romeo Montreal.

There was one crash, which destroyed a Ford Mustang, but no-one was hurt.

*Jim Chipp*





## Letter to the Race Committee

Classic Race Committee.

Congratulations on the 30 year mile stone.

My turn as President of the MG Car Club Wellington was to try and add to people's expectations of what a Classic Car Club was meant to be:-

The MGCC needed to run this meeting, we needed to follow the history and direction of the Car Club worldwide.

It was simply meant to be, even though at the time we were experiencing the first fuel crisis.

This was a time when classic racing was given at best 2 races at any car race meeting. When the MG Car Club Wellington had about 80 members, and none had experienced Classic Racing as we have today.

The MGCC booked the Manfeild Motor Race Circuit for a National race meeting, without ever having organised a Club Race Meeting.

That was soon fixed, assistance came from everybody, everywhere.

This weekend we can all look back and say "it has been a fun and rewarding few years". The tall storeys and fellowship from this "sporting adventure" can last forever.

Keep it up, and as first mentioned:-

Congratulations on the 30 year mile stone.

Best regards

Glen Watt.

Former:-

MGCC President.

1st Classic Race Committee Chairman.



1986 - Event 16 - Associated Radio Invitation Flying Farewell,  
a 6 lap race for the fastest 30 cars.



## Letter to the Race Committee

To Mr. President,

In reflection of the M.G. Classic Race Meeting last weekend, in which you gave me a free entry to drive my 1955 T.F. 1500, which unfortunately ended up with a blocked muffler resulting in racing 10 seconds slower than my normal lap time!!

Nevertheless, this whole weekend meeting was extremely well organized and run and I would like to extend my personal thanks to..Craig Finlayson, Naomi Bray, Mike Burnside, Ron Robertson and Terry Collier for all their assistance and interest in a retired Motor Racer!!

I shall endeavour next year to bring some more old MG's to the look forward to compete in the Sybil Lupp Memorial Race.

Many thanks again,

Kind Regards,  
Brian Ax  
(The A40 King)



Photograph: Andrew Tierney - [www.andrewtierneyphotography.co.nz](http://www.andrewtierneyphotography.co.nz)



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## 12 Months Along With Our MG3S

We made the decision to upgrade our trusty 2007 Ford Fiesta last year as it had ticked over the 120th K mark and the timing was good to move it on to our daughter Jane.

I had looked at another Fiesta but just didn't like the new shape. With the MG3 arrival and its value for money it meant we could look at a new car, haven't had one of those since our Sierra wagon back in mid 80s.

Over 50 years of vehicle ownership we have had 5 new cars and they were mainly when new car depreciation didn't exist. Our 2 Capri's we sold for more than we paid for them back in the 70's. Apart from the MG3 there was a 1979 Chrysler Alpine (Simca clone) and the 1st Sierra wagon.

The MG3 ticked most of the boxes and some more when you look at a \$20K car. A bit of personalisation with colour, silver as special order, and the MG3s side graphics which I cloned from a UK example.

The S in the model stands for Style but my take on that was S for silver. So we ordered one for delivery on our return from our China visit last year which as you know from a previous Bulletin rant I was able to visit Shanghai Autos while there.

Gazley's were excellent and had the car ready for us in early October to pick up. Then the process of familiarisation with the controls which is always fun with any car you haven't been in before. Great to have Bluetooth although it does have a bit of a mind of its own when you change drivers taking a little while to pick this up. May be needs to allow for more than one connection at a time?



MG3s RFA 1 at home.





## 12 Months Along With Our MG3S

Our only true comparison is with the Fiesta so fixtures wise it's a leap ahead. I do love the hill start although Anne still prefers to use the handbrake. Daytime running lights, although one did need replacing at the 1st service. Radio needs to be muted and left on for the Bluetooth system to work. You can't actually turn it off.

On the road it's a great little car and we have done a trip to Hawks Bay in it with excellent economy at 6.4lts/100k. Over all we are getting around 7lts/100k for the first 12000 km. This is very similar to the Fiesta also; I tend to "drive" our cars. It stops well and goes around corners like on roller skates. The seats are comfortable and plenty of adjustments to accommodate Anne and my different needs. Back seat room is way better than our MG ZTT 260 and better than the Fiesta had.

