



Bulletin

PO Box 3135, Wellington, NZ. Dec 2017 - Jan 2018





MG Car Club (Wellington Centre) Committee				
	Home	Work	Cell	E-mail
President Paul Chipp	04 586 8262	04 586 8262	027 248 3430	paul@netclinic.co.nz
Vice President, Treasurer & Membership Officer Jim Higgins (Judith)	04 476 8967	04 476 8967	021 963 268	jhiggins@netedge.co.nz
Captain John Grant (Phillipa)	04 233 1082	04 233 8009	027 668 5591	j.p.grant@xtra.co.nz
Secretary Helen Cox (Michael)	04 297 2279			upnzway@earthlink.net
Regalia Michael Shouse (Helen)	04 297 2279		027 419 8017	upnzway@earthlink.net
Events Coordinator Richard Whitehead (Belinda)	04 235 8928			richardw1953@gmail.com
Committee Members Denis Christiansen (Margaret) Ron Robertson (Naomi) Rae Denize (Bill) Dean Gray	04 569 7480 04 564 8389 04 238 1038 04 232 9422	04 569 7480 04 232 9422	022 075 4161 027 246 6034	denis@mgcarclub.org.nz ron@mgcarclub.org.nz mgmodels@mgcarclub.org.nz editor@mgcarclub.org.nz
Pre '56 Contact George Walter	04 478 0608	04 385 1892	027 438 9133	gwalternz@gmail.com
Scrutineers Ron Robertson (Naomi) Ray Hartley	04 564 8389 04 384 4459		027 443 9969	ron@mgcarclub.org.nz
Bulletin Editor Dean Gray	04 232 9422	04 232 9422		editor@mgcarclub.org.nz

MG Classic Motor Racing Committee, PO Box 164, Wellington.				
Ron Robertson (Naomi)	04 564 8389		027 443 9969	ron@mgcarclub.org.nz
Paul Chipp	04 586 8262	04 576 1500	027 248 3430	paul@netclinic.co.nz
Ross Armstrong (Anne)	04 232 4175		027 443 8826	arfmg@mgcarclub.org.nz

Regional Contacts			
Auckland Centre	Paul Walbran	09 817 8194	paul@mgparts.co.nz
Canterbury Centre	Shirley Johnson	03 332 5776	johnsonsd@xtra.co.nz
Hawkes Bay			
Manawatu	Gay Baxter	06 322 0978	mg.baxt@xtra.co.nz
Mangaweka	John & Viv Eames	06 382 5717	mangaweka@hotmail.com
Otago Centre	Russell Walker	03 454 5347	russellwalker15@gmail.com
Taranaki	John Chambers	021 336 135	john.chambers@xtra.co.nz
Wairarapa	Brian & Julie Pope	06 377 1285 027 496 9036	bjpope@xtra.co.nz

Cover: 32nd MGCC Classic Motor Race Meeting: SS100 & MG TC in the pits.

Inside Cover - West Coast tour:

Top - Whangamomona Hotel.

Bottom - Len Lye Centre, New Plymouth.



Coming Events

Mon 22 Jan	Driver Training Day at Manfeild, details to be confirmed. See page 40. Contact: Ron Robertson - ron@mgsclub.org.nz
Wed 7 Mar	Noggin 'N' Natter - Waterloo Bar & Grill, 27 Waterloo Quay. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sun 11 Feb	British Car Day, Trentham Memorial Park. See Page 17. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Thu 22 Feb	Old Speckled Hen Run - Planning the year, venue to be announced. Contact: Michael Anderson - email: michael.anderson@xtra.co.nz
Sat - Fri 24 - 25 Feb	MGF/TF Festival, Mangaweka, see page 25. Contact: John and Viv Eames - email: mangaweka@hotmail.com
Wed 28 Feb	Club Night Dinner - Seashore Cabaret, 160 The Esplanade, Petone. Contact: Denis Christiansen - email: denis@mgsclub.org.nz
Sun 11 Mar	Garage Noggin 'N' Natter - MG Auction at Gay Baxter's place, Bulls. Contact: Michael Shouse - email: upnzway@earthlink.net
Sun - Thu 25 - 29 Mar	MGCC National Rally, Timaru, see page 21. Contact: Sandra Frame at 0223022622 or framereid229@gmail.com
Wed 28 Mar	Club Night Dinner - Venue to be announced. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Thu 29 Mar	Old Speckled Hen Run - Run to be announced. Contact: Michael Anderson - email: michael.anderson@xtra.co.nz
Fri - Sun 30 Mar - 1 Apr	MGCC Easter Rally, New Plymouth. See page 17. Contact: Paul Walbran, MGCC Auckland - email: paul@mgsparts.co.nz
Wed 4 Apr	Noggin 'N' Natter - Waterloo Bar & Grill, 27 Waterloo Quay. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sun 15 Apr	Cecil Kimber Birthday/ Big Breakie Run to The Dish, Masterton. Contact John Grant - email: j.p.grant@xtra.co.nz
Sun 22 Apr	Transmission Gully Motor Show. Battle Hill Farm. To be confirmed. Plimmerton Rotary Club.
Committee meetings are held on the first Monday of the month, 5.30pm, Meeting room, Wellington Bridge Club, 17 Tinakori Road, Thorndon.	



Editorial

I have had a couple of problems with the Morris over the last couple of months. First was the headlights were dim while travelling home one night. The charging light was off, but the voltmeter was down to 12V and the Ammeter was in the negative. Upon investigating the next day, it turned out that while the fan-belt adjustment was correct, there was no friction. I replaced the fan-belt and filed the glaze off the pulley, problem solved.



Second was the fuel gauge started to misread. I would fill up the tank, but the needle would remain on empty for a kilometer or more before rising to full. I checked the electrics and there was no fault. After a couple of tanks full, it had become very random. I decided to remove the tank, not that easy, as you have to remove the exhaust, to drop the tank. Thankfully the problem was obvious when I removed the sender as the float was 3/4 full of petrol. I have wrecked a number a couple of cars and had a spare float, problem solved.



The job took three hours and would have been a lot quicker if BMC had provided a removable panel in the boot floor. That said, while I was taking photos of the underside of Bill's MGR when it was getting a WOF. In the garage was a late model Audi with the front of the car disassembled. No grille, front bumper, radiator, etc. When Bill asked about the car, the answer was, That is what is needed to replace the Alternator! So I shouldn't complain.

The green MG has just got it's WOF and is registered. But I wasn't happy with the boot. Since the car has sat so long, moisture had penetrated the paint over those years, so surface rust was worming its way under the paint. Even though the rust was only in a couple of small areas, I stripped the whole boot lid and repainted it. *Enjoy a Safety Fast! Christmas.*



Articles

Articles, letters and events write ups for publication in the Bulletin should be sent to 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.



Chronicles of Brian - Oct-Nov

23 October - Well dear readers

This Bonus Labour Day Issue is Wheels, Wheels, Wheels.

Rostyle wheels, black worn and peeling how hard can it be to repaint. Even if there is a bit of rust showing through the chrome on the rims and maybe Minilites are a better choice than doing anything at all.

Well if you fix the wheels standard process goes like this

1. Remove wheels clean and paint strip sand out or wire brush difficult areas.
2. Mask outline using groves in wheels to for the cut out trim
3. Apply two spray coats of etch primer sand or steel wool lightly between coats to ensure smooth finish
4. Apply two spray coats of black enamel again sanding lightly between them.

What could be more straight forward or simple.



Brian

Well coming from the **school of process improvement**, I was having none of this, it was going to be simpler.

We wont worry about wire brushing and paint stripping a wash with turps will do. Result: Paint does not adhere correctly.

We will get one of these templates for \$100 that will save time masking. Result: Paint all over the place template not up to job of masking.

Since there is paint there already don't worry about etch priming. Result: Paint does not adhere properly.

Why worry about enamel when CRC Black Zinc works for everything and you have plenty. Result: Paint rubs off on your hands unsuitable for the job.

Well lets dispatch with the \$100 template and not worry we have spent \$60 on CRC Black Zinc and move to **improved process version number two**.

