



# Bulletin

PO Box 3135, Wellington, NZ.

Feb - Mar 2018





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Cover: Bill & Rae Denize's MG TF

Inside Cover - Tawa Lion's Christmas Parade: Preparing for the parade.





## Coming Events

Thu 22 Feb	Old Speckled Hen Run - Murrayfield Museum & Café – Potts Rd, Levin. Contact: Michael Anderson - email: michael.anderson@xtra.co.nz
Sat - Fri 24 - 25 Feb	MGF/TF Festival, Mangaweka. 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@mgcarclub.org.nz
Wed 7 Mar	Noggin 'N' Natter - Indoor Grand Prix, See page 8. Contact: Dean Gray - email: editor@mgcarclub.org.nz
Sun - Thu 25 - 29 Mar	MGCC National Rally, Timaru. Contact: Sandra Frame at 0223022622 or framereid229@gmail.com
Wed 28 Mar	Club Night Dinner - The Backbencher, 34 Molesworth St, Wellington. 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 9. Contact: Paul Walbran, MGCC Auckland - email: paul@mgparts.co.nz
Sat or Sun 7 or 8 Apr	Garage Noggin 'N' Natter - Headmaster Engine Reconditioners Contact: Michael Shouse - email: upnzway@earthlink.net
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.
Wed 25 Apr	Club Night Dinner - To be announced. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Thu 26 Apr	Old Speckled Hen Run - Run to be announced. Contact: Michael Anderson - email: michael.anderson@xtra.co.nz
Sun 6 May	MG Charity Classic - Manfield Contact: Ron Roberson - email: ron@mgcarclub.org.nz

Committee meetings are held on the first Monday of the month, 5.30pm,  
Meeting room, Wellington Bridge Club, 17 Tinakori Road, Thorndon.



## Editorial

Well it is already February and Hot Cross buns are in the shops! So Easter is just around the corner. If you have nothing planned, see Bill Denize's article on the Easter rally and give it a thought.

Despite the weather my MG has developed a leak from both main windows. So this summer I planned to replace both windscreen rubbers.

While in theory, it is a straight forward job, getting the screen rubber in the frame is a 'swearing' job as the rubber catches in the corners or pushes out the headliner and of course the last 20cm requires forcing it in. I don't know how the factory did it.

Once in, you would think the worst is over, but no. You still have to get the locking strip in and while there is a tool, I have found it the past that it can split the rubber and if that happens you may as well throw it away and start again with a new rubber!

In the past I have used soapy water but found Silicone spray worked better in helping things to slide together.

Have an enjoyable couple of months...

*Safety*  *fast!*



## 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.



## Chronicles of Brian - Dec-Jan

**18 December** - Well dear readers no report last week

This week I am back from Samoa having ingested the usual travel and Pacific bugs and somewhat worse for wear after some face surgery to remove sun damage. Les has checked on Brian in his lair and reports he is still there but no progress has been made.

On the other hand Richard has completed a Herculean task with Red69. After repairs to the fuel pump, electrics, water system, oil down the bores, distributor repairs and attention to the carburettors, he has managed to get her running. The work uncovered that she has had a competition history. There is a large oil light warning system and mountings for a four point harness. When started, even though she had low compression, the crisp note indicated there may be a competition cam in place.

Work on the braking system is next and I need to organise for the certifying Panel Beaters 'Just Rust' to come to quote for the rust and panel replacement issues.

Dean and others have tried to open the glove box to no avail, so the locksmith will need to visit.

Ross sent a link to a video. Which was well worth a watch. Neither Brian nor Red69 will be subjected to this sort of treatment. I note the car in question has 150hp factory modified up from the standard 100 odd.

Have been reading a lot on the internet about rust removal. Seems there are three main methods:

- 1 Abrasion involving sanding, wire wool or sandblasting.
2. Acid dipping. There are commercial products including CRC products and apparently white vinegar diluted works.
3. Electrolysis using 12 volts DC from a battery charger.

Any comments are welcome on how best to remove rust. Obviously for electrolysis and acid removal you have to be able to remove the bits.

The column is now syndicated. Dean is reproducing it in the MG monthly Bulletin. Puts the pressure on for quality reports and progress.

Les promises big effort on Brian over the Xmas break.

A Merry and Happy Xmas to one and all.

**31 December** - Twas the night before Christmas, when all thro' the house Not a creature was stirring, not even a scribe!!

So there was no bonus Xmas edition sorry about that, but we now have the New Year edition.

This pause in reporting caused panic in Mr Concours who feared that two MGB's might be about to be abandoned and had to check in for an update and reassurance on Boxing Day.



## Chronicles of Brian - Dec-Jan

But all was well, progress was being made with Red 69 while Les was ticky touring in Brian. I am being told I must name Red69 properly like Scarlett or Emily or maybe Cindy, all suggestions are welcome.

The key issue at the moment is the wire wheels.

Correct process, is they should be dispatched and new wheels acquired with chrome rims and stainless steel spokes.

That's \$2000 that could go to the body work, if at least temporarily they could be restored. Is there a process improvement using elbow grease, a few power tools and the odd can of antirust and chrome spray for about \$50 all five?!!

I watched two videos that convinced me I could improve the process. Ha Ha as you all know!

The first was a comparison with a range of different products to repair the chrome. Of interest to those doing chrome touch ups.

<https://www.youtube.com/watch?v=mL4IYoxJqu4>

I am using Duplicolour, which was the Holts product called Holts Wheels previously. Chosen before I watched this video.

The second is how to improve Chrome wire wheels. Regrettably, either the product he used or my application have failed to deliver the fantastic result I wanted, but wheel two is not too bad.

<https://www.youtube.com/watch?v=716vTqXJ5Uk&t=22s>

So one wire wheel was cleaned masked and sprayed. Job ok, colour disappointing, dull chrome silver. Then changed for another wheel. Looks like I will eventually have to purchase chrome rims with stainless spokes. Don't think I can get much better than this, see below. Job will probably pass muster with certifier. Went to Richards installed battery, freed brakes, opened glove box by unscrewing hinge, removed lock - no gold brick or jewels, only an old sock stuffed behind the glove box!! Tested gears while on hoist, shut bonnet, which gave a little peep and engaged the alarm system. Don't know how to disengage! Car immobilized, repaired to Sandbar pub but she sounds great like an MGB should.

Next day; alarm disengaged, discovered battery terminal cracked, dropped lock at Beveridge Locks, not standard lock so have to cut special key. Checked Ferrari's in Reilly's Garage and repaired to Speight's Ale House with Richard and Les for Lunch. Next day new





# Chronicles of Brian - Dec-Jan



Wheel Two prior to start

After the requisite 8 hours, plus some!!

You can see the hub and inner rim are dull in parts due to not quite chrome paint.

Still not too bad. Ok for the Old Speckled Hen Runs.

Buoyed by success and having the compressor running reliably, I started to mount fittings on some never used air tools.

Not one of Mr Super Cheaps finest products. The muck metal disintegrated at the joints when the fittings were nipped up. Clearly can't win them all.

## 7 January - Happy New Year with the best of Good Fortune for 2018

Have spent the last three days on Safari. Not your traditional Big Game hunt which is no longer PC, more a catch, groom and release variety, with air gun and spray bomb. Managed to bag myself a trio of trophy's as you can see from the photo. The happy hunter with weapons, hunting garb and the quarry. One brute in particular required significant

keys for glove box lock collected, filled gas tank. Car goes back and forward in gear, all four forward and reverse work, but now have a petrol leak. So, drain tank see if we need new fibre washers, retreat with Richard to Regal Chinese restaurant for lunch. Fibre washers and battery terminal acquired awaiting installation after New Year.

Work on second wheel continues. Brian on schedule for some cockpit attention.

Show Mr Concours progress on second wheel. He is surprised it could be saved. Now almost finished, final polish and a clear coat to apply. In this case, just over painted rust spots rather than spraying whole wheel. Will compare and see what course to take with next three. Relying on Richards critical input here.







## Chronicles of Brian - Dec-Jan

tenacity. It had a deep rusty coat and a vicious streak no doubt occasioned by a broken spoke (Still to be fixed) lodged in his hub.

As Paul noted last week, a picture can hide a thousand sins, particularly with regards to cars! And so it is with this trio, they look great but the painting is a bit rough. (May have to get an airbrush.) some of the preparation could have been better. Because they are so bad it might have been better to paint them totally, so I could have sprayed a smooth coat, rather than going for the discreet hand painted patch. They still have to have some final polishing and a clear coat to be applied. Good advice from Super Cheap on clear coats - use a quality product. The three cans for \$12 turn yellow in a year or so. Les and Brian cruised by for a an inspect. Brian said to book him in to Richard to get his brakes fixed properly. He has money in the bank for the job and put the upholstery on hold. Les was impressed with the haul. I tried pointing out the imperfections, but he simply said they passed the one foot inspection test, given he had seen them in their natural state. That's five completed now with the first having to be redone. It was fully painted, so needs to be paint stripped and rust areas touched up. Thanks to Bill for his support, advice and encouragement.