A couple of comparisons with the Fiesta which while not biggies are differences which going forward will hopefully be addressed. The turning circle isn't as good and takes us back to an 80s Mitsubishi Lancer we had a few years ago. It requires min 95 fuel compared with 91 and due to being some 50kg heavier with taller gearing isn't as quick off the mark. Using the gears does however help the performance, would love a turbo on it however to give it a sporty feel. My run at driver training is a VW Golf R did spoil me a bit.

The wheel design looks great but it's very easy to damage the rims and I couldn't get tyres which had protection beads to fit. Apart from a niggle with the drivers side air bag connection under the seat, a simple fix after helpful email from Kerry Chayne from MG NZ, we have had a trouble free 12 months.

Just need a turbo version to arrive now.

Cheers

*Ross & Anne Armstrong*



## MG Sales New Zealand

MG 2014 sales:

January - 0

February - 1

March - 5

April - 4

May - 2

June - 8

July - 10

August - 4

September - 8

October - 2

November - 4

December - 1

Total - 49 cars in 2014

MG 2015 sales:

January - 4

February - 0

March - 9

April - 2

May - 4

June - 4

July - 1

August - 1

September - 1

Total - 26 cars in 2015



## Selling your Classic Privately

Over the years I have owned a number of great cars some of which I traded but mostly I sold privately. Those that I have sold privately include a Morris Mini (stage 2), a Morris Cooper S (a beast at ¾ race tune), a Cortina 1600E (beautiful car), a MG MGB roadster (concours winner) and a factory Audi 80 Sport (brought to NZ) plus a few other odds and sods. I have also traded a few cars over the years because it wasn't worth trying to sell privately or I simply did not have the time. Timing is everything in that you must be organized and prepared to wait if selling privately.



Having just recently and successfully gone through the process selling my MG ZT-T privately, I thought I might share some aspects that have worked for me, may work for you and that hopefully might spark some dialogue amongst other members. You should know that my latest sale was via the various channels offered by the MG Car Club. I had a very good outcome and also believe I've brought a new member to the Auckland Centre.

So here's my thoughts and a 'Top Ten Tips' list.

### **Pros:**

You are in control!

There is always a buyer – somewhere.

You may get more money from the sale of your pride and joy.

'As is where is' usually applies and is in fact part Law. (Be careful here though and refer to Top Ten Tip #7 below).



## Selling your Classic Privately

You know your car inside and out. This can also be a negative i.e. your comprehensive knowledge convinces you that your car is worth more than it is actually worth or that the market is prepared to pay.

### Cons:

May take a long time to sell your car.

You may have overpriced it. (Consider the benefit of an early cash inflow versus ongoing cost of a delayed sale).

You know your car inside out (yes it's repeated from above!)

There can be legal consequences if you're not careful.

You're not prepared or flexible enough. This is a key point.

### Top Ten Tips:

1. Consider your intended market and then your marketing message(s).
2. Plan your sales campaign. Give thought to the market, audience, etc. Phase your marketing messages over a planned period of time.
3. Create a spec sheet that includes all the relevant details of your classic. Use the one I updated for the car club perhaps.
4. Get the car ready as if it was going to a Rolls Royce car yard (is there such a thing?)
5. Take good angle pictures that are interesting i.e. ones that catch the eye and emphasize the good aspects of your car.
6. Determine what you are selling with the car and what not. Have a negotiation strategy i.e. up sell if you have lots of spares, private registration, etc.
7. Always be truthful and maintain good professional ethics.
8. Never, ever part with the car before the money is in your bank account and cleared.
9. Always inform NZTA. You can ring or email them if you have sold. Also via the Transfer Form.
10. Do not cancel your insurance until all liabilities are transferred.

So that's my thoughts. What do others have to add? Perhaps we can build a Knowledge Wiki on the website.

Meanwhile if anyone knows of a MG Metro 6R4 for sale, get in touch!