Use paint stripper and wire brush or drill with bronze wire brush. Result first class as per version one all paint gone and rust ground or sanded out. So standard process works.

Apply etch primer with brush small number 3 will produce clear edge and why bother with two coats surely one is enough... Result: Wrong paint from young man at Union Hardware needs to be told to piss of in future. Lacquer base means paint is drying before it is properly on so there are wavy lines and paint is patchy.

Apply black lacquer paint by brush. Result: Disaster, fast drying paint leaves lumpy mess on wheel. Result: \$60 of wasted paint and brushes.



Chronicles of Brian - Oct-Nov

Improved process version number three.

Visit Mr Concours for advice with the wheels.

Advice: "There are three cans of Spray paint for \$12 at Bunnings get some etch primer and black enamel mask off and spray. Sand between coats lightly." I receive lesson on applying masking tape told to use green. Strange that sounds like the standard process.

Acquire three cans of black enamel and two cans etch primer and masking tape, white (\$2 a roll cheaper).

Sand mask and clean.

Apply two coats of etch primer gives good coverage.

Apply two coats of black enamel gives good coverage and acceptable result for my purpose, but not concours.

Result: Two rear wheels complete, two front wheels awaiting second etch prime coat.

Can see why it takes five years as an apprentice to learn spray painting and panel beating skills. Takes three quarters of an hour to mask up a wheel, 20 seconds to spray it.

In case you are wondering careful spraying ensures nothing gets on the tyres.

Spraying is a whole new experience and will take time to master but at the moment result is just passable for the five foot test.

If applying process improvements the longest way round may be the shortest and cheapest way home!



Masked up front wheels

29 October - Four Wheels all done. Wheel nuts cleaned with anti rust and polished. Don't try putting the nuts in a glass jar spraying with anti rust and rattling them around as a process improvement. The jar shatters and you have glass and anti rust everywhere!!

Improvement process version number two - Do it in an old Margarine container then it works quite well remove nuts from container wipe clean and polish. They look much improved but they really do need replacing, as chrome has worn off. Not Mr Concours but adequate for an Old Speckled Hen Run.

Clean off over-spray on tyres wash Brian and go for a drive around the inlet. Feels great!!



Chronicles of Brian - Oct-Nov

Yes Bill, that is rust starting to show through, by the valve, it has been rust treated and polished with Autosol, which will keep it at bay over the next few years, before disaster finally strikes.

Next job to repair, wing mirror. Source: F2 Glue, \$8.10. Modify surplus plumbing fitting into a large cup washer with countersunk drill and bench grinder (God Power Tools are fun). No cost unless you include the \$7000 to fix the shower that made the fitting surplus (In which case it is rather pricey!!).

Glue new fettled cup washer to plastic mirror fitting and fit to the car 24 hours later, when glue dry. Success, amazing!! Wonder if Ross will turn up with mirror for the other side? Thinks he has a spare one in his voluminous spares inventory.

Next job clean and repaint top of radiator. Paint remover applied. Removed none of the other paint work. God, Lord I'm being careful! Just need to mask up and spray with high temp black paint. Remove K&N air filters on SUs. Clean residual black paint off with paint remover. Done but stalled, will need to be bead blasted and filters washed and drained properly. Job for Richard or at least under his direction. So more next week. Can clean and polish around carburettors while air cleaners off.

5 November - Well it has been a busy week. Had a fail on painting the K&N air filter cover. Not masked properly too much paint and a fail on painting the radiator struts, did not wait long enough for primer to dry. Rather a shame after some success painting the radiator top no runs or orange peel, no over-spray. Richard lent me a polishing motor to Polish the K&N filter cover after bead-blasting. This motor is about a foot cube and can barely be lifted. Apparently there is a correct way to lift it, which is not by the obvious dust cap cover at one end!! Big fail just missed my foot as cap detached which it would have crushed and left a large and deep dent in the asphalt. Starting procedure is spin up the armature as fast as you can then turn power on. Used correct procedure blew fuse five times before giving up!! Used supplied wax and buff on drill. Best result from Chux pads on drill. Then as reported fail on paint.

So Les came to visit pleased with the small progress in his absence. Immediately took me house hunting for Brian. We were looking at the wrong end of Town, too upmarket so repaired to Palmer's Garden Center Cafeteria. He pulled the next table over and it fell over smashing the pepper pot. He was trying to set out the Brian





Chronicles of Brian - Oct-Nov

working file for us both to see. Resulted in lecture from waitress, something about old people should not move tables. But the Spirit of Brian saw to her, as she dissolved into a huge sneezing fit sweeping up the pepper and then was embarrassed when Les valiantly tried on two occasions to pay for the damage. I still think my idea of repairing to the Sandbar Pub for the afternoon would have been better, but Les was having none of that and off to work it was.



Here is the boot all masked up and the guttering undercoated. Didn't Les do a good masking job!!

Boot lid off and here Les is seen sanding it. Amazingly the rubber and cardboard underneath protected the exterior paint. Masked up and undercoat on doing this so we can have it colour matched to the body which is a different shade of green..

Still learning spray painting technique, but think I am making some progress. It seems to be in the distance from the object to the nozzle and the speed of the pass. Wait 24 hours between coats.

Now reading up about the engine bay there are wires and pipes everywhere, some not connected and two earths, one has come loose and is quite damaging to bare skin!!

My offer for the 'Barn Find' 69 MGB has been accepted so that is exciting and more car homes need to be found!! More on this once everything is finalised.

13 November - Well gentle readers it has been an entertaining week... Last week you saw Les's concours effort on the masking and sanding and general preparation for the boot gutter paint and the underside of the boot lid paint... Undercoat applied no issue. So Monday I tried the top coat but there is a fault with the can and the paint hoses out

That was from two to three feet away. I stupidly tried to use it anyway and the result was a mess on the boot lid underside. The gutter just livable. Was an issue with pressure or nozzle I am sure.

Trip to Union Hardware to complained. They said I should have bought the can back while it was full of paint. Showed them the photo, still said they could not tell without full can to test. I was not impressed. Les said I was decidedly grumpy and argumentative!! Got them to mix up two more cans and demonstrate to Les who picked them up that they worked! Two cans \$65, discount to \$50. Less upset customer.





Chronicles of Brian - Oct-Nov

Had planned to go to Manfeild for the MG Classic meeting but ran out of energy might be something to do with NZ/Peru football and Corporate Box Hospitality! So thought even though I had told Les not to bother to come by today due to the plan for Manfeild, I better do a bit.

Applied paint to gutter and underneath lid. Gutter passable, under-lid far from concours, really needed to be completely re-prepped, but can work fine. Given it is under the lid and near impossible to see, we will just have to live with it.

Repainted radiator struts with CRC Black Zinc excellent job. Reinstalled K&N air filters, look much better cleaned up and engine bay around them got a clean and a cut & polish behind the air filters while they were out. With everything back, Brian fired up fine. Dropped a spanner on radiator, chipped new paint! Touched up looks fine.

Next job is to remove and paint the radiator overflow tank, then polish and clean engine bay around it. Also need to put boot lid back on.

Engine Bay is a mess of wires pipes and tubes. Discovered one is for crankcase breather and it is just sitting unconnected to anything as the crankcase emission control unit is missing. That is a mushroom looking valve that attaches and vents to the top of the inlet manifold and sends fumes to engine for burning and adds more clutter to the engine bay. I notice there is also a breather pipe out of the tappet cover which I don't think should be there, so maybe we don't have the correct tappet cover?

Les has revealed we have a few bob in the kitty, in fact enough for new carpets and to get the seats done (not in leather). So it is a trip with Brian (when the boot is refitted) to the upholsterer in Levin whose name I will have to re-find.

'Barn Find' due to be picked up this week so more fun in the offing and cars everywhere!

20 November - Monday came and I refitted the boot lid for Brian. Enough said! Job looks passable for an Old Speckled Hen run. Brian went back to Lower Hutt, MX5 needed to be jump started to come home, as it had been ignored for too long.