And a snap of one before. Not last weeks one, but one of the better ones.

Other minor issues are that the repaired fuel pump leaks from the Banjo fittings. Issue with the fibre washers, which are a proprietary part. Can't get them at Super Cheap or Repco or Coastal Fasteners. Dean has suggested Mitre 10. Job for tomorrow. The fuel sender is not working. Dean has offered to help repair once sender is removed. Both are common problems apparently.

Justine of 'Just Rust' visits tomorrow for a panel assessment.

Mentioned to Her Indoors that Red 69 needs new tyres and Michelins possibly. Bad move, those bloody Louboutins got raised again!! So it will have to be something modest.

Well enjoy the Summer sun, rain and gales and stay safe.

**17 January** - Les and I have been touring in the Hawkes Bay. Not with Brian or the MX5. Tut tut I can hear you all saying.

So no progress on Brian. But there has been progress on the Red 69 who seems to becoming Emily unless anyone has other suggestions.

She has been driven home, with the cleaned up wheels on and not strictly road legal. Followed by Richard with a tow rope.

There she is peeping out from under a cover after safely getting home. A cleverly staged photo at the right distance can hide a lot of issues in a car, as Paul says. But she does look good. Some progress is being made.





## Chronicles of Brian - Dec-Jan

The Panel beater, Justine, visited at Richards. Richard then organised for the Certifier to visit. He is giving a list of work to Justine and then I will get a quote and a coronary no doubt.

Quotes for new bumpers basically \$500 a piece from Paul Walbran.

Bits on way from Paul Walbran are fuel gauge sender, banjo fibre washers, chrome head light surrounds, and rear axle hangers. The rubber canvas restrainers not the U bolts. They had perished and broken.

There won't be much to report next week, as the plan is to head to Hampton Downs for the F5000 meeting, the Kumeu Car show and take in a few boat marinas. Still there might be panel bits to collect from Paul.

**2 February** - Taking the MX5 for a run to Waitangi, so an early report from me. Warrant and cleaning of MX5 to get it up to an acceptable standard for a visit to Graeme and the TRS series in Taupo. Took the degreaser to Red 69's engine and started to make progress. A big weta emerged with the spraying of degreaser, which is fatal to wetas, poor creature.

Checked out premises for Brian. I may have found something for him in Porirua. Will have to wait and see. While in Auckland, will see if I can get carpets for him.

*Regards Phil*



## Noggin 'N' Natter - Indoor karts

**7pm, Wednesday 7 March - Indoor Grand Prix,  
2 Westminster St, Kaiwharawhara, Wellington.**

**Enduro Teams Racing - Indoor Karts.**

The racing starts, with a standing grid start of up to eight drivers on the track, one from each team. Each team member will complete 10 laps and then upon a signal from their team mates will make their way to the pit lane for a driver change. Each team member will complete a minimum of three 10 lap segments, where upon the chequered flag will be waved to the winning team and you will have completed the Indoor Grand Prix Enduro Teams Racing.

At the conclusion of racing, all competitors will return to the lounge for a race summary and winners presentation.

\$30 - 3 heats.

We need a minimum group of 10. Everyone welcome, the more the merrier. Please book by Monday 5 March.

Contact: Dean Gray - email: [editor@mgcarclub.org.nz](mailto:editor@mgcarclub.org.nz)



# MGCC Easter Rally

We are once again going to New Plymouth, and are booked in at the Flamingo Motel. We are still in the midst of confirming all the venues, but entry fee will be the same as last year (\$95 per person), including event entry fees, welcome dinner and prizegiving function.

This year, due to the National Rally taking place the week leading up to Easter, we will have a higher compression ratio applicable to Easter, with the programme as follows;



30th March      Friday evening: Welcome dinner at Flamingo Motel

31st March      Saturday morning: Concours  
 Saturday afternoon: Trial

1st April        Sunday morning : Motorkhana  
 Sunday afternoon: Autocross  
 Sunday evening: Prizegiving dinner

2nd April        Monday: Farewell

Room costs are as follows;  
 Studio: \$125/night  
 1 bedroom: \$135/night  
 2 bedroom: \$150/night

Prices based on 2 people sharing, extra people \$20 each per night.

Please book your rooms through Andrew Walbran.  
 Email: [mgrad@clear.net.nz](mailto:mgrad@clear.net.nz).





## Easter 2018 - New Plymouth Get Together

Rae and I have been club members for 29 years now, and one of the highlights for us has been the annual get together at Easter with our Auckland club counterparts. We have missed maybe a handful of Easter meetings over this time, due to other family commitments. In the early days we stayed at the Suncourt Motel in Taupo, and it was not uncommon to have up to 60/70 people from the Auckland and Wellington clubs attending this weekend. I well remember the first Easter meeting, wandering around on Good Friday morning watching some participants cleaning out and painting the undersides of their mudguards, painting the exhaust pipes, cleaning wire wheels with a tooth brush in preparation for the concours which we knew nothing about. From memory we didn't even wash our Midget for the first event we entered. All was to change over the forthcoming years!

For those of you who haven't attended one of these Easter events, I thought that it was appropriate to give you all an outline of just what happens. When we first joined the Club these events were held in Taupo where we were lucky enough to be able to hire the Taupo Motor Racing circuit for a day of sprints. All of our children have attended these sprint events competing in a Mini Cooper 'S' we owned at that time while Rae competed in our Midget at a more leisurely pace! It was a great experience for our children, and in those early days a lot of other members' children attended. Geoff and Robyn Brader and their five girls were regular attendees, and as the girls grew older they brought along boyfriends. A great weekend was had by all. David and Kate Hector, and their daughters, were usually there and David, Kate and Jane still attend Easter on a regular basis.

My favourite event is the concours and the challenge that it presents in trying to get a good placing. The concours judging of cars will be on Saturday morning this Easter and all cars are judged for originality (i.e. as they came from the factory when new) down to cleanliness etc. There are Numerous areas of the vehicles that are inspected, including exterior, under guards and wheels, under bonnet, boot area, interior, hoods (for open topped cars). All are judged separately and awarded points with the highest judged MG taking the overall prize for the concours.



The Saturday afternoon trial is also very enjoyable, with a chance to see a good bit of the countryside. You have to follow a set of simple navigational instructions and clues to identify objects and places. This provides a challenge in more ways than one for those competing, and usually Rae and I have some differences of opinion as to whether or not we have taken the right turn. However, things are usually put to right when we all sit down at the end of the trial and listen to other couples telling their stories and discussing where they went wrong. Perhaps we were not so bad after all?





## Easter 2018 - New Plymouth Get Together

The motorkhanas are fun too but I leave that to the experts i.e. Paul, Andrew and Cameron Walbran, together with Geoff Brader here in Wellington, usually go head to head. The motorkhana consists of a number of timed exercises, where one negotiates a course marked out with plastic poles. It usually takes place in a suitable flat paddock. This year, on Sunday, there will be a motorkhana in the morning and an autocross in the afternoon. Both of these are very enjoyable. You will need a crash helmet and suitable cotton overalls to compete in the autocross, and there will be members that can lend you these.



On the Sunday night there is a prize giving dinner for all participants with cups and other prizes being awarded for the various individual events over the weekend. You do not have to compete in all events; however you need to be aware that there is an overall prize for the highest place MG driver for the weekend based on points gained.

This year Easter is at New Plymouth and as Andrew Walbran is the official organiser, he is looking after the accommodation bookings etc. You need to make contact with Andrew sooner rather than later to ensure you have accommodation at the Flamingo Motel (see separate ad in this Bulletin with motel room options and costs and Andrew's email address). Whilst you can opt to stay elsewhere, we always feel that it is more fun to stay with everyone else. This is a good opportunity to meet members from the other MG clubs, make new friends and get advice about your MG.

This is a fun weekend not to be missed. The countryside around New Plymouth is fantastic and particularly enjoyable for those of you with open top cars. Let's make a special effort for Easter 2018 and get as many Wellington club members as possible attending this great meeting between our two clubs. This is a family event, where children are welcome and can take part once they are 12 years of age or more as far as the motorkhana is concerned. Kids are a great asset in the Saturday afternoon trial!

See you there!

*Bill Denize*

*Photographs from the 2017 Easter Rally.*



## Midget MkIII Roadtest – 1967



**M.G. Midget III** 1,275 c.c.

AT A GLANCE: Latest version of popular small M.G.—Austin-Healey range. Slightly better acceleration and mid-range torque than previous model. Robust engine and transmission, with full range of B.M.C. tuning equipment available. Excellent gear-change but no synchromesh on bottom gear. M.p.g. little affected by more powerful engine. Sports car ride and handling in best M.G. traditions. Faultless brakes. New hood a great improvement, but cramped seating not changed. Inadequate heater control.