*Iain Frazer*



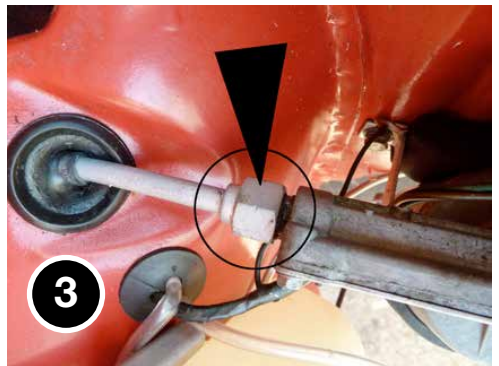


## Tech Talk - Wiper service

MG's of the 50's to the 80's used the Lucas rack and wheel box system for the windscreen wipers. Like all things mechanical they need to be maintained. Once each year or every 6,000 miles you need to apply a drop of oil between each of the spindle heads and the wheel boxes. BUT if over the last 40-50 years the maintenance has been neglected by previous owners you may want to fully service the system. There are two types of motors, the early system used a square motor, which was replaced by a round motor. Electrically these are quite different, but mechanically the same.



- 1 - Remove the wiper arms from the spindle heads, a large flathead screwdriver is ideal.
- 2 - Disconnect the wires from the motor.
- 3 - Undo the nut that holds the rack to the motor spindle, it is an odd size, so an adjustable spanner is best.
- 4 - Disconnect the bracket that holds the motor to the car, each car will be different of course.



- 5 - Get a large plastic shopping bag, one you don't want to use again.
- 6 - With the motor now free, pull the motor away from the car, as the rack cable withdraws the spindle heads will spin, hence why the wiper arms must be removed. The rack cable should be covered in grease, place the rack cable and motor in the plastic bag.

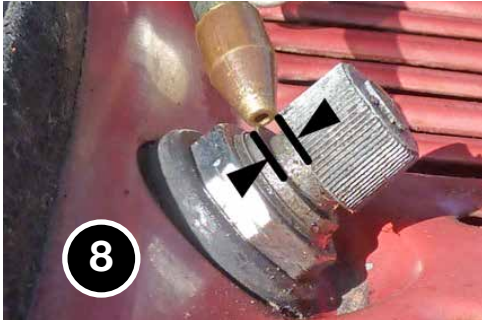


- 7 - Mark the top of the spindle head with marker pen.
- 8 - Apply oil to the gap between the head and the wheelbox, rotate and keep applying oil until the spindle spins freely. It may take a while for the oil to penetrate.
- 9 - When each spindle spins freely, turn the spindles until the top marks face down, this





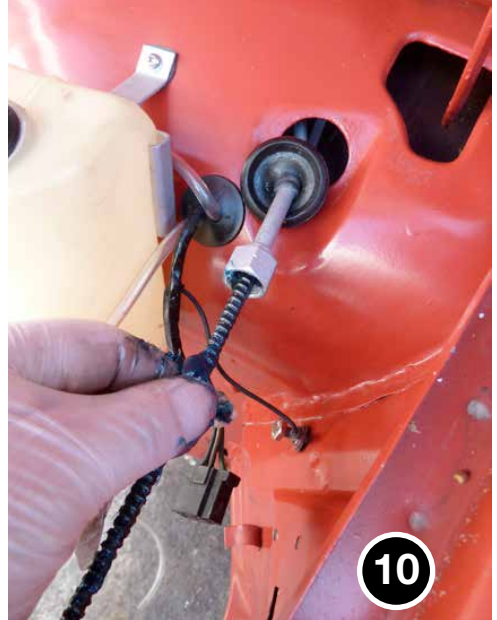
## Tech Talk - Wiper service



aligns the unworn side to the rack cable.

10 - Start feeding the rack cable back into the rack, as you feed it in, liberly coat the cable with grease, you are advised to wear rubber gloves. Reattached the motor to the body, the rack and the wiring.

Ready for another 40 years! Of course you still need to lubricate the spindle box heads each year.



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## Stealth MG - MGR V8 GT



Back in 1993 I used to have an MG RV8 which I bought virtually new when they first came out. A guy had ordered the car from the main dealer in Cambridge, I think it was Marshalls, however, he had never driven one. When he picked it up the hood was down and he drove it home without a problem, but when he put the hood up he found it difficult to get into the car and he couldn't see out of it properly as he was 6ft 6in. So he returned the car and I bought it about 10 days later, it was bright red L66MGR. I sold it in 2001 and wish I hadn't let it go.