With Ross collected the new 'Barn Find' Red 69 B. Les is worried progress will stop on Brian, but I think not. I inspected Ross's beautiful blue B and the engine bay is coming up a treat. Gave me ideas for Brian.



Left and below is Red 69 arriving at Richards for the mechanical treatment.





Chronicles of Brian - Oct-Nov

27 November - With Brian in Lower Hutt, there has been no progress this week.

4 December - Well 'Barn Find' Red 69 had visits from Ross with multiple keys to see what worked. We now have new keys cut for the ignition boot and doors but the glove box still eludes us. In due course Richard will look at the mechanicals now we have ignition.

Les and I visited various spaces to see if we could find something suitable to house the whole collection but we are coming up short at the moment...

There were three Club events this week pressure of work and pressure of going away to Samoa for a week meant I missed them. The club dinner on Wednesday night, The Old Speckled Hen Run to Waikanae for a Barbecue on Thursday and the Tawa Xmas Parade and Barbecue at Ross and Anne's house on Saturday. I was tempted to do the Parade and Barbecue but would never have got organised for Samoa if I had done so.

Still Les and I managed a quick run to Levin on Friday afternoon with Brian to get a quote for the upholstery from Kerry's Upholstery. If we get the carpet off the net and they do the seats and balance of the trim, but not panels, all in leather, fit carpets. Their cost \$2000, as pictured below. A pretty good quote I would think.



Catalogue image of the interior that is intended to be installed in Brian.

With wonderful weather and copious quantities of sunscreen we had a delightful run and fitted in some business in Coastlands on the way back.

Regrettably lost a hearing aid when I took off the hat to talk to the staff at Kerry's Meant a return trip on Saturday morning to collect it and get a quote for the MX5 Hood about \$1500 fitted.

We'll have a Christmas Holiday and will report more progress next issue.

Kind Regards Phil Major



Old Speckled Hen - West Coast Tour

Select Six go driving up the West Coast

Well you have heard of the Famous Five and the Secret Seven; now we have the Select Six. Eat your heart out Enid Blyton!

Thursday 26th October

The morning dawned and for once the Metservice had got it right: rain overnight with conditions improving during the day. The car had been washed and polished and was looking lovely as we loaded up for our seven day adventure up the west coast of the North Island. The numbers on the run were a little down on last year due to some difficult family circumstances. Our thoughts were certainly with “ the several absent friends ” whom we wish both safe return home and rapid recovery from illness.



MGs gathering at Waikanae

We arrived at Waikanae just before the appointed time, enjoyed the opening banter then happily set off for a lunch time stop at The Mothered Goose in Bulls. Lovely food and the menu even made reference to MG fare, such as the MG Platter! At Bulls we were joined by Basil and Biddy Kendrew

from Gisborne in their MGB GT. We had met last year on the Tour of East Cape and we were all thrilled to have their company on this year's run. It took very little time to realise how easily Basil and Biddy were going to settle in with our group.

As always the run from Bulls to Whanganui was memorable for the gorgeous scenery. Traffic conditions were reasonably light and the cars made good progress in a manner consistent with past group outings: safety first albeit within the speed limits. Once at our overnight stop, the Collegiate Motor Inn, we got the chance to see all our cars together: and what an eclectic mix they were with four MGs (3 MGB GTs and an MG ZR) and two honorary MGs: a Mazda MX5 and BMW Z4.

Driver and co-driver	Car
Michael and Elaine Anderson	MGB GT
Bill and Rae Denize	MG ZR160
Basil and Biddy Kendrew	MGB GT
Ron Mitchell and Shirley	Kelly MG (Mazda) MX5
Chris and Wendy Ward	MGB GT
Andrew and Jill Weeks	MG (BMW) Z4

Our first dinner together was a memorable affair, following a pleasant Noggin and Natter as a precursor. Not only was the food excellent, but the whole dining experience was enhanced by the ongoing banter that, for once, really did seem to include the entire dining party. It is so much more pleasant and sociable when the entire party is actively engaged in the conversation.



Old Speckled Hen - West Coast Tour

Friday 27 October

Once again the weather Gods were with us: not a cloud in the sky providing perfect weather for our trip into Taranaki. Leaving Whanganui we headed west on a State Highway 3. And what a road it is: a real driver's road, truly enhanced by the paucity of traffic. Our little convoy burbled along and just before Waverley we crested a brough and there it was: the snow capped Mount Egmont in all its majestic glory - what a wonderful sight! A short coffee break was enjoyed at the Red Rock Cafe in Patea, before heading for lunch at Opunake about half way along the Surf Highway.

The Sugar Juice Cafe exceeded our luncheon expectations and brought many a smile to our groups faces as the village prepared for a local fare tomorrow. Lots of lovely craft offerings were already decorating the streets, providing us all ideas for keeping the grandchildren amused.

We stopped at the historic Cape Lighthouse, co-located with a local boating club. The building looked splendid although it is no longer in current use. It was quite a climb to the top, but well worth the effort, providing the unique opportunity to get close to the historic workings and taking in the lovely panoramic views. Then it was back onto the Surf Highway for the balance of our trip into New Plymouth.



Team photo at the Cape Lighthouse



The Dawson Motel was to be our home for the next two nights. Clean, comfortable, quiet and centrally located, it left little to be desired. We had a lovely dinner at the Salt Restaurant on the waterfront. Suffice it to say I was tempted to give it top ratings on Tripadvisor after the event. Can the meals possibly get any better on this trip? Probably not.

Saturday 28th October

We awakened to the steady sound of rain and the sight of a heavily overcast sky. Our planned activities for the day started with a visit to a private car collection and then lunch on the slopes of Mount Egmont. Bryce and Delwyn Barnett live slightly north of New Plymouth at the start of SH3A.



Old Speckled Hen - West Coast Tour

However, by the time we arrived, the rain had stopped and we were treated to excellent weather for this visit. They have an elegant entranceway into their home that is themed on the many doves that reside there. A beautifully landscaped driveway led past stunning shrubbery, tree lined avenues, a small lake and sculptures until we sighted the house set at the back of a dramatic lawn. Parking the cars, we were greeted by one of their two gardening staff, who also keeps an eye on the car collection. You could tell that the staff were content: the gardener had worked there for seventeen years!

Entering the first of three garages, there was only one word that came to mind: WOW! Over the next hour we luxuriated in the ambience of sculptured gardens, the amazing bird life and a simply wonderful collection of cars and motoring memorabilia.



Without exception, we all loved the convertible Aston Martin DB9, the modern version of Herbie the Beetle and a lovely 1950's Rolls Royce. The Morgan Aero 8 was also much admired as was a pristine white Triumph Stag.

The collection also included two Austin A60 Cambridge models: one in a good state of repair and the other set in the garden and covered with ivy!

A second garage housed a collection of mainly American cars including a classic Corvette Stingray, a 1960's fast back Mustang and a stunning blue coloured Cord. The latter evoking images of American hoodlums transporting bootleg whiskey in the 1930's. A twenty first century Plymouth Prowler caused significant debate as did the replica 1930's SS Mercedes. Interestingly few of our party got excited about the American cars.





Old Speckled Hen - West Coast Tour



There was a general acknowledgment of the quality and presentation of the cars, but a sense that whilst they were undoubtedly classic, they were rather vulgar and not too our tastes in a personal investment sense. I guess we prefer the British and European marques. Beyond the garages, the grounds were just stunning and even included a children's playground that featured a lovely tilting helicopter complete with instrumentation.

Our grandchildren would have been in seventh heaven. Once beyond the playground there were several motorised children's cars including a magnificent AC Cobra and a Ferrari formula 1 mini race car. Oh to have been a child in this family.

We left after a little over an hour. From a personal perspective, this visit alone will have made the entire seven day trip worthwhile: I am sure that others will agree with me.

We then headed northeast toward Inglewood and Stratford. Slightly heavier traffic conditions and a resumption of rain made the transit to Stratford a little more onerous, but still very pleasant. Overhead conditions had completely masked the mountain, but we still enjoyed drivers roads.