### MANUFACTURER

The M.G. Car Co. Ltd., Abingdon-on-Thames, Berkshire.

### Prices

Basic .. £555 0s 0d

Purchase Tax .. £128 18s 2d

Total (in G.B.) .. £683 18s 2d

### EXTRAS (inc P.T.)

Wire wheels (factory fitted) . . £30 14s 7d

Heater .. £14 15s 0d

### PERFORMANCE SUMMARY

Mean maximum speed 93.5 m.p.h.

Standing start ¼-mile 19.7 sec

0-60 m.p.h. 14.6 sec

30-70 m.p.h. (through gears) 16.1 sec

Fuel Consumption 30 m.p.g.

Miles per tankful 180

Eight and a half years of consistent development by the B.M.C. sports car factory at Abingdon have improved the Sprite Midget range in nearly every respect. Few Mark I Sprite owners would argue that their version is still the best, and they would be hard put to recognize many parts of the latest car. Our test car on this occasion was the M.G. Midget Series III, which, apart from the badges and some trim details, is identical with the Series IV Austin-Healey Sprite. In fact the first M.G. Midget appeared as a more luxurious version of the new Series II Sprite in June 1961, and the latest 1,275 c.c. engined car is really the fourth distinct development.

The original Midget had the 948 c.c. engine, a much simpler facia design, styling almost identical with the latest car, sliding windows and a "build-it-yourself" hood. Later this model was given the new 1,098 c.c. engine and disc brakes became standard. In March 1964 the Mk. II model appeared, fitted for the first time with elliptic rear springs, plus



## Midget MkIII Roadtest – 1967

revised interior trim. Finally the latest Mk III version was released just in time for the last Earles Court show. Production cars are only now appearing on British roads, as there have been some delays in building up output and the vast majority of Midgets are destined for valuable export markets.



Though the latest car has a 1,275 c.c. engine, superficially the same as that of the famous 1275S Mini Cooper, it has been detuned somewhat to keep down the cost. In place of the Cooper S's nitrided-steel crankshaft there is a normal forged one, and the Mark II Midget camshaft timing replaces that of the S. Compression ratio is down a little, valves and ports a little restricted, and both inlet and exhaust manifolds are the same as on previous Midgets. There has been no change to gearbox or rear axle, though a diaphragm spring clutch is now fitted. Claimed power output is 65 b.h.p. at 6,000 r.p.m. instead of the 59 b.h.p. at 5,750 r.p.m. of the previous model.

Because the new car has 6 b.h.p. more than the 1,100 c.c. which it replaces, and because there has been a negligible weight increase with no change in the gearing, we were expecting to find significant performance gains. Mysteriously, the 1,275 c.c. car was only just as lively as the 1,100 we last sampled in April 1964. This car, in its turn, was much livelier than a previous 1,100 test car with 3 b.h.p. less (56 b.h.p.). We can only assume now that the 1964 test car was perhaps in better-than-average form at the time, while the subject of this test is a thoroughly representative 1,275 c.c. Midget. Comparison of its performance with other sports cars having similar power-weight ratios confirms this, and two owners of late model 1,100s reckoned that there were, indeed, substantial gains with the new car.

With its bigger, though less highly, tuned engine, the new Midget is more docile than before, needing little cossetting to develop its full performance on the open road. The torque delivery is smooth throughout the range, and no Midget owner should be frightened away from town traffic jams by thoughts of temperament. In top gear the little car can be trundled along at a mere 800 r.p.m. (12 m.p.h.) and can be accelerated smoothly, without snatch or hesitation from 10 m.p.h. if necessary. Acceleration figures for this range were not taken, as the practice is not likely to be used on such a sporting car.

By the time 2,000 r.p.m. is reached, everything is beginning to swing together, though most owners will be stirring the gear lever about to make sure the needle is always above 4,000 r.p.m. It is all too easy to over-rev, unless a careful watch is kept on the rev-counter, and there is little doubt that well over 6,500 r.p.m. could be seen in the indirect gears. In deference to the danger markings on the rev-counter we changed gear at 6,300 r.p.m. when conducting performance tests; the engine was then well on to the meat of the power curve at the same road speed in the next gear. The fastest standing starts were achieved by using 4,500 r.p.m. and controlled clutch slip off the Line.



## Midget MkIII Roadtest – 1967

Full choke is needed for rapid cold starts, though the engine warms up quickly, and the choke knob can be pushed home after the first half mile or so. When thoroughly warm, helped by the perfectly balanced S.U. carburettors on this test car, the idling speed is a gentle 700 r.p.m.,

At higher speeds, however mechanical noise increased quite considerably. At 70 m.p.h. the engine is turning at 4,550 r.p.m. and this together with the usual wind noise around the hood, made normal conversation difficult. Reception from the optional Radiomobile was excellent, but difficult to enjoy because of the high noise level. There appears to be no sound-deadening material between the engine bay and the cockpit. Despite the low overall gearing, and the spirited way in which we usually drove the car, its oil pressure never fluctuated; most of the time this stabilized at between 70 and 80 p.s.i. If anything, the car is a little overcooled, for we never managed to get the water temperature above about 162 deg. F. (72 deg. C.), which is just about the thermostat-opening point.

One of the delights of every Austin Healey Sprite and M.G. Midget has been the splendid gearbox and gearchange. With the gear lever knob only inches from the steering wheel rim, it really does "fall readily to hand"; gear change movements are short; ultra-light and just as fast as required. Though the baulk-ring synchromesh is efficient on top; 3rd and 2nd, the Midget is one of the few British cars which has an unsynchronized bottom gear. At low speeds in traffic the driver often feels the need to thrust down into bottom gear-for a speedy take-off, but we found more than usually accurate double-declutching was needed to make a silent change. All the indirect gears, particularly bottom (with straight-cut teeth) are noisy, and somewhat harsh.

Perhaps, too, the ratios are a little widely spaced, yet somehow the Midget's change typifies everything that is enjoyable in sports car driving, and an owner will find himself "stirring up the cogs" just for the fun of it. The latest clutch is a diaphragm spring type. Though smaller than before, its operation was smooth, and no amount of abuse caused any judder or slipping.

No red-blooded young owner (or Autocar tester, for that matter) would think of driving such -a lively little sports car slowly, and the overall fuel consumption must have suffered a little because of the use we gave it. During 1,200 miles of exuberant motoring we averaged 28.4 m.p.g.; this compares very well with 29.7 m.p.g. for the 1964 1,100, and 29.1 for an earlier (1963) 1,100- Sprite. Steady speed fuel consumption measurements above 50 m.p.h, were very similar to the earlier model, but at lower (traffic) speeds, the new car was much thirstier. As compression ratio is only 8.8 to 1, normal premium fuel is perfectly adequate

As with all previous Sprites and Midgets, the 6-gallon fuel tank is really much too small. On our test car a gauge fault meant that barely 110 miles (and about 4 gallons) were completed before the unsteady needle began to indicate "Empty." A normal fuel range,







## Midget MkIII Roadtest – 1967

without taking risks, would be 150 miles; though barely adequate by day, a long night journey might present problems when filling stations are few and far between.

Big improvements were made to the Midget's rear suspension when the Mark II was introduced in 1964; the original cantilever quarter-elliptics were replaced by conventional half-elliptic leaf springs. Since then there have been no important changes and the Mark III Midget handles just like the previous model. Following the very best M.G. roadholding traditions the ride is firm perhaps even a little choppy on minor roads, while the steering is light, positive and direct. Urging the little car down simulated "rally roads" seemed to need only tiny wrist movements on the wheel, and the Midget must be one of very few cars which seems to go exactly where it is pointed. With very little understeer to make rapid direction changes untidy, the little car's handling is delicately balanced and enjoyable. When pressed really hard, the tail begins to break away apologetically; this can be curbed by the merest flick of opposite lock, almost without thinking. In fact, the Midget must be one of the safest cars on the road when in the right hands. Roll is strictly limited at all times, and damping firm.

Predictably; the little car does not enjoy being forced down rough roads, which can provoke some occasional axle tramp. The structure felt impressively rigid at all times.

Fade-free braking and a predictable pedal response is now expected from modern disc-drum systems; the Lockheed layout fitted to this Midget was no exception. In normally hard road use, there was no increase in pedal travel, and even the rigorous fade tests carried out at MIRA did not show up any limitations. The hand-brake (surprisingly not with a fly-off release) was efficient, allowing 42 per cent braking when used alone, and holding the car easily on a 1-in-3 test gradient.