I thought I would look for another classic car, not necessarily an MG, but after wading through several websites I came across this RV8 GT. I liked the idea of a genuine RV8 GT or should I say one that's been built using an RV8 the DVLA have approved it, and it's registered on the V5 as an MG RV8 Coupe) rather than a converted MGB. Consequently I kept thinking about it and eventually phoned the owner. We chatted about the car for a while and then I decided I'd go and look at it, but when I arrived it was a bit of a let down. It was dirty, not really presented very well, it was very low slung and I wasn't really sure about the matt paint finish (the owner explained that with this colour you didn't need to clean it).





## Stealth MG - MGR V8 GT

Then I tried to get into the cabin, which was fitted with racing type bucket seats non adjustable. After a struggle I just managed to get in the passenger seat and took me for a spin.

It bottomed on a couple of small bumps in the grounds where he lived. Anyhow, the car sounded good, and didn't rattle and certainly felt as if it had plenty of power, but I noticed that the steering wheel was vibrating quite badly. Happily there was no vibration through the body, so I asked if I could hold the steering wheel. To me the vibration felt like the wheels were out of balance, but I wasn't sure. Because I was uncertain I didn't make a deal with him that day, but said I would go home and think about it.

In fact I thought about it for a couple of days, I was concerned about all the problems I might find if I bought the car. However, I couldn't get it out of my mind so I made an offer which he refused, but after a few days we finally agreed on a deal.

Receipts came with the car totalling up the money already spent, and they added up to over £35k, they included the purchase of an RV8 and an MGB GT. The Rover 3.9 V8 engine refurbishment had cost about £8k, it was fitted with Kent fast road cams, AT Throttle bodies, DCOE45mm throttle set, Grace performance injectors, An Emerald K6 engine management system, an Emerald ECU, cross over inlet manifold, stainless sports exhaust, plus numerous other things such as fuel pump etc. The engine now pushes out about 265BHP.



The bodywork was also expensive, with the cost of converting it to GT, then flaring the wheel arches, widening the bumpers and sills, finally painting in Alfa Romeo matt metallic grey etc. The wheels are Compomotive split rim alloys 16 x 10 with 245/45 x 16 front, 16 x 11 with 265/45 x 16 rear, shod with Kumho tyres.

When I got the car home, my first priority was to give it a good clean, then check it over and give it a proper service. I discussed the paint finish with my son and I had considered getting it lacquered.







## Stealth MG - MGR V8 GT

However, he advised against that and explained that this was a fashionable colour, so I didn't bother and many people have said how much they like the colour and finish, it has now grown on me.

Next I raised the suspension height front and rear by about 1.5in, fitted new front springs, new front hubs, bearings, discs, pads, bump stops, bushes, got the wheels balanced (there were no weights on the front wheels) and I also had the steering tracked. I fitted new MG seats, new window glass, a new radiator with twin electric fans, new stereo and speakers, plus several other odds and ends.



I took it for a trip with the local MG Owners' Club to the New Haynes Museum in Sparkford Nr Yeovil, (it's worth a visit) the RV8 GT drove very well, cornered very flat and sounded great.

MG Rover never put an RV8 GT into production which is a shame because I think it would have been a really good car. It's different, it has raised plenty of comments, more good than bad.

*Rod Bean - Enjoying MG, November 2015*



## New Members

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

James Chipp  
Glenn Pelham

1977 MG BGT White  
Interested in racing.

IG1922



**“OLD SPECKLED HEN”**  
**Old Speckled Hen End of Year BBQ**

Thursday 26th November - A very pleasant indoor celebration (because of the inclement weather) was held at the lovely home of Les & Chris Newman in Tawa. Some 20 members attended including Joan & Scott Stevenson, Bill & Gay Baxter, Ron Mitchell & Shirley Kelly, Andrew & Jill Weeks, Bill & Rae Denize, Valerie Hellberg, Ross & Anne Armstrong, Hans Brounts, Michael & Elaine Anderson, Ian Miller & Neville Milby. It was great to have both Ian & Neville attend and hopefully we will see more of them in the New Year!!!! It is always good to catch up with Bill & Gay Baxter - such stalwarts of the MG Car Club.