Lunch was taken part way up Mount Egmont at the Stratford Mountain House. This was situated several kilometres up a winding road that felt like driving through an evergreen tube, with its high vegetation on each side. The Mountain House looked good and well kept: very inviting to approaching guests. The place was both remote and packed with guests, foreshadowing excellent fare: and we were not disappointed. Once again, the food was stunningly good.

After the drive back to New Plymouth, we all enjoyed some private time for part of the afternoon before Michael and Elaine hosted "drinks and nibbles" prior to us all heading to Monica's Eatery for dinner.

Sunday 29th October

The day was overcast with occasional showers, but most of the time it was materially dry. We started with another team photo in New Plymouth outside a rather stunning and reflective building - the Len Lye Centre.

I suspect that all tour members were rather looking forward to this day: a day of



Outside Len Lye Centre in New Plymouth



Old Speckled Hen - West Coast Tour

discovery and an assault on the senses. We headed north from New Plymouth, past the Oil Industry Installation at Motunui and moved out into dramatic Taranaki countryside. As if the roads and general scenery weren't enough, we soon reached the road that winds its way over Mount Messenger, providing a further sensory overload with the dramatic scenery. A little further on as we watched the coast come and go from our view we finally reached the village of Mokau where we stopped for morning tea at the Whitebait Inn. Whitebait fritters, whitebait omelettes and whitebait sandwiches were all sampled. The grins on faces were "a mile wide"!

As we headed further north to our lunch stop at Piopio, we commented on the changing scenery and the ruggedness of the coastline. It was just beautiful and serene to be travelling through. After lunch we headed further inland, passing through Te Kuiti, stopping for a photo next to the Colin Meads statue, and Otorohanga before turning left onto SH38 to the remote coastal settlement at Kawhia.



This thirty five kilometer run took us through even more beautiful countryside on a "very much a driver's road" before we reached the Kawhia settlement. I seem to recall that we saw about eight boats being towed in the opposite direction as we headed to the coast: they weren't towed slowly!

The Kawhia Hotel wasn't the most up-market property that we have stayed in. It was pretty basic with shared facilities: Ron and Shirley even had to reside off-site in a small house as



there weren't enough double rooms. But what was potentially missing in terms of home comforts, was more than adequately compensated for by the welcome and hospitality of our hosts. The folk there were just lovely and couldn't have done more for us.

We all enjoyed a bit of a wander around the waterfront at Kawhia before dinner taking in the history and enjoying the marvellous scenery. We were surprised to learn that there used to be a regular "steamer sailing" from Onehunga to Kawhia many years ago.

The evening meal was excellent and followed by one of our number producing a ukulele and regaling the gathered throng with some 1960's music. Thankfully, the entire party



Old Speckled Hen - West Coast Tour

joined in with the singing, thereby nicely concealing any musical shortcomings. Most importantly we all had a good time, even if one of our number did make a bit of a fool of himself!

Monday 30th October

Once again the day dawned clear and sunny. As with yesterday expectations were high. We were to retrace our steps to Otorohanga and then head through Taumarunui before traversing the Forgotten World Highway to the classic and historically significant Whangamomona Hotel in the Independent Republic of Whangamomona. What a day this was going to be!

The trip back to the main road was much better than when we had travelled in the opposite direction. Minimal traffic and no fast moving Utes with boats in tow! The road across country to Taumarunui was also a real pleasure to drive: gentle sweeping bends, interesting scenery and countryside and not too much traffic. What could have been better.

However, it really got scenic after we started down SH43 The Forgotten World Highway en route to Whangamomona. The six cars travelled in a loose convoy, with us usually having at least one other car in sight. That way we stayed in touch but also managed to feel as if we were driving alone. Finally we reached the unmade part of the road: a rough gravel surface with a couple of well worn tracks down the centre. It was at this point that the party split up even further with some cars traveling at a mere 30 - 40 kilometers an hour. I guess that damage limitation was uppermost in the mind.

The road surface through the single lane tunnel was, of course, unsealed and this added to the sense of unease in transit. Several of our party later commented that the tunnel was rather dark (try taking your sunglasses off) and it was certainly claustrophobic.

Finally we arrived at the historic Whangamomona Hotel: it was everything we had hoped





Old Speckled Hen West - Coast Tour

it would be. Quirky, full of character and very welcoming. Our cars lined up outside and really looked the part. It didn't take too long to walk around the area and to get a sense of the place. I even now have the T-shirt!

Like our accommodation in Kawhia, the rooms here didn't have en suite facilities, but the standard was somewhat higher. Dinner was excellent and once again we were regaled by the wandering ukulele player before retiring for the night.

Tuesday 31st October

Another clear and fine day greeted us, but the birds had done the damage overnight dive-bombing our cars. At least one of the vehicles was given a quick wash before we departed. Today was always going to be a relatively easy day, starting with the final run to the end of the Forgotten World Highway at Stratford. It took a little over an hour and passed through some delightful countryside. There was evidence of quite a few slips but only once did we encounter much rubble actually across the road. All in all, the road maintenance had been pretty good.

At Stratford the group effectively split up with an agreement to meet up in Whanganui a little after lunch time. A good coffee break was enjoyed together with a wander around the shops which seemed to particularly appeal to the ladies. The run south and then east from Stratford was through very pleasant countryside, the sensual experience being enhanced by continued low levels of traffic and plenty of overtaking lanes to deal with slower moving vehicles.

Some of our party took the opportunity to visit Bushy Park: all later regaled us with their stories of how worth while that side trip had been. No doubt, several remembered the venue from the Pre 56 Rally based at Whanganui earlier in the year.

A mix up by our Motel, led us to rebook at the Collegiate Motor Inn where we had stayed a few days earlier: several of us were rather pleased as it gave us secure covered parking for the cars. We gathered for our last supper at Caroline's Boatshed, and I have to say that the meal for fitting for the occasion. A great time was had by all. On our return to the Motel, many of the party headed off for an early night, whilst a hardy three or four met up in the Bar for a final round of drinks!

Wednesday 1st November

My goodness, it is going home day already: how the past week has just flown by. I guess it always does when you are having fun in the company of some great MG folk. As we left the Motel, we said a fond farewell to Biddy and Basil Kendrew as they headed for Taupo en route to Gisborne. We convoyed to Bulls for yet another morning coffee at the Mothered Goose: how could we not go back to a cafe that incorporates MG into its fare?

It was here that the party split for their independent run home. Twelve MG folk have had a week to remember and I am sure that I speak for all, in saying that the organisation by Elaine and Michael Anderson was outstanding, as was the company of all our fellow OSH travellers. Roll on next year!

Andrew Weeks



Events

Inviting European cars to

BRITISH CAR DAY

11th February 2018



Trentham Memorial Park

Upper Hutt

Use Barton Road, off Fergusson Drive, Upper Hutt.

10am to 4pm

Open to all British & European cars.

Entry \$10.00 per display vehicle

Contact Ric Phone: 04 529-0357

Email: Manager@BritishCarDay.nz

or go to British-Car-Day-Wellington on Facebook

Sponsored by Ray Hartley Motors, Wellington.

MGCC Easter Rally New Plymouth

The Auckland and Wellington Centres will once again be organising the Easter Rally in 2018, again in New Plymouth. The format will be as we've had in the past, with a combination of social and sporting events, with no special requirements for cars or competitors other than to have fun.

Held over 2 days so any one attending the MGCC Nationals can also attend.

Friday - Registration

Saturday - Concours & trial

Sunday - Motorkhana, Autocross & Prizegiving dinner.

For any queries, please contact Andrew Walbran (mgmad@clear.net.nz/021 648823) or Ross Armstrong (arfm@mgcarclub.org.nz).



Homewood Display - November



Saturday 25 November - Anne Armstrong's MG TD and Jim Higgin's MGB among other vehicles on display at the British High Commission, Homewood Avenue, Karori for the International Christmas Fair, held to benefit the Save the Children Fund.

Photograph: Ross Armstrong.



Fitting a XPAW engine in a TA Tickford

Gary Wall reports: I have 5 MG TAs. Four are roadsters. Two have their original correct matching number MPJG engines. One has another MPJG engine and one has a correct but un-numbered engine. These four all have un-cracked cylinder heads. This is a major problem with TA engines.