The latest Midget's driving position is disappointing and somewhat cramped. Late model Mark II Midgets were given revised seats, similar to those of the MGB, which are retained on the new model. Their back rests are thicker than before, with less bucket shaping, though they hold passengers in place quite well against high cornering forces. Unfortunately the thicker back rests have restricted the small living space still more, and drivers taller than 5ft 8in. found it difficult to get comfortable. Rearward seat adjustment is limited by a structural bulkhead behind the slides, while the steering wheel and fascia panel are uncompromisingly near to the driver's shoulders. The now customary straight-arm driving position is quite impossible in the Midget, and long-legged drivers found their legs wrapped unhappily around the steering column. Heel-and-toe gear changing is possible without effort, but there is no real resting place for an unoccupied clutch foot.

To be really in fashion, modern sports car must have a foldaway hood; that fitted to the new Midget is much better than the previous type and certainly the most worthwhile improvement in the new car. Two stout over





# Midget MkIII Roadtest - 1967

centre catches and a couple of press studs attach the hood to the screen rail. Furling the hood to its stowed position can be done in one sweep from inside the car. The press-studs near to the door hinges should be released, or the hood fabric might be torn in folding down. When erect, windproofing is excellent, and during our fortnight's test there were no water-leaks. Though the new hood has a lower profile than before, there seemed to be ample headroom for tall passengers. When furled, part of the useful stowage space behind the seats is obstructed; there is a neat hood cover.

The Midget's heater is still a £15 extra though it would be difficult to order a car for home delivery without one. Its control and adjustment is crude and unsatisfactory for many conditions. A water tap under the bonnet controls supply of warm water to the matrix, while the only air or temperature control in the car is by opening or closing flaps in the footwells. A switch on the fascia operates the booster fan. There are no fresh air vents.

For such a small car the luggage boot seems quite large, though the floor is practically filled by the spare wheel, jack and tools, and the surfaces are unlined. The boot lid, like the bonnet has to be propped open by a stay. On our test car the boot-lid stay was already damaging paintwork near its clip.

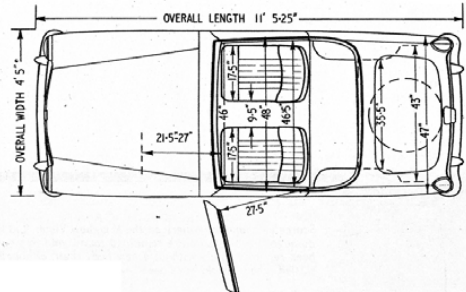
The small-sized popular-price sports car market is expanding all the time, and buyers continue to demand improvements in performance and specification. By regular power increases and trim changes B.M.C. have kept abreast of the trends; undoubtedly the M.G. Midget will be with us for some time yet.

## Autocar - 9 February 1967

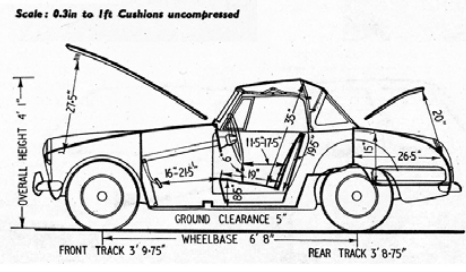
### SPECIFICATION: M.G. MIDGET III (FRONT ENGINE, REAR-WHEEL DRIVE)

<b>ENGINE</b>		<b>FRIBRO</b>	→ Carb. Street, rock and piston pins
Cylinder	4 in line	Stroke	1.75 in.
Compression ratio	8.5 to 1	Valves	2 per cylinder
Max. power	22 h.p. (net) at 6000 r.p.m.	Max. torque	17 lb. ft. (net) at 5000 r.p.m.
<b>TRANSMISSION</b>			
Clutch	→ Borg and Beck diaphragm spring type, 8 in.	Gearbox	→ 4-speed, synchromesh on Top.
Gear ratio	1st/2nd 3.61, 3rd/4th 1.64, 5th 1.00	Reverse	→ 1.64
<b>CHASSIS AND BODY</b>			
Construction	→ Integral, with steel body, fold away hood	Wheels	→ 12 x 4 in. 4-sp. bc.
Suspension	→ Front: coil springs, shock absorbers, steering knuckles	Rear	→ Semi-elliptical, shock absorbers, steering knuckles
Steering	→ Rack and pinion, power assisted	Brakes	→ Front: disc, rear: drum
Front end	→ 21 in. wide	Wheelbase	→ 60 in.
Rear end	→ 48 in. wide	Ground clearance	→ 5 in.
Weight	→ 1100 lb. (incl. fuel tank)	Top speed	→ 110 m.p.h.
0-100	→ 12 sec.	Acceleration	→ 0-50 m.p.h. in 10 sec.

<b>EXTERIOR</b>		<b>INTERIOR</b>	→ Cloth Street, rock and piston pins
Body	→ 21 in. wide	Seats	→ 2
Dimensions	→ 21.5 x 41.5 x 48 in.	Storage area	→ 12 x 4 in.
Wheels	→ 12 x 4 in. 4-sp. bc.	Wheels	→ 12 x 4 in. 4-sp. bc.
Ground clearance	→ 5 in.	Top speed	→ 110 m.p.h.
<b>PERFORMANCE DATA</b>			
Top speed	→ 110 m.p.h.	Acceleration	→ 0-50 m.p.h. in 10 sec.
0-100	→ 12 sec.	0-60	→ 15 sec.
1/4 mile	→ 20 sec.	1/4 mile	→ 20 sec.
1/2 mile	→ 40 sec.	1/2 mile	→ 40 sec.
1 mile	→ 1:15	1 mile	→ 1:15
2 miles	→ 3:00	2 miles	→ 3:00
3 miles	→ 4:30	3 miles	→ 4:30
4 miles	→ 6:00	4 miles	→ 6:00
5 miles	→ 7:30	5 miles	→ 7:30
6 miles	→ 9:00	6 miles	→ 9:00
7 miles	→ 10:30	7 miles	→ 10:30
8 miles	→ 12:00	8 miles	→ 12:00
9 miles	→ 13:30	9 miles	→ 13:30
10 miles	→ 15:00	10 miles	→ 15:00
11 miles	→ 16:30	11 miles	→ 16:30
12 miles	→ 18:00	12 miles	→ 18:00
13 miles	→ 19:30	13 miles	→ 19:30
14 miles	→ 21:00	14 miles	→ 21:00
15 miles	→ 22:30	15 miles	→ 22:30
16 miles	→ 24:00	16 miles	→ 24:00
17 miles	→ 25:30	17 miles	→ 25:30
18 miles	→ 27:00	18 miles	→ 27:00
19 miles	→ 28:30	19 miles	→ 28:30
20 miles	→ 30:00	20 miles	→ 30:00
21 miles	→ 31:30	21 miles	→ 31:30
22 miles	→ 33:00	22 miles	→ 33:00
23 miles	→ 34:30	23 miles	→ 34:30
24 miles	→ 36:00	24 miles	→ 36:00
25 miles	→ 37:30	25 miles	→ 37:30
26 miles	→ 39:00	26 miles	→ 39:00
27 miles	→ 40:30	27 miles	→ 40:30
28 miles	→ 42:00	28 miles	→ 42:00
29 miles	→ 43:30	29 miles	→ 43:30
30 miles	→ 45:00	30 miles	→ 45:00



The MG Midget & Austin Healy Sprite were the first BMC cars to receive the productionised version of the 1275cc A series engine. Four months later in June 1967 it was available as a option with a single carburetor on the MG 1100, Riley Kestrel, Vanden Plas Princess & Wolseley 1100. In October 1967 the MkII ADO16 range was launched with a '1300' model in all 6 marques, including Austin & Morris and the engine went into full production. - Ed



# Autocar Road Test number 2118

**Make: M.G.**

**Type: MIDGET III  
1,275 c.c.**

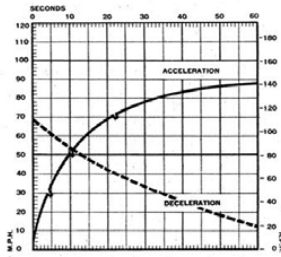
### TEST CONDITIONS

Weather: Frosty and clear. Wind 5-10 m.p.h.  
Temperature: 2 deg. C. (36 deg. F.)  
Barometer: 29.6 in. Hg.  
Surfaces: Dry concrete and asphalt

Figures taken at 5,400 miles by our own staff at the Motor Industry Research Association proving ground at Nuneaton.