We were fortunate to have both Old Speckled Hen product and some branding items (key rings and Polo Shirts etc) to give away courtesy of Federal Geo the Old Speckled Hen Beer importers. Many thanks for your continuing support.

The meal provided by Les & Chris was of the highest order and naturally had a Christmas theme. Many thanks for stepping into the breach – really appreciated.

We have had a great year with a programme which included a lot of variety and different members stepping up each month and organising the “OSH Run”. Many thanks for being prepared to volunteer it was much appreciated. More of the same next year hopefully !!!

It just leaves for Elaine and I to wish you all a Merry Christmas and a Happy New Year and we will see you at the planning meeting scheduled for Thursday 25th February 2016 at Murrayfield Langdale Café & Restaurant.

Remember ‘Safety Fast’  
 Michael & Elaine Anderson  
 Photographs: Michael Anderson.



Members tucking in to great food.



Jill Weeks & Joan Stevenson pausing for the photographer



Les Newman in the box seat



## Ice machine sparks blaze

November 3 2015 - When a bleary-eyed man woke to get an ice-filled drink of water in the middle of the night he never expected the fridge to begin melting around him.

Moments later, it burst into flames.

He and his wife escaped but suffered minor smoke inhalation when the fridge in their Mount Maunganui home caught fire early Tuesday.

It was a “close call” for the couple.

They managed to escape the Ocean Beach Rd building before the fire spread, Mount Maunganui fire brigade station officer Steve Wright said.

“No one was seriously hurt and no one died - it was actually a good save for the bulk of the house but the repairs will be extensive.”

Just before 2am the man, aged in his late 50s to early 60s, was filling his glass of cool water when the fridge’s ice machine began to melt, Wright said.

“He had gone up to the ice machine on the fridge and it started to collapse around his cup. Plastic bits were falling down around it.

“He noticed smoke starting to pour out and realised it was on fire so he grabbed his wife and they got out.”

Before fire crews arrived the man ran back into the smoke-logged home to retrieve the couple’s vehicles, including a **MG**, from the garage.

“He did everything right, except he probably shouldn’t have put himself at risk by going back in to get the cars out, we would’ve been able to stop the fire from spreading that far.

“But they had working smoke alarms, which were sounding when we arrived, you could hear them from the neighbour’s.”

Fire crews in specialist breathing gear entered the home using a high pressure hose to make their way to the kitchen where they found the fridge ablaze.

It was a stretch for the fire hose to make it from the truck on the road to the house down a long, tight driveway.

“The bulk of the damage is around the fridge in the kitchen area but the smoke damage has spread throughout the house.”

Wright said neighbours supported the couple and offered them a bed for the night.

“Structurally there was not much (damage) but smoke damage is significant throughout the house - everywhere you look - it will take quite a bit to get it back to being liveable.”

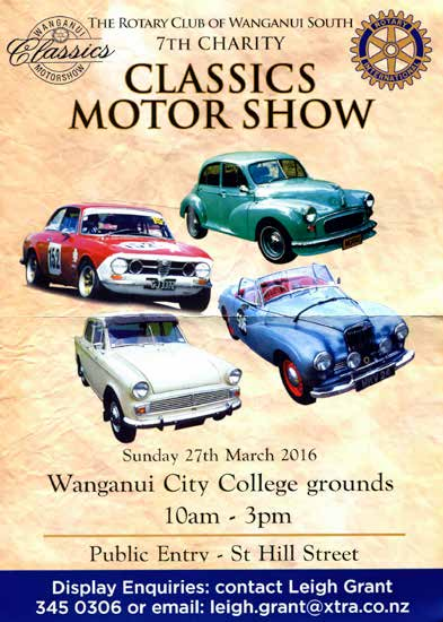
An electrical fault in the fridge’s ice machine is believed to have sparked the fire. Evidence of this would be sent to Energy Safety for further investigation, Wright said.



“It doesn’t happen often, but does happen from time to time.”

He commended the residents and owners for having working smoke alarms. - *Stuff*.