My fifth TA is a Tickford with an MPJM engine and a cracked head. This engine goes well but it smokes and oil gets ingested into the cooling system which finally causes over-heating.



Original engine



Gary's MG TA Tickford

To fix the problem I decided to fit an XPAW engine from a Wolseley 4/44. The XPAW is the final rendition of the XPA engines similar to that fitted to the MG TF and YB. These engines are easy to get but will not fit into a TA without some changes. They have the later 8 inch dry clutch which fortunately the MG YB is fitted. The YB also has a sump of similar shape to the TA and the YB clutch housing was just what I needed as I wanted to use the TA gearbox. Both these items Tony Slattery was able to supply. Other essential items needed are a TC front mounting plate and TC intake and exhaust manifolds. These were supplied by Barry Walker. I planned to use the TA dynamo and carbs so I could use the TA air inlet manifold and air cleaner.

One major job was matching the TA gearbox input shaft to the XPAW clutch. The Wolseley gearbox input shaft was cut off as was the TA gearbox input shaft. Then the Wolseley shaft was welded onto the TA box shaft. This needed careful measuring but it worked. The other thing was the clutch release mechanism. I had a spare VA clutch cross shaft and fork etc.

This was a stronger affair than the YB shaft. I had it extended on the off side to align with the TA clutch pedal. Also bigger shaft bearings were fitted. All this went together nicely and fitted exactly into the TA engine bay using the TA clutch release rod etc. I had to change the rev counter drive gearbox on the rear of the dynamo for one with a shorter drive to clear the distributor. There is not much spare room around these items as the Wolseley distributor has a vacuum advance which gets in the way.

Another problem was the bonnet bulge to clear the dynamo. On the XPAW the dynamo is



Fitting a XPAW engine in a TA Tickford

lower than on the TA engine but you can't just lower the bulge because of the bonnet catch being in the way. We ended up turning the bulge vertical. Looks a bit odd. The TC has a much smaller bulge but how it clears the dynamo when at full stretch beats me.

The TA carbs need distance pieces fitted so the float chambers will clear the manifold studs. This works OK as with a slight bend you can still use the TA rad stay. Also the fuel pipe from the pump to the carbs is a bit short. You need a 14" pipe. The other big problem was connecting the XPAW thermostat housing outlet to the radiator. As I wished to use the modern thermostat I had a new 1.5" top tank outlet fitted as far to the near side as possible. I had the old 2.25" outlet sealed off but still there. Then a rad hose with a 90° bend made the connection. Simple. Other items needed are a TC front exhaust pipe and a TC steering box chassis bracket. NTG supplied both these. The other thing needed is a solenoid to operate the starter preferably with a pushbutton. I had a couple of Wolseley 18/85 pushbuttons and fitted one in the TA dash panel in lieu of the old starter cable. So now I have virtually a TB Tickford with a more modern engine than the original TB had.

Going back to the steering box bracket, I found the TC one of no use. It was just a heavier version of the TA bracket and the mounting holes were different. I decided to modify the TA bracket by bolting two extension pieces to the offside of each box mounting lug. This moved the box up, forward and to the right so the column would clear the starter and clutch housing. Things are so tight in this area it was necessary to assemble the bracket onto the box before mounting the whole lot onto the chassis. I had to remove the plate where the column goes through the bulkhead as the raised column fouled this when mounted on the under-dash bracket. Just as well the Tickford has adjustable steering wheel splines.

I have fitted TC/TD carb needles and am using NGK BR5ES plugs.

I have now had the car on the road and the installation appears to be working OK.



New XPAW engine



For the TA body, MG sought the services of high-quality coach and chassis builder Salmons & Sons Carriage Works, which had a long relationship with Aston Martin and was, at the time, operating under its new name, Tickford. Only 260 of these cars were built before World War II, and it is believed that only about half of those remain in existence.



Driver Training Day - September

My aim for the driver training day was simple, to make my passenger feel sick or at the very least scream. Alas this was not to be.

We registered as required, passengers' got a felt pen cross on their left hand and drivers on their right. Because of religious connotations I got a circle. Which is all a bit silly really because I was wearing gloves.

My friend had never been in a convertible or a race track, fresh meat!

He just squeezed into my spare overall, but the helmet was fine.

We watched the initial slalom and breaking exercise, basically because I wasn't listening to the instructions.

There was a great variety of vehicles because of the joint MGCC and Constructor Car Clubs programme, some were so low that a postage stamp wouldn't fit underneath the air dam. Marvellous machines, my friend was very impressed and so was I.

On to the track for the training runs, my friend was having a ball. Surprisingly he was analysing my lines and telling me what was good and what was not. So I followed his advice and my driving became much smoother.

His highlight was the constructor cars flying past, at great speed, at full volume, as thought I was standing or rather packed up.

We went on the beginner and intermediate runs but watched the experienced people practice low flying.

I had forgotten that my passenger, Bruce, was a civil engineer that the NZ government used to send to earthquake zones in strange machines so he was used to wild rides.

David Etchells



Odds & Ends

For all men and women who remember the past, how different we are!

A wife was curious when she found an old negative in a drawer and had it made into a print.

She was pleasantly surprised to see that they were of her at a much younger, slimmer time, taken many years ago on one of her first dates with her husband.

When she showed him the photo, his face lit up.

"Wow, look at that!" he said with appreciation, "That's my old Ford!"





MGCC National Rally - Timaru 2018



2018 MGCC NATIONAL RALLY ~TIMARU BY THE SEA~

MG Car Club (Canterbury Centre Inc) is holding the next MG National Car Club Rally in TIMARU the week before Easter 2018. Mark the dates on your fridge. If you haven't got a 2018 Diary yet!

SUN 25TH MARCH - THUR5 29TH MARCH
(EASTER GOOD FRIDAY IS 30TH MARCH)

- | | |
|----------------|--|
| Sunday 25th | Registration - at Sopheze Tea Rooms, Caroline Bay. Noggin n Natter + Barbecue Meal at Sopheze |
| Monday 26th | Concours — Caroline Bay |
| Tuesday 27th | Scenic trial through stunning South Canterbury countryside |
| Wednesday 28th | Sprint and Motokhana at Levels Raceway Prize-giving Dinner — slap up evening at The Landing, Timaru |
| Thursday 29th | Full Breakfast Farewell — Sopheze, Caroline Bay before you head: towards Central Otago for Wings Over Wanaka for more fantastic touring around the South Island. |

This event will be well organised and loads of fun, with most Venues within easy walking distance from the suggested motels. Make your accommodation booking soon at:

Bay Viaduct Motor Lodge 6 Wai-iti Rd, Timaru www.bavviaduct.co.nz	Harbour View Motel 8 Evans St, Timaru www.harbourviewmoteltimaru.co.nz	Panorama Motor Lodge 52 The Bay Hill, Timaru www.panorama.net.nz
---	--	---

REGULAR UPDATES WILL KEEP YOU INFORMED GET PLANNING TO PARTY!

Need more information?

Contact: Sandra Frame at 0223022622 or framereid229@gmail.com



Cyril Leigh's MGA

This car has featured in the Bulletin and on TradeMe for the last year and has been sold to Ian Wilford of Nelson.

Cyril Leigh bought his first MGA in 1964. Here in his own words, "Fred & Paul James, and I saw it standing outside a cottage with a notice saying for sale. £375, but we haggled it down to £350. We were on a trip to Gransden Air field, to test run a Cooper 1000cc racing car for use at hill climb events. The MGA was being sold by a Squadron Leader on overseas posting. It was in very nice condition, with wire spoked knock-on wheels. Unfortunately it was written off 9 months later, being hit by an idiot speeding with bald tyres on an icy road, then going into a spin and coming down my side of a dual carriage way broadside on. No one was hurt apart from a few minor bruises.

The second MGA was bought from a dealer, but was not very special and had a bit of rust. It was used as a trade in when the third MGA was seen at Performance Cars Ltd.