### WEIGHT

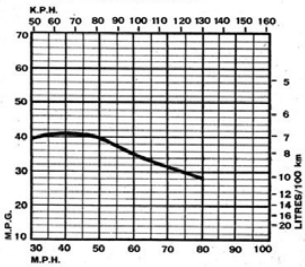
Kerb weight: 14.2cwt (1,589lb-721kg) (with oil, water and half-full fuel tank)  
Distribution, per cent F, 52; R, 48.  
Laden as tested: 17.9cwt (2,011lb-912kg)



MAXIMUM SPEEDS			
Gear	m.p.h.	k.p.h.	r.p.m.
Top (mean)	93.5	150	6,070
(best)	95	153	6,170
3rd	71	114	6,300
2nd	50	81	6,300
1st	30	48	6,300

Standing  $\frac{1}{4}$ -Mile 19.7 sec 68 m.p.h.  
Standing Kilometre 37.4 sec 82 m.p.h.

### FUEL CONSUMPTION



TIME IN SECONDS	4-6	7-0	9-9	14-6	20-7	33-2
TRUE SPEED M.P.H.	30	40	50	60	70	80
INDICATED SPEED	31	42	52	62	72	83

Mileage recorder 1 per cent over-reading.

Test distance 1,179 miles.

(At constant speeds—m.p.g.)

30 m.p.h.	40.0
40	41.2
50	40.0
60	35.4
70	31.7
80	28.5

Typical m.p.g. 30 (9.4 litres/100 km)

Calculated (DIN) m.p.g. 28.8 (9.8 litres/100km)

Overall m.p.g. 28.4 (9.95 litres/100km)

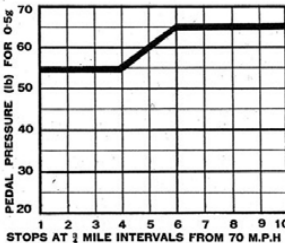
Grade of fuel, Premium (96-8-98.8 RM)

### OIL CONSUMPTION

Miles per pint (SAE 10W/30) 800

### Speed range, gear ratios and time in seconds

m.p.h.	Top (4.22)	3rd (5.73)	2nd (8.09)	1st (13.50)
10-30	—	4.7	4.4	—
20-40	10.6	7.5	4.4	—
30-50	9.8	6.5	5.4	—
40-60	10.0	8.0	—	—
50-70	12.4	10.2	—	—
60-80	17.1	—	—	—



### BRAKES (from 30 m.p.h. in neutral)

Load	g	Distance
25 lb	0.19	158ft
50 "	0.44	68 "
75 "	0.70	43 "
100 "	1.00	30.1 "
Handbrake	0.42	72 "

Max. Gradient, 1 in 3

Clutch Pedal: 35 lb and 4in.

### TURNING CIRCLES

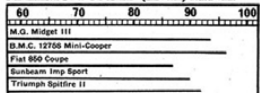
Between kerbs L, 32ft 0in.; R, 31ft 3in.

Between walls L, 33ft 3in.; R, 32ft 6in.

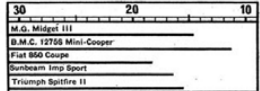
Steering wheel turns, lock to lock, 2.3.

### HOW THE CAR COMPARES:

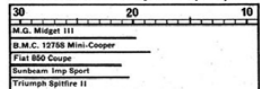
#### MAXIMUM SPEED (mean) M.P.H.



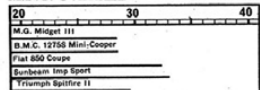
#### 0-60 M.P.H. (secs)



#### STANDING START 1/4 MILE (secs)

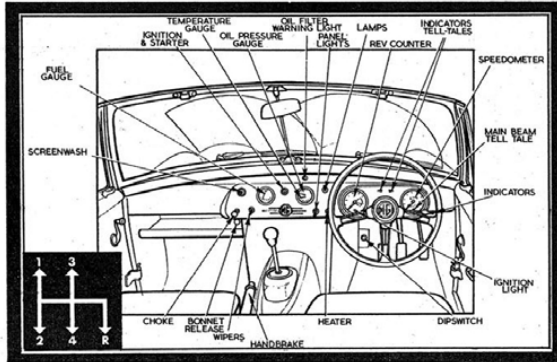


#### M.P.G. OVERALL



### PRICES

M.G. Midget III	£684
Mini-Cooper 1275S	£849
Fiat 850 Coupe	£665
Sunbeam Imp Sport	£665
Triumph Spitfire II	£678





## MG ZS gets four-star ANCAP rating

8 December 2017 – The new MG ZS has scored a disappointing four stars in ANCAP safety testing, while the Holden Equinox and Hyundai Kona managed five-star ratings.

Hindering the MG’s success was a below-average 10.46 out of 16 for the frontal-offset test, which saw insufficient inflation of the passenger’s airbag, causing the dummy to ‘bottom out’. ANCAP says protection of the driver’s knee was also insufficient in the Chinese-built crossover.

“We were impressed earlier this year with the safety performance of MG’s larger GS model – the very first Chinese vehicle to achieve the top safety rating – however its smaller stablemate, the ZS, does not perform as well. Its rating is held back to 4 stars due to sub-par performance in our head-on crash test,” said James Goodwin, ANCAP’s CEO.

Meanwhile, the ZS’s segment rival, the Hyundai Kona, managed five stars with a 35.07 out of 37 overall score, helped by its better overall passenger protection and availability of autonomous emergency braking (AEB) and lane-keeping systems across the range.

“Its crash test performance was well within 5 star range, and AEB is offered for all variants though it must be optioned on the base variant in Australia. AEB is, however, a standard inclusion on all New Zealand variants,” Goodwin said of the Kona.

The new Holden Equinox also managed top marks, though Goodwin noted that customers need to opt for higher-grade models to get AEB and lane-keeping systems.

The MG ZS’s four-star rating applies across all variants, while the five-star tag applies to all versions of the Hyundai Kona and Holden Equinox.

James Wong - [www.caradvice.com.au](http://www.caradvice.com.au)





# MG ZS gets three-star EUROCAP rating



Adult Occupant



Child Occupant



Pedestrian



Safety Assist



## Adult Occupant

The passenger compartment of the ZS remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger but structures in the dashboard were thought to present a risk to occupants of different sizes and to those sat in different positions. In the full-width rigid barrier test, readings of chest compression in the rear passenger dummy indicated poor protection for this part of the body and protection of the head was rated as marginal, based on measured decelerations. In both the side barrier test and the more severe side pole impact, protection of all critical body areas was good and the ZS scored maximum points in these tests. Tests on the front seats and head restraints demonstrated marginal protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated marginal whiplash protection.

## Child Occupant

In the frontal offset test, protection of the neck of the 10 year dummy was rated as poor, based on measured values of tensile forces. Protection of the chest was marginal. For the 6 year dummy, protection of the chest and neck was weak, based on decelerations and tensile forces. In the side barrier test, the head of the 10 year dummy 'bottomed out' the airbag and injury criteria indicated poor protection for this part of the body. The front passenger airbag can be disabled to allow a rearward-facing dummy to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. There was insufficient seatbelt length to install Universal restraints properly in the front passenger seat. The same was true for one Universal seat in the rear centre seat and one other was unstable when installed. Otherwise, restraints could be properly installed and accommodated.

## Pedestrian Protection

The bonnet provided protection that was predominantly good or adequate to the head of a struck pedestrian. The bumper offered good protection to pedestrians' legs but protection of the pelvis was mostly poor.

## Safety Assist

The ZS has a seatbelt reminder for the front seats only. A driver-set speed limiter is also standard equipment.

*euroncap-2017-mg-zs-datasheet*



# SU Fuel Pumps Facts And Myths

## In line, high efficiency filters added to the inlet side of the pump to protect them

SU pumps are able to pass most debris right through them without causing any problems. The filters that are built in them are designed to stop rocks and small birds. Placing a high efficiency filter on the inlet side of a SU pump is something to be avoided because if the filter clogs to the point where it will not allow fuel to pass through it, the pump will stall in the 'on' position.

This situation, if the power is left on for any period of time (such as while troubleshooting) will cause the coil to overheat and will burn out the internal swamping resistor (see picture below). Unfortunately, since the resistor is internal to the coil housing, the damage goes unnoticed, but the result is that the points will start arcing excessively and burn out prematurely (This occurs because the internal swamping resistor is part of the arc suppression circuit). Worse still, if the burned points are replaced, the replacement points too, will burn out very rapidly, leaving another British car driver cursing the SU fuel pumps as worthless pieces of \_\_\_\_\_ (you fill in the blank).



internal swamping resistor

The above description is for a points style fuel pump. The results are even more severe if you have an all electronic pump. I have been told by one of the technicians at Burlen Fuel Systems (makers of all things SU) that when the swamping resistor in the all electronic pumps burns out, the pump won't function at all. Further, if the power is left on long enough while an all electronic pump is stalled in a current on condition, damage will be done to the circuit board.

The bottom line here is, that if you are having a sediment and/or rust problem with the fuel tank that is severe enough to require a filter, then the tank should be removed,

cleaned and sealed, or a new tank installed. Sticking a high efficiency filter between the tank will not protect your SU fuel pump. Instead it will result in damage to your pump if it becomes clogged. If you have a great compulsion to stick a filter in the fuel system, place it between the pump and the carburetors where it will not cause damage to the pump.