*There was a story this time last year of a MGBGT destroyed in an Auckland house fire, so it pays to have working smoke detectors, and a fire extinguisher or more handy (Ed).*

# MG Wanganui Rotary South Classic car show




 THE ROTARY CLUB OF WANGANUI SOUTH  
 7TH CHARITY  
**CLASSICS MOTOR SHOW**


Sunday 27th March 2016  
 Wanganui City College grounds  
 10am - 3pm  
 Public Entry - St Hill Street  
 Display Enquiries: contact Leigh Grant  
 345 0306 or email: leigh.grant@xtra.co.nz

The ever popular Wanganui Rotary South Classic car show is rolling round again on the 27th March 2016. At the Wanganui City College Grounds.

This is a great day, and an opportunity to show off. Relaxing, catching up with mates and getting to know others with similar interests. Bring a picnic basket. Maybe win a raffle or two, or browse among other enthusiasts at this very popular show.

Stay a night and enjoy an experience ride on our beloved Waimarie, the only coal fired steam drive paddle wheeled vessel in New Zealand.

Please send your RSVPs to leigh.grant@xtra.co.nz

We'd love to see you 27th March 2016.

*This event is popular with MG Manawatu who thought Wellington may also be interested - Ed.*

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### 1995 MG RV8 - 19,000km - \$40,000

Convertible with black soft top. Car 1471 of only 1993 ever built. One owner in New Zealand. One owner in Japan. Woodcote green body. Dark stone leather interior. Michelin tires. Drives great!

For an appointment to view the car in Napier or if you would like additional information on the car.

Contact: Sefton Gibb Mobile: 027 4422 713



### 1995 MG RV8 - 29,000km - \$42,000ono

Includes personalised number plate.  
Oxford blue. Vin No. 1602, Body No. 1460.  
Car 1351 built, 175th Oxford blue of 259.  
Car 1013 exported to Japan.  
Mobile: 027 4482 225 A/H: 04 293 8112  
E-mail: bobthecalendarman@gmail.com



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# Membership Fees 2014/15

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

The new style membership form can be found on the web-site at

**[www.mgcarclub.org.nz/membershipform](http://www.mgcarclub.org.nz/membershipform)**

Be sure to fill it all in so we can have all your details up to date.

Fill out your preferences of what you want the club to be doing in the future.

If you can't use the form on the web-site send a text request for a membership form to one of the committee on page 3.

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

You can also pay your renewal on-line direct to our account 03-0539-0165992-00  
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## Grill Badges

The four MG Car Club Centres in New Zealand - Auckland, Wellington, Canterbury and Otago have authorised this new Grille Badge, which has a distinctive NZ flavour with the inclusion of the Silver Fern in the background.

The intention over time is to begin using this badge on communications, regalia and other activities.  
61mm x 81mm - **\$50.00.**



Calling all **MGB owners**, if you haven't celebrated the birth of your favourite sports car, now is your chance too. We currently have a few remaining MGB 50th grill badges available which will enhance your car and sit beautifully alongside the MG Car club and MG90th grill badges, why not collect the set!

75mm - **\$35.00 while stocks last.**



Grill badges can be purchased from Jane Hector,  
phone: **027 246 6034** or  
e-mail: **jayhector70@gmail.com**

Rear Cover: Neil Moore leads David Neale.  
Photograph: Andrew Tierney - [www.andrewtierneyphotography.co.nz](http://www.andrewtierneyphotography.co.nz)



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Quarter Page	\$100	artwork for your approval.

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



# MG Car Club (Wgtn) Regalia



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



1634 - Silverdale, Merino pullover  
Natural mix - S-XL - \$125.00.



WLV - Gear, Women's Vest  
Silver/Black - S-XL - \$65.00.



1634 - Silverdale, Merino pullover  
Navy - S-XL - \$125.00.



LV - Gear, Men's Vest  
Black - S-XL - \$65.00.



MG90 Car badge  
75mm - \$43.00.



MG90 Embroidered badge  
72mm - \$5.00.



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

MG Car Club regalia can be purchased from  
Jane Hector, phone: 027 246 6034  
or e-mail: jayhector70@gmail.com.