The third MGA was purchased from 'Performance Cars Ltd', Great West Rd. Brentford. Middlesex. For £425. 9th March 1968. registered No 777BRM. Original registration date 3rd June 1960. It was in really good condition except for a broken front coil spring, which was replaced as part of the purchase deal. It was shipped out to Australia 16th July 1969 and re-registered PMA 830. Later shipped to New Zealand 12th November 1975 and re-registered HW6423."

Cyril owned the MGA until he died in 2016, he was a member of the MGCC Wellington Centre, but rarely attended events. Below: New owner Ian with Chris Leigh.

Photograph: George Walter.



In the Aug-Sep issue we had a '1965 MGB Rescuer Needed' in the Bulletin. This car has also been sold and will, like the MGA be travelling to the South Island.



From The Archives



Early 1970's - David Hector with a MGA which was to be recycled.



Early 1970's - This light blue MGA was the MG Car Company's show car at the Brussels, International Car Show before coming to Wellington. The car was modified for racing (maybe by the factory). When sold it went to Christchurch.

Photographs supplied by George Walter.



Tech Talk - What to put in a Radiator?

Yes, you should have an additive, not just water, in your radiator. But you do need to decide why you need it, and what type to use. In other words, what is the potential problem you are trying to avoid.

- Is your car overheating, and you want a product to help it run cooler?
- Do you live in an area where the temperature drops below zero, and you want to stop the "coolant" from freezing?
- Neither of the above, but you want to slow down corrosion inside the engine.

Sorry to get technical, but you firstly need to think about what the liquid in your cooling system needs to do. When the spark plug fires and the petrol burns, heat is produced, some of which is transferred to the metal (cast iron in this case) of the cylinder head and engine block. That heat is absorbed by the liquid which is pumped around the engine and to the radiator. There the liquid has to give up its heat to the tubes and fins in the radiator, where the passing air carries the heat away.

So primarily, you need a liquid that is efficient at absorbing and releasing heat.

Pure water is one of nature's most efficient transmitters of heat. Water absorbs heat quickly and releases it quickly. That's why we use it to cool engines. But it does have a few failings.

Our engines typically run at around 80 to 90 degrees C. At 100 C water will boil away, leaving you with no liquid to transmit the heat away from the engine. The radiator cap pressurises the system and this raises the boiling point, to perhaps 110 C before the water boils away. But if your car runs hot (eg: highly modified, radiator in poor condition, hot climate etc) then you can easily exceed 110 C on a bad day.

Secondly, water is unique in that it expands when it freezes. (If it didn't, fish in ponds would be frozen solid when the water froze from the bottom up!) If you live in a cold climate where the engine could get below 0 C, then the water in the engine will freeze, expand, and crack the cylinder head and/or block. Not recommended.

And thirdly, water with some impurities (eg: tap water) will conduct electricity. Since your engine is cast iron, but the water pump (and heater tap) are aluminium, the water will assist in the electrolytic corrosion of the aluminium. The water pump will corrode away from the inside.

OK, so you need to add something to the water, but what.

The most common additive is Ethylene Glycol (commonly called just Glycol). All the bright green bottles of "coolant" that you see at Repco, Super Cheap Auto, etc contain Ethylene Glycol. Glycol is an excellent anti-freeze and you need to use it in a cold climate. It will also raise the boiling point of the water, and the higher the concentration of Glycol in the radiator the higher it will raise the boiling point. And it is a good corrosion inhibitor. The problem is, Glycol is a lousy conductor of heat - it has half the thermal conductivity of water. ANY Glycol in the radiator will cause the engine to run hotter. The more Glycol you use, the hotter the engine will run. I know one guy who had no water, just 100% Glycol,



Tech Talk - What to put in a Radiator?

and he explained why he needed it, because the engine always ran at 110 C. We drained out all the Glycol, flushed the radiator, put in tap water, and the engine ran at 85 C. He didn't need ANY Glycol. Glycol is also an extremely slippery substance, sufficiently so that it can find its way past engine gaskets. We have a number of customers with green stains down the side of the engine block where the Glycol has worked its way past the head gasket.

If your engine is overheating, lets say it often exceeds 100 C, then you have a problem you should investigate. Adding Glycol is like sticking a bandaid on a broken arm. It might make you feel a bit better, but it hasn't solved the problem. Forget the radiator flush stuff you buy, pull the radiator out and have it professionally serviced. It will cost you no more than \$100. Make sure you have the best radiator fan available. Make sure the fan is on the right way around.

And if you have neither overheating nor freezing problems, avoid Glycol. There are a few other product on the market that are not anti-freeze, nor do they increase the boiling point of the water, but they do actually make the engine run cooler. Typically they help remove surface corrosion on the cast iron, which helps the heat to transfer faster into the coolant. My favourite is Penrite SIN Racing Coolant as it works well and is only \$10 or so for 500 mls, which is all you need in the radiator. In extreme circumstances, there is a product called Water Wetter, which claims, on the bottle for all to see, that it "improves the heat transfer by 50% and your engine will run cooler". It is about \$30 for the bottle, but I have used it in race car engines, and it works.

Hope that helps, and avagoodday

Colin - www.spriteparts.com.au



MGF/TF Festival - 2018

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

When: Weekend of 24/25 February 2018

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

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

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

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

For full entry information and accommodation options contact:

John and Viv Eames

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



Prize-giving Dinner - October

Andrew O'Neill Trophy	Ray Hartley
Best Crowd Pleaser Trophy	Ross (Spinner) Armstrong
Casa Fontana Cup	Jane Hector
Committee Cup 1962/63	Kolin Yannakis
Committee Cup 1967	Todd Moffat
Committee Cup 1968	Marvyn Towers
Committee Cup 1971	Ross Armstrong
Concours D'elegance Cup	Bill Denize & Ian Kelly
Dominion Motors Cup	Evan McCarthy
Hans Holler Cup	Marvyn Towers
Hector Family Wantwood Cup	Geoff Brader
Hillclimb Champion Cup	Bryce Gliddon
Ian McIntyre Memorial Cup	Malcolm Flemming
J2 Plate	Jane Hector
Max Knight Memorial Trophy	Ray Hartley
Michael Hellberg Memorial Trophy	Andrew Fox
Mike Helberg Trophy	Michael Anderson
MG Motorkhana Cup	Ross Armstrong
MG90 Show and Shine Trophy	Scott & Joan Stevenson
Murray Watson Memorial Cup	Geoff Brader
Murray Watson Memorial Trophy	Geoff Brader
Participation Award No.1	Carl Friis
Participation Award No.2	Margaret Christiansen
QANTAS Cup	Jane Hector
Royal Oak Trophy	Not Awarded
Sybil Archer/Lupp Biscuit Barrel Trophy	Todd Moffat
Sybil Archer/Lupp Trophy (MG Streamliner Model)	Bryce Gliddon
The Sybil Lupp Plate	Jane Hector
'T' Type Plate	Jane Hector
'T' Type Trophy	Geoff Brader





Prize-giving Dinner - October



Photographs: Michael Shouse.

Pressed Steel Company

What's in a name? When it comes to automotive companies, some have obtuse, if illusory names--like Jaguar, for instance. And then there are others that require just a bit of imagination to see where the name comes from, like Castrol. And finally, there are simply names that tell you right up front what the company was all about, like the Pressed Steel Company.

Makers of pressed steel car bodies (whodathunkit?), the Pressed Steel Company was founded in 1926 in Cowley, Oxford, as a joint venture funded by the U.K. industrialist and automotive legend William Morris and the American Budd Corporation, pioneers in all-steel car bodies in America. Using technology from patents that Budd brought to the table, Pressed Steel went into business supplying bodies to Morris Motors, Ltd, whose factory was adjacent the new Pressed Steel plant in Oxford.

All-steel bodies up to this point were an anomaly in the car business, but it was clear that wood-framed bodies, and the skilled labour required to produce them, were on the way out, particularly as fully enclosed passenger compartments began replacing open cars as the standard. Pressed Steel was technically an independent company, but Morris competitors saw it as simply another arm of the very successful William Morris's vast and growing holdings, which deterred them from doing business with Pressed Steel. Morris stepped away as a shareholder in 1930 and the Budd Corporation, reeling from their own problems, largely brought on by the economic instability of the Great Depression, also divested their holdings in Pressed Steel in 1935, retrenching to focus on U.S. domestic production.