Finally, all of the above information applies only to the SU fuel pumps and some of the German and New Zealand clones. If you are using one of the little, square, run all the time, make a lot of noise, Facet pumps none of the above applies (they even come with a filter on the inlet side). Besides, I really am not concerned about what happens to them as they are a throw away device anyway and I don't have to repair them.



## SU Fuel Pumps Facts And Myths

### **Transistorized, solid state or all electronic fuel pumps will fail in high temperature environments.**

I first heard this little myth in the late '70s from a member of our local 'T' Register after returning from GoF West in California. He told me that he had heard this from someone at the GoF and wondered about the validity of it. Unfortunately, this is still being passed around today, particularly amongst people with T series cars where the pumps are mounted in the engine compartment.

This is one of those stories that may have been true back in the '50s, when transistors were in their infancy and most solid state devices were made with germanium, which was very temperature sensitive. However, in this day of home computers, cell phones and electronic devices that are sent into outer space, all of which have micro chips to drive them, it is absolutely not true.

Today's solid state devices are made with silicon and they will operate in very high temperature environments without any degradation. In fact, the solid state devices that I use in my solid state modification of the SU fuel pumps and that Burlen Fuel Systems use in their all electronic SU fuel pumps are rated to operate in the temperature range of  $-67^{\circ}\text{F}$  to  $347^{\circ}\text{F}$ . Obviously, these devices would continue to operate in temperatures at which the engines in the T series cars would have long since stopped operating.

### **'Pusher' vs. 'Puller' fuel pumps**

Pusher and/or puller fuel pumps is a misnomer. Pusher or puller more accurately describes where the pump is mounted. A pump mounted in the engine compartment is being used as a puller pump in that it is pulling fuel from the tank, into the engine compartment. Conversely a pump mounted near the fuel tank is being used as a pusher pump because it pushing the fuel forward to the engine compartment and the carburetors.

Any SU fuel pump (or any other brand of pump), regardless of whether is low pressure or high pressure will generate 4 to 10 inHg of vacuum or more, sufficient to lift fuel 6 to 12 feet or higher. The low pressure SU fuel pumps, which are intended to be mounted in the engine compartment (and thus have been called 'puller' pumps) actually generates less vacuum than the later, high pressure ('pusher') pumps. Fletcher Millmore (a frequent contributor to the Bulletin Boards and Forums), states it very well when he says, "No pump will ever pull fuel as well as it will push it – that's physics, not pump design."

All pumps will be slowed down by having to pull the fuel very far up, even within the rated inlet head for the pump.

### **Vapor lock**

Fletcher Millmore also tells us that "True vapor lock is a result of the fuel on the inlet side vaporizing as the pump drops the pressure on the suction line (inlet side of the pump). It is easily avoided by putting the pump as low and as close to the fuel source as possible", which is the reason why MG went to a pump mounted in the back of the car by the fuel



## SU Fuel Pumps Facts And Myths

tank, instead of in the engine compartment as on the T series and earlier cars. Additionally “for all pumps, it is desirable to/essential to have the outlet above the inlet to avoid trapping vapor in the pump chamber”.

The ‘vapor lock’ that is often experienced in the carburetors is really the result of the fuel boiling and causing pockets of vapor in the float bowls, and the connecting passages in the carburetors rather than in the fuel line between the fuel tank and the pump, or between the pump and the carburetors.

### Why do SU fuel pumps stop and start running while an aftermarket pump runs continuously?

Most after market pumps, such as the Facet, run continuously due to their having a bypass valve in them (this is how they regulate the outlet pressure). These pumps don’t care if the fuel flow is interrupted on either the inlet or outlet side, they just continue to chatter away happily regardless.

All SU fuel pumps, points style or all electronic will shut off, once the float bowls are full. They then only tick periodically as the fuel in the bowls is used up. SU fuel pumps will also stop if there is a clog on the inlet side of the pump. When this occurs, bad things happen to the pump (see the section on In line, high efficiency filters added to the inlet side of the pump to protect them).

In addition to stopping when the float bowl is full or the inlet line to the pump is clogged, the SU fuel pump will stop if there is a clog on the outlet side of the pump. Only in this case, bad things don’t happen to the pump (just to the progression of your trip).

To prevent unintended stopping of the SU fuel pump as a result of clogs, either on the inlet or outlet side, keep your fuel system clean and free from rust and sediment.

*Dave DuBois - www.oldbritishmetal.wikifoundry.com - Sept. 2012*



## MG Sales in China

MG was the 39th highest selling brand in China with 15,520 vehicles sold in December, down from 37th in November, but sales are up 105% from December 2016.

MG ZS was the top selling model, new MG 6 has surged in sales.

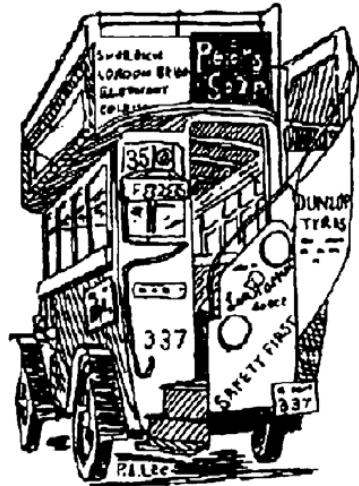
Model	Sales position	Sales December	Sales % Dec 16
MG ZS	143	5,810	-
MG 6	151	5,442	+557%
MG GS	221	2,943	-3%
MG GT	327	1,030	-68%
MG 3	394	295	-41%



## Safety Fast!

Known all over the world as the "Slogan" of M.G. Car Co. Ltd., Abingdon on Thames, but how many people know how such an apt description of the car came into being. I will enlighten those who have never thought about it.

In the early days at Abingdon the "Sales and Publicity" were run by three people ... Bill Mussel, Ted Colgrove (Salesmen) and George Tuck (Publicity). Around the early and middle twenties, cars were equipped with rear brakes only. The main reason being that braking systems were rod operated. It was not until Bowden Cables were introduced, was it easy to equip cars with front wheel brakes. A difficult operation due to the front wheels continuous steering angle changes.



As cars performance increased, it became necessary to improve their stopping distances. Hence the introduction of "Four Wheel Brakes". In order to warn fellow motorists, that their cars were so equipped, such cars carried a red triangle at the rear, mounted around the rear number plate illuminating lamp, so that it was conspicuous at night. During the late twenties, early thirties, Clayton De Wandre brought out a Vacuum Servo brake. The Oxford Bus Companies passenger carrying vehicles were so equipped. In addition to the red triangle displayed at the rear, was the warning "Servo Brakes Keep Your Distance ... Safety First". In some cases the wording was preceded by "This Bus Is Equipped With Servo Brakes".

One of the salesmen, Bill Mussel, I think, was driving to work one morning, trapped behind such a bus in Oxford main streets, no by-passes then. Bill went through the usual time wasting tricks of reading all the adverts and converting registration numbers into possible card game hands, imagining a hole card or turn up. When Bill arrived at the office later he said to his colleagues, "Some of those Oxford Buses should have "Safety Last" written on the rear, the way some of them are driven, not "Safety First". "Ah nova" said George Tuck, "'Safety First', 'Safety Last' how about 'Safety Fast' for M.G.? Lets see what 'CK' thinks of this."

Well folks, so now you know how this historic and most applicable slogan of your favourite car came into existence.

*Henry Stone - First appeared in the Octagon Newsletter, January/February 1988*





# Tawa Christmas Parade - December

Another excellent day welcomed the The Tawa Lions Christmas parade. We had another great turn out from the club with ten vehicles, despite a request to a limit of six cars! Two were not MG's which may have helped. All the cars and owners were decorated with Christmas tinsel, hats etc. The club followed behind the emergency vehicles who lead the parade and as usual the crowd enjoyed the display, but something went wrong with the organising as the next group in the parade arrived nearly five minutes later.



Ron Blackwell - MG B



Chris Ward - MG BGT



Jim Higgins - MG B



Michael Shouse - Mini



Neville Milby in Ross's - MG TD



# Tawa Christmas Parade - December



Connor Lindsay - MG F



Bill Denise - MG R



Geoff Brader - MG Midget



Mike Baucke - DeLorean



Liz Sutton - MG F



Ross Armstrong - Mustang





# MGCC Christmas BBQ - December

Ross & Anne Armstrong hosted the Christmas BBQ. AS usual it was held after the Lions Tawa Christmas Parade. Once again everyone enjoyed the impressive spread of food that was layed on. Conversation flowed and everyone enjoyed themselves.

*Photographs: Dean Gray*





## Noggin 'N' Natter - December

The December Noggin 'N' Natter was a gathering of the faithful, who noggined 'n' nattered the evening away. Time was taken for Ron Blackwell to celebrate his Birthday with a cake from Jackie.



## Ron Blackwell's MGB Automatic

Ron has been making progress on his MGB Automatic rebuild. He has refitted the front guards, prepped the panels, undercoated and applied a top coat of Bermuda Blue. Ron is painting the car himself, but doesn't expect it to beat Bill's cars in the Concours.

Work has stopped while his 1977 MGB has it's windscreen replaced. Sadly a small bit of rust was found under the rubber, when the windscreen was removed. So Ron is concentrating on this B before further progress can be made.



## Ross Armstrong's MGB

Ross is rebuilding his engine with help from Mike Burnside. The rebuild is being done insitu, honing the cylinders, new rings and main bearings. Hopefully ready by Easter.



# Driver Training Day - January

Damp weather saw only three M.G.s turn up for Driver Training Day, although there were plenty of other marques as well. They were first timer Mark Fleming in a MG F, Eric Heycoop in a Midget and the Editor in his MG 1100. There were plenty of first timers as the show of hands at the start indicated, this group was by far the largest. Everyone behaved themselves despite or because of the weather.

Eric suffered a broken accelerator cable on his first run, which with some ingenuity was fixed for further laps. After a two hour trip to Manfield my engine bay temperature rose and the wiper motor stopped (something I needed given the weather). This was due to me blocking off some of the grille. Removing the grille to increase airflow solved the problem and I left it off for the return trip as well.

For one of the runs, Bill Denize sat with me and gave advice on the lines for each corner, although a lack of power exiting corners is always a handicap.

An excellent day and opportunity to get to know your car on the track and see what it is like for real, rather than a Playstation virtual reality.

*Dean Gray*







## MG Chon Buri plant opens - Thailand

9 December 2017 – Thai-Chinese carmaker SAIC Motor-CP has opened its new 10-billion-baht plant in Chon Buri, aiming to make it the production hub for right-hand-drive MG cars in Asean.

The company held an opening ceremony yesterday, attended by Deputy Prime Minister Somkid Jatusripitak, Chinese minister-counsellor to Thailand Wu Zhiwu and Charoen Phokphand (CP), and Group senior chairman Dhanin Chearavanont.

The new assembly facility is scheduled to make five models – MG3, MG5, MG6, MG GS and MG ZS – with total production capacity of 100,000 units a year, employing 690 workers.

Vice-chairman of CP Group Thanakorn Seriburi said that once operations begin, SAIC Motor-CP plans to export MG cars by the second half of next year.

MG is among the top 10 car brands in the Thai market, with expectations of selling 16,000 cars this year.

[www.bangkokpost.com](http://www.bangkokpost.com)



## SAIC Design Challenge 2017

In 2017, SAIC held their fifth design contest, the aim was to encourage global design students to create their dream car whilst paying tribute to the quality of classic design.

We are delighted to announce the winner of the European Division is a talented young designer from Coventry University. He has recently spent 2 months on an internship with the SAIC design team at our technical centre in the UK.

This beautiful design has been brought to life in Shanghai, and the designer has the chance to go and see his car on display. The E-spirit focuses on the relationship between car and driver. Using modern design and smart technology, it aims to revolutionise the driver experience while at the same time preserving MG's spirit. - *MG Motor UK*





## M.G. Centenary – 2023?

In anticipation of the one hundredth anniversary of M.G. sports cars, there has been a debate as to when it will be appropriate to hold the celebratory events. The debate centres, quite rightly, around the question, 'When were the very first M.G.s made?'

The Early M.G. Society caters for owners and enthusiasts of M.G.s which were made from the first 'Bullnose' models in 1923, through the 'Flatnose' era and the 'M.G. Sixes' i.e. the 2.5 litre overhead camshaft six cylinder M.G. 18/80s on which production ended in 1931. To us, there has never been any question that, because the first cars were built and sold in 1923, the logically the hundredth anniversary will occur in 2023 – end of story.

Unfortunately, some of the interim anniversaries – the 50th, the 75th and the 90th have been celebrated on the basis that those first M.G.s were produced in 1924 – but that was not the case. Those organisations who find themselves in the '1924 Camp' are reluctant to change, and to concede that 1923 was the true year that M.G. cars were produced. Change is something with which it is never easy to cope, but one can't re-write history.

Much more detailed information has come to light over the past 25 years, about the first years of production of M.G. Although, even back at the time of the 75th anniversary, it was widely known that the Raworth-bodied M.G. Super Sports model was introduced in 1923. Such noted M.G. figures as Cecil Cousins confirmed that the first cars that could be considered M.G.s were the Raworth-bodied 2-seaters made in 1923. Eminent motoring historians, such as Robin Barraclough and Johnathan Wood, are in print confirming 1923 as the year that the first M.G.s were made.

In a vain attempt to dissuade observers that no M.G.s were made in 1923, it has been said that the M.G. Super Sports of 1923 "do not count as proper M.G.s because they were simply a Morris Cowley with fancy coachwork, and had no improvements to performance and handling". This argument is completely without basis, because these little cars had their engines 'tweaked' enough to increase the top speed of the cars by nearly 20% beyond that of the standard Morris Cowley and the steering and the road springs were also modified to improve handling.

Added to these improvements, which made the car much more 'sporty' to drive, they also had rakishly swept wings and two important coachwork features which became M.G. icons on M.G.s over the next few years i.e. the stylish raked windscreen with triangulated end frames and the marine-style 'Cruiser' scuttle ventilators. These little cars were nothing like as good looking as the subsequent M.G.s, but they did set the style as a design exercise.

THE 1923.      December 19th, 1913.



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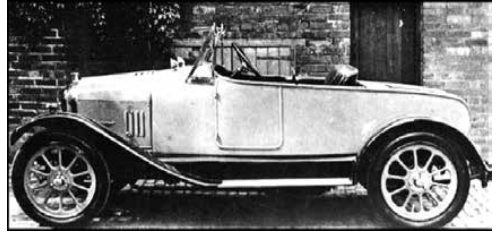
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## M.G. Centenary – 2023?

Only six Raworth-bodied M.G.s were made, and they took a long time to sell, but does the low production number mean that they should be disregarded as being M.G.s? If so, should we also disregard the 18/100 Mk III Tigresses (only 5 were made), the NE Midgettes (only 7 were made), the Q-Types and the R-Types (only 8 and 10 were made).



I think not. The six 1923 M.G.s may have been ugly ducklings, but every manufacturer has to start somewhere, and very few got things perfect at their first attempt.

Sadly, none of the 1923 M.G. Super Sports are known to have survived, but within the archives of The Early M.G. Society, we have many period photos of some of the cars and we even have the registration dates and numbers of those vehicles. The earliest registration date of a Raworth-bodied M.G. Super Sports was on June 1st 1923, when a student at Pembroke College, Oxford's new car was registered FC 5581. We have even more information about another one, FC 5855 registered to Oliver Arkell, of the Arkell Brewery family, whose car was registered on August 16th 1923.

Yet another one of the six Super Sports was the first Morris Garages M.G. sports model to enter a motor sport competition when one of Cecil Kimber's close friends, Russell Chiesman, won a Gold Medal in the 1924 London to Land's End Trial, in the M.G. Super Sports registered FC 4980. To clarify that point – Cecil Kimber himself had used a tuned Morris Cowley with an M.G. Chummy body in the 1923 London to Land's End Trial, and won a gold medal, but opted to take a pair of cuff-links instead of the medal. The M.G. Chummies, however, were never promoted as, nor considered to be sports cars and the car that Kimber used is the only one recorded as having been specially tuned.

Nothing more needs to be said in order to confirm that the first M.G. sports cars were, made, advertised, sold and registered in 1923. What's more, they conformed to the true spirit of M.G., in that they were built to be faster and more sporty to drive than the rather staid Morris product which spawned them.

Although none of the Raworth-bodied M.G. Super Sports have survived, the author does have the Charles Raworth & Son threshold plate from one of the cars, given to him by the one-time owner of the M.G., who took it off because it annoyed him by scratching on the bottom of the door! It's one of his most treasured pieces of M.G. memorabilia.

If one of those six cars was discovered in a shed today, ask yourself, would it be accepted as a true M.G.? Of course it would. In fact, the Vintage Register of the M.G. Car Club includes the Raworth model as the very first in its list of cars eligible for membership.

*Chris Keeval, The Editor of The Early M.G. Society Magazine*





## Bill and Rae Denize's MGTF



Dean (our Bulletin Editor) has asked me to put a few words together on a purchase we made late last year.

Most of the blame rests with Rae who spotted a 2005 NZ new registered MGTF in X-Power Grey (the same colour as Scruffy)... it was for sale on Trade Me, had only 23,000 kms on the clock and had two owners.