In 1936, Pressed Steel became a publicly traded company; by then, they were already supplying bodies not just to Morris, but also to Austin, Standard and Rootes, along with smaller companies. After World War II, Pressed Steel would also count Jaguar and Rolls-Royce amongst its customers. During the war, the factory was instrumental in the production of some 3,000 de Havilland Tiger Moth training aircraft, with final assembly completed at the Morris Motors factory next door.

Pressed Steel's success continued after the war, with additional plants opening throughout the U.K, but most notably at Swindon, where, almost overnight, the factory became the largest employer in the area. After World War II, Pressed Steel also produced railroad rolling stock (after acquiring a Scottish subsidiary of the Budd Corporation), refrigerators and even single-engine civilian aircraft.

From Oxford to the highways of the World



fine British cars . . .

fine British bodywork . . .

**STAND
109**

PRESSED STEEL COMPANY LTD
COWLEY, OXFORD



Pressed Steel Company
are proud to be associated with the new MGB

PRESSCO STEEL COMPANY LIMITED  **HEAD OFFICE: CONLEY, OXFORD**
 Masters of Britain's first production alloyed car body in 1935, and have been supplying steel to other industry ever since.
 Manufacture also of Pressco's engineering and domestic appliances, such as mixing bowls, storage of all types, and machine parts.

SALFORD: FOWLER, DORSET: TREBLE, BIRMINGHAM: FAWLER, WIDENAND: SUTTON, WILMINGTON



Pressed Steel Company

Those other ventures turned out as failures and, after losing millions of pounds on them, Pressed Steel focused solely on their core business.

While the British motor industry was enjoying a good run of it, consolidation was at hand--and on a massive scale. In 1952, Morris and Austin merged to form British Motor Corporation and Pressed Steel remained the lone, independent body manufacturer in the U.K. and the largest in the world. But it, too, became part of BMC in 1966 and the division was renamed Pressed Steel Fisher, taking the latter part of its name from BMC's Fisher & Ludlow stamping subsidiary, which had previously been acquired. After Jaguar was added to the fold in 1966, the parent company again changed its name to British Motor Holdings and then British Leyland when the commercial vehicle maker Leyland was added in 1968. Nationalized in the 1970s and then split up and privatized in the 1980s, Pressed Steel became a part of the Rover Group in 1988 when acquired by British Aerospace.

BMW paid billions for Rover in 1994, primarily for the Land Rover brand. The deal was a financial disaster for the Bavarian enterprise at first, with the vast majority of those holdings sold off in 2000, save for the assets related to the Mini, a car that had changed very little in 40 years.

When the entire, massive Oxford manufacturing operation (including the original and expanded Morris factories as well as Pressed Steel's facilities) was reorganized in the 1990s, only the original Pressed Steel portion of the factory was kept. Today, that factory, though wholly upgraded by BMW, continues to produce cars and is dedicated to the final assembly of the Mini. All of the major steel stampings for the Mini happen at the Swindon plant, which also remains in operation, though both factories today bear little resemblance to their original iterations in the 1920s and 1950s.

Along with Morris, Pressed Steel put its stamp on the city once more known for its famously eponymous university than for auto production. For many years, the train station used to feature a sign that said, "Welcome to Oxford, the Home of Pressed Steel."

The body manufacturer played a hand in almost every major British automaker - and plenty of small ones, too

Terry Shea - Hemmings Sports & Exotic Car - June, 2013



For the new MG 1100
Body shell by Pressed Steel Company





China - 2018 MG6 revealed

22 September 2017 - Unveiling of Chinese-market car shows that the 6 has taken a leap upmarket; UK version will follow closely.

The new MG 6 has been revealed for the Chinese market ahead of an anticipated UK launch next year.

Following the design of the new GS SUV and hugely popular E-Motion electric sports car concept, the 6 has a Mazda-like front end, with the intricate pattern in the grille inspired by Mercedes-Benz's 'Diamond' design. MG calls the grille 'Star Rider'.

Other higher-end touches include sequential indicators and LED lights.



Inside, the 6 takes a leap upmarket over its predecessor, with the option for a red leather interior in its home market. The seats are electrically adjustable.

The new car also moves with the industry trends with an electronic parking brake, a central infotainment touchscreen and a smaller LCD driving information screen between the two dials. The dashboard is largely button-free, with the steering wheel housing the majority of the controls. Voice control is also included.

More upmarket details on the dashboard, as well as round air vents and silver trim across the interior, give the car a less plastic-heavy look than before.

Underpinnings are shared with the Roewe i6 saloon, which has a wheelbase of 2715mm, making the 6 a future rival to the Hyundai i40. This also means that engines are likely to





China - 2018 MG6 revealed

be carried over from the i6 - these are a 123bhp 1.0-litre three-cylinder petrol with 125lb ft of torque, and the 1.5-litre petrol unit with 164bhp and 184lb ft of torque that's also used in the GS.

A plug-in hybrid option also features in the i6, combining the 1.0-litre petrol unit with an 82bhp electric motor. If this is carried over to the 6, it will be MG's first hybrid.

Internet connectivity is available on the Chinese-spec car, adapted from a system used across parent company SAIC's other models.

An MG spokesman couldn't confirm details of the UK-spec 6, but it's likely that the car will be revealed at the London motor show next year, following the reveal patterns of the GS and XS SUVs.

It's also likely that the second-generation MG 3 will make its debut at the show.

Jimi Beckwith, www.autocar.co.uk



20 November - MG6 Plug in hybrid,
2017 Guangzhou Motor Show

MG6 45T PHEV - Plug-in hybrid models are equipped with a set of 10E4E 1.0T engine and motor plug-in hybrid system, the petrol engine has maximum power of 125 horsepower, drive motor maximum power of 80 horsepower, integrated fuel consumption of 1.5L / 100km (156.8 mpg US / 188.3 mpg UK).



MG didn't have much to say about the model but confirmed the car will come equipped with a 12.3-inch digital instrument cluster, an electronic shifter, and an infotainment system with internet connectivity as well as a 10.1-inch display. The Chinese press release also mentioned an automatic parking system and a "remote control driving system" that will apparently allow drivers to control the vehicle at low speeds through a mobile app.

Michael Gauthier, www.carscoops.com



Australia - MG launches baby SUV

23 November - Pint-size MG ZS crossover goes on sale with seven-year warranty

Hot on the heels of releasing its GS mid-size SUV, MG has today launched its ZS small SUV.

The Mazda CX-3 competitor arrives in dealerships this week in mid-spec Soul and top-shelf Essence guises, priced from \$20,990 (plus on-road costs).

The ZS comes with MG's new seven-year/unlimited-kilometre warranty, which will also apply to the five-star ANCAP safety-rated 'MY17.5' GS arriving this week.



The ZS is currently being tested by ANCAP so it's not yet known whether MG's smallest SUV will also come with top safety marks. However, it's unavailable with autonomous emergency braking (AEB), which as of next year will be required for a five-star ANCAP rating.

Fitted as standard are expected safety systems including front, side and curtain airbags, stability control, anti-skid brakes, electronic brake-force distribution and active cornering brake control.

The entry-level, sub-\$21,000 ZS Soul comes with a naturally-aspirated 84kW/150Nm 1.5-litre petrol four-cylinder engine and four-speed automatic transmission.

Standard features include cruise control, rear parking sensors, reversing camera, 8.0-inch infotainment screen with Bluetooth and Apple CarPlay, Yamaha 3D six-speaker sound, leather steering wheel, synthetic leather seats, tyre pressure monitoring, auto-on head-lights, 17-inch alloy wheels and front/rear fog lights.

Priced at \$23,990 plus ORCs, the top-shelf Essence is fitted with an 82kW/160Nm 1.0-litre three-cylinder turbo-petrol engine and six-speed auto.

Additional features include a panoramic sunroof and keyless start.

Steering is height-adjustable only, there are no face-level air-vents for rear occupants, and the centre rear occupant also misses out on a head restraint.



Australia - MG launches baby SUV



Boot capacity is 359 litres with the 60/40-split folding rear seatback in place, or 1166L with the back seat lowered.

An entry-level Core version of the ZS will arrive in the first quarter next year, but MG Motor Australia product planning manager Pavel Meck said the cheaper model “definitely won’t be a poverty-pack vehicle”.

He said the ZS Core will retain as standard auto headlights, an 8.0-inch screen, reversing camera, rear parking sensors and 17-inch alloys, although in a different design to the Soul and Essence. The Core shares its powertrain with the Soul.

Neither a manual transmission or all-wheel drive is on the menu; the ZS was developed as a front-drive-only model and MG Motor Australia believes there’s limited local demand for either manual or AWD in the small SUV segment.

No local suspension tuning was undertaken for the ZS; it gets a European suspension tune here in preference to the only other option available, a softer Chinese-market suspension set-up.

2018 MG ZS pricing (plus ORCs):

Core — TBC in Q1

Soul — \$20,990

Essence — \$23,990

Philip Lord, www.motoring.com.au





MG Classic Motor Race - November

The club and mainly Ron Roberson & Naomi Bray organised another successful meeting, now in its 32nd year. Plenty of action and a lots of interesting cars. Ray Hartley had to retire after a couple of races and loaned his wheels to Doug Dingle. Ross Armstrong had other commitments and loaned his ZTT as a Pace car. Plenty of other members also worked in the back ground. Here is a selection of photos the editor took on Saturday.



Alan Blundell - Jaguar SS100



Geoff Wilson - MG TC



Bruce Gerring - MG BGT



Graeme Collett - MG BGT V8



Ray Hartley - MG F



Doug Dingle - MG F



Malcolm Fleming - MG F



MG Classic Motor Race - November



Marvyn Towers - MG BGT V8



Jono Allen - MG BGT



Bill Denize - Pace Car - MG ZTT



John Palmer - MG BGT



Nick Wilcox - MG Midget



Evan McCarthy - MG F



David Metford - MG BGT V8



MG Pits Garage



Club Dinner - November

The November club dinner saw some 20 members gather at the Shepherd's Arms for a very convivial evening of excellent food and a good range of beers and wines.

The evening commenced with a 'pre-dinner drinks' which had people standing around and mixing rather than being seated straight away.



This was one of the best attended dinners we have had all year and, as usual, there was much talk of things MG.

Jim Higgins.

Photographs: Yang Jenevie & George Walter.



PAUL WALBRAN MOTORS

Importers, stockist & distributors of quality new MG parts

17 Brownie Rd, Laingholm, Auckland 1007

Ph 09 817 8194 Fax 09 817 8164 Mobile 021 886 723



THE PARTS SPECIALIST

- Helpful advice based on 30yrs MG experience
- Prompt service • Low prices



We can help with all MG models

Phone now for your copy of our
FREE illustrated catalogue.
Price List Included



Old Speckled Hen - November

The Old Speckled Hen End of Year BBQ was held again at Michael & Elaine home in Waikanae. They again hosted a successful event and conversation flowed as the members present enjoyed the wonderful spread.

A number of events were announced to the group, first that it was Ron's birthday and Shirley produced a cake and second Elaine announced that their son, Andrew had just won four awards at the IWSC (The International Wine & Spirit Competition) awards in London. Including his Takapoto Estate being named New Zealand Wine Producer of the Year and the 2012 Takapoto Bannockburn Single Vineyard Pinot Noir named the winner of this year's Pinot Noir Trophy (no samples were on offer). Michael also announced that next year's October OSH tour will be for ten days to the Bay of Islands.

If you are about to resit your driver's licence (because of age), ask Ron for advice as it is not as easy as you may think. It's not just answering a few questions on the road code and an eye test, it involves a physical and memory test as well.

A couple of members who travelled far should be mentioned, John and Viv Eames from Mangaweka and Gary & Heather from Martinborough. As the event was ending it started to rain, much to the delight of Chris who has been worried about his Avocado trees with the lack of any rain that month.

Dean Gray





For Sale

1948 TC - Red - Price negotiable, about \$45,000.

Many spares, including brand new hood and side screens still in the box. - Interesting history. Including racing against Sybil Lupp in the late 1940s and a box of trophies won by the original owner, Hugo Hollis.

Contact: Gay Baxter. Phone: 06 322 0978 or 027 2799 399. Email: mg.baxt@xtra.co.nz



Four MGF VVC wheels and tyres in excellent (unkerbred condition) - price negotiable.

2 x 185 kingstars 5 mm tread.

2 x 205 kingstars 3mm and 2mm tread.

Contact: Ron Blackwell. - Mobile: 021 954 073

Momo Race Suit - \$500.

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

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

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

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

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

Parts for Chrome bumper (RHD) 'B' or 'GT' - Kati Kati.

Moss Uprated 600lb front springs. fast road or race, TM40707. New - \$99.00.

Rack and pinion internals, 2.5 ratio, UK Billet steel. New - \$149.00.

'Works' roof vent. New - \$89.00.

IGF Filter complete with backplate for Weber / Dellorto 40-45. New - \$89.00.

Contact: Collin Singleton - Phone: 027-340-1467

Email: collinsingletonone@gmail.com



Membership Fees

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

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

Existing members will receive a renewal invoice in the post, usually early June. Those non-members wishing to join the club can do so by following the 'Membership' tab on our

Web site: www.mgcarclub.org.nz. This provides a couple of options, including an online form which is the simplest and quickest way for intending members to join the club.

Membership Fees will vary according to the time of year that new members join. If you follow the 'Membership Tab' on our Web Site and click on 'Current Fees', the table will show you the amount you should deposit into our bank account.

You can pay your renewal on-line direct to our account 03-0539-0165992-00 Please it is important you include your membership number and/or name as a reference.



Ray Hartley Motors

WELLINGTON'S ONLY INDEPENDENT SUBARU SPECIALISTS

RACE-CAR PREPARATION

WARRANT OF FITNESS TESTING

AUTOMOTIVE REPAIRS

MOTOR GARAGES

RESTORATION WORK

RENTAL CARS FOR HIRE

MG & LOTUS SPECIALISTS



(04) 384 4459

rhm@rayhartleymotors.co.nz

www.rayhartleymotors.co.nz

18 Haining St,
Wellington





Driver Training Day - January

The MG Car Club Wellington Centre runs a Driver Training Day on Wellington Anniversary Monday 22 January, at Manfeild each year. **There is a driver entry fee, \$80.00.** The day is open to all members and invited friends aged 12 years and over. The day features two levels of activity:

1. Mornings

- In the morning you can drive your car around the circuit at road speeds.
- There is no passing allowed on corners although you can pass other cars on the straights.
- You can opt to have an experienced track driver with you to give you tips on how to handle the track at speed.

2. Afternoons

- If you are feeling a little more confident after the morning's run you can drive a little faster in the afternoon.
- The runs are non-competitive.
- You will need a helmet.
- Roll cages not required.



MGCC Regalia

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

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

Orders to Michael Shouse, phone: **027 419 8017** or email: **upnzway@earthlink.net.**



Rear Cover: MG action at the 32nd MG Classic Motor Race.
Photographs: Dean Gray.



Advertising specifications for display advertisements

Prices for 12 months

Full Page \$240

Half Page \$200

Quarter Page \$100

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

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



MG Car Club (Wgtn) Regalia



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



The Wellington MG Car Club is offering regalia items at clearance prices while stocks last. Look out for Michael Shouse selling out of his car boot at forthcoming events or contact Michael directly on upnzway@icloud.com or 0274198017



MG Embroidered badge
57mm - \$3.00.



MGB 50th grille badge
75mm - \$35.00



MG printed mug, as pictured - \$15.00.



MG90 Car badge
75mm - \$43.00.

MG Car Club regalia can be purchased from Michael Shouse phone: 027 419 8017 or email: upnzway@earthlink.net.