So one Saturday morning in early October last year, we set off for Taupo to look at the car. It was being sold by the widow of the owner, who had died a couple of months earlier. Unfortunately the car wasn't as tidy as we had hoped... its deceased owner had run into the side of the house damaging the front bumper and there were several dents in the rear guards which it looked as though someone had attempted to take out... extremely hard given that cavity access to the rear guards is almost impossible to get at.

A price was negotiated to everyone's satisfaction and a couple of hours later after having had lunch in Taupo, we were on our way back to Wellington with Bill driving the new purchase and Rae following in the BMW120M. Most of the return journey was in very heavy rain and fortunately there were no leaks in the TF's hood which was a good sign.

Once home we had a good look at our purchase and put together a list of things that needed to be done. The first task was a good clean, then wheels off and all the guards cleaned out. Each wheel was thoroughly cleaned, then the next assault was on the bodywork (with the exception of the front bumper) with several coats of Turtle Wax Grey polish.







## Bill and Rae Denize's MGTF



We have been on eBay and purchased some minor parts, including new MG badges for the front grille and boot lid. We also managed to purchase a brand new, old stock wind deflector (to go behind the seats), wheel arch stone guards, and covers for the rear lights inside the boot.

All the original tyres have been replaced (they were not worn out but just simply too old and hard with a few cracks starting to appear). Some of the rusty bolts and screws around the front of the car have been replaced with stainless steel ones where possible. Suspension componentry has had the surface rust removed and this has been hand painted with POR15. Rear brake calipers have had a fresh coat of paint.

In early January we had a friend tidy up the front bumper and other dented panels. Ross Armstrong had been kind enough to give me a hand to remove the front bumper (an easy task but required two pairs of hands and a set of Google instructions with clear photographs together with written commentary).

In summary the TF is almost finished and will have its first real outing at the Mangaweka MGF/TF Festival in late February which has been organised by John and Viv Eames.

*Bill Denize Photographs: Dean Gray*



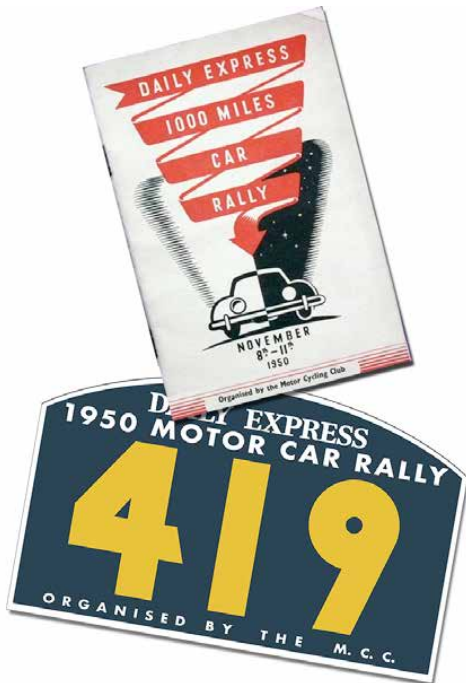
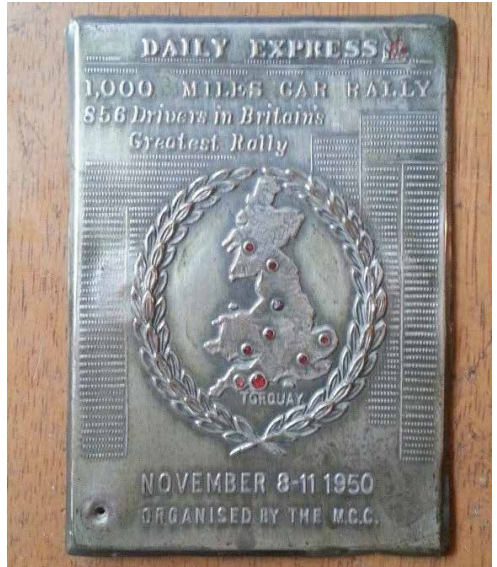




# From the Archives



Photo left was taken at the 1950 M.C.C Daily Express 1000 Miles Car Rally held from 8th to 11th November 1950. Going to press no one knows who were the driver/navigator of the TD - competitor no. 419.



The car is TD503 fitted with XPAG TD862, built on 20 January 1950, finished in black. It is interesting to note that it is fitted with the early slotted wheels, not the later pierced wheels which are thought to have come in after TD601.

The car came to NZ in 1982 and was restored by Rod Brayshaw in Clipper Blue with later pierced wheels. Pictures of the restoration on the next page.

If the number plate is familiar that is because it is 'Clementine' and now belonging to Anne & Ross Armstrong.

As a result of discovering that Clementine had entered this rally, Ross has bought off Ebay this Daily Express 1000 Mile Car Rally 1950 Rally Competitors Award, pictured above.





# From the Archives



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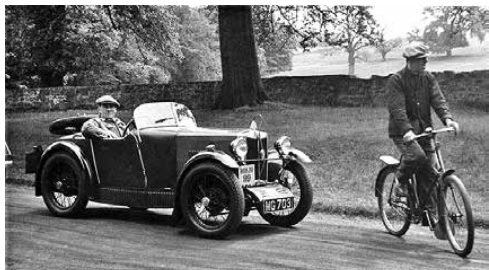
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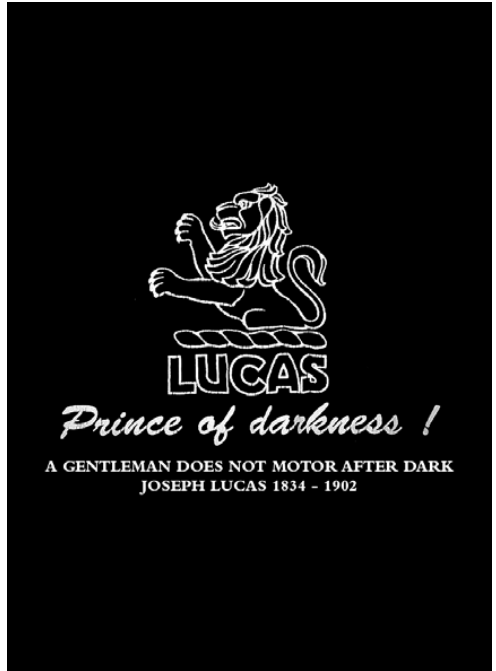
Some of the images from recent posts on our Facebook page.  
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© Alamy



# Odds & Ends



Harry was on the side of the road hitchhiking on a very dark and stormy Halloween night. The night was getting darker and the rain came harder, and no cars went by. The storm was so strong he could hardly see a few feet ahead of him. Suddenly Harry saw a car come toward him and stop.

Without thinking about it, Harry got in the car and closed the door. Just as he realised there was nobody behind the wheel, the car started to move. As his panic set in, he looked at the road and saw a bend ahead. Scared beyond belief, he started to pray, begging for his life. Just when the car got to the curve, and Harry thought it was all over, a hand appeared through the window and moved the wheel.

Harry was paralysed with terror as he watched the hand appear every time the car got to a curve.

Gathering strength, Harry jumped out of the car and ran to the nearest town. Wet and in shock, he went to a bar and asked for a double whisky. He started telling everyone about the horrible experience he had been through. The crowd sat in an eerie silence when they realised that Harry was crying and wasn't drunk.

About half an hour later, two men walked into the same bar. One said to the other, "Look Pete, there's the jerk that got in the car when we were pushing it."

*Supplied by Rae Denise.*



## 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](mailto:mg.baxt@xtra.co.nz)



### 2015 MG 6 GT - Red - Price \$15,499.

'Perfect MG 6 GT for you to own and cherish plus off course have fun in. This is the SE model but has had some extras added by way of professionally done leather seats complete with MG monogram, and also the brakes upgraded. The car is as good as new and is just run-in. It's covered just 4,500 kms since bought new in May 2015. It is not yet three years old and has been stored in a garage for most of the time. Car performs well and handles really good indeed. The 5-speed manual gearbox provides a classic drivers car feel. Independently rated as exceptional value of money with a sunroof, Hill Start assist, keyless entry and start, cruise control, tyre pressure monitoring, parking sonar, a colour touchscreen and other goodies. The boot is huge! For sale privately at just \$15,499.

Contact: Iain Fraser Phone: 021 479 301 Email: [iain.fraser@jacobite.co.nz](mailto:iain.fraser@jacobite.co.nz)







# 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](http://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.



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

2 x 185 Kingstars 5mm 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



## New Members

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

Richard & Annette Kemp                      Waikanae



## 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](mailto:upnzway@earthlink.net).



Rear Cover - Tawa Lion's Christmas Parade.

Photographs: Dean Gray.



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



# MG Car Club (Wgtn) Regalia



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](mailto:upnzway@icloud.com) or 0274198017



MGCC Lanyard  
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Blue/white  
\$5.00.



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](mailto:upnzway@earthlink.net).



