

MG CAR CLUB (CANTERBURY CENTRE) INC
THE CANTERBURY MaG
June/July 2018



THE MARQUE OF FRIENDSHIP





MG SERVICE CENTRE



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

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

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

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

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

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



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*South Island agents for
Paul Walbran Motors*

CLUB EVENTS

June

Friday 1	Club night
Sat—Mon 2—4	QBW Hanmer
Sunday 3	Kimber run
Wednesday 20	Triple M run
Sunday 24	Breakfast & trial

(Please note : The MG desktop calendar has June 23 twice.)

July

Friday 6	Club night
Sunday 8	Winter woollies run
Wednesday 18	Triple M run

August

Friday 3	Club night
Wednesday 15	Triple M run
Sunday 19	Snow run
Sunday 26	Daffodil rally fundraiser

Cover photo

The people's choice National Rally 2018.
Rick Jones' & Kathrine Hilton's MG VA.

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PRESIDENT'S REPORT



I often hear that the MG Car Club Canterbury is one of the most – or the most – friendly car club in the area. I'm not sure how we can measure friendliness but it certainly is that our members enjoy their involvement with the club. Much of this is due to the willingness of members to give their energy and expertise for the good of the club and for fellow members. This has been illustrated recently by the amount of voluntary work contributed by those responsible for the very successful National Rally in Timaru. Not to take anything away from those who willingly arrange MMM runs, motorkanas –including the marshalls and time-keepers, and the many other club events. Thank you all.



Many of you would have met Peter Cook, the overseas director of the MG Car Club UK, when he was here for the National Rally. He was banging on about the MG registry run by MG UK – specifically aimed at Midget owners. However he said that it was very desirable that all MG owners should enter their cars on the relevant registry and based on this I've registered my old B with the UK club. I'd been told that my car could have been Australian assembled and I suggested this to the very helpful man at the MGB registry when I sent him the various chassis and engine numbers. He replied with the exact date my car had come out of the Abingdon factory – so not Australian – and other interesting information as well. Also sent this registration certificate.

I can say with certainty that your car is an Abingdon built car. Australian assembled roadsters had the prefix YGHN followed by a different numbering system.

Your car GHN5 194025G left the Abingdon factory on or soon after the 10th December 1969. You can obtain details of the build history of the car and its first delivery destination from the British Motor Museum <http://www.britishmotormuseum.co.uk/archive>.

Bodies were built at factories and shipped to Abingdon where the cars were assembled. The number you referred to with the prefix G23 is the body commission number. I would expect it to read G (for MG) 23 (for model MGB) N (for roadster) then the number then a suffix F (for Bodies Branch Coventry) or P (for Pressed Steel Swindon).

The other number, prefixed MGB, is the body number which would have been listed in the Abingdon production records. This can sometimes be useful when ordering spare parts. If you order a Heritage Certificate from the British Motor Museum you may find this number is included.

On behalf of the MG Car Club I would like to thank you for registering your MGB with us. Your car is now registered with the number 19215. I am pleased to attach a Welcome Letter and Register Certificate.

MGB Register Certificate

Register Number: 19215
Model: MGB Roadster
Colour: Old English White
Registration Date: 1970
Car Chassis Number: GHN5 194025G
Car License Plate Number: BZJ 467

Signed: *Andrew Vigor*
Andrew Vigor MGB Registrar

Visit our MGB Register website at <http://www.mgb-register.org>

Give it a try – you'll find it interesting and you'll be adding to the world-wide register of MGs.

Keep warm over winter and drive to the conditions.

Ted Clarke



This issue of the Canterbury MaG is certainly a bumper issue, being eight pages larger than most issues and the largest under the current regime. We have devoted a significant part to the 2018 National Rally, based in Timaru, plus the Member Interview and Dren Errington's article are both connected to the rally.

Di Errington chaired the rally organising committee and what a great job they did. I have known Di for a long time and I always knew she would organise a great event but she even surpassed those expectations. Colin Poynton's quote on page 32 sums it up very well. As a lot of us know, in addition to her organisational skills, Di is very intuitive of the needs of others and with Dren they are always the first to give support and encouragement to members in need. With another great rally and Di's more than fifty years involvement with MGs, perhaps we need a new title for her? Former national television news reader, Judy Bailey, was often referred to as 'the mother of the nation'. Could I suggest Di be now referred to as 'the Mother of the Marque'?



Peter Cook, the overseas director of the MG Car Club UK, came out for the National Rally and I am delighted he agreed to take part in our Member Interview series. Peter's MG story, which started in 1979, is a fascinating one that I know you will enjoy reading. I thank Peter for all the time and research he put into the article prior to coming out to New Zealand prior to joining us for the rally.

David McNabb has a report on the Australian National MG Rally in Tasmania, from a Kiwi perspective, that took place just a few days after our event. Dren Errington has a road test on the new MG GS and our archives expert, John McDonald, has come up with more interesting archives material and the MG involvement in the Pomeroy Trophy. We have reports on two Triple M runs, the Last of the Summer Wine and a Motorkhana. I thank all of those members who have sent me photographs recently. Unfortunately due to space considerations in this issue I have not been able to use many of them but please keep sending them.

The Canterbury MaG is very much a members' magazine made up of contributions by members about events or about interesting aspects of their MG experiences. We certainly welcome any articles you can write for future MaGs.

Again thanks to Val and Judith Bain for their valuable behind the scenes input into the MaG. It would be a much lesser magazine without them involved.

I will catch you at an MG event very soon.

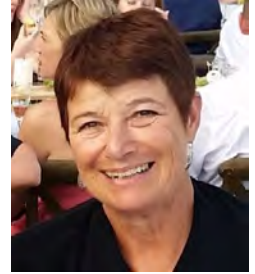
David Blackwell



CLUB CAPTAIN'S REPORT

DON'T COLLECT FUEL DISCOUNTS AT YOUR SUPERMARKET ... JUST PLUG IN

After 4 days of friendship and fun at the National Rally in Timaru, Tony & I continued south in the LeaF to join the VCC South Island Easter Rally in Invercargill. Being on the road at Easter weekend always makes me think about how many outdoor activities New Zealanders participate in. Holiday traffic means more grunty vehicles on the road laden down with boats, caravans, bikes, kayaks, kids and dogs. Classic and vintage cars are also on the move at Easter. We met Zephyrs and Zodiacs heading to Oamaru. While Jaguars by the dozen and muscle V8s joined the vintage and veteran cars heading to Invercargill.



How do we reconcile driving our aging fleet of 4WDs and big towing cars up-and-down the country for fun and play with the constant background talk about emissions and hydrocarbons? Not to mention the inefficiency of the combustion engine in our own classic car?

As we know, arguably the first affordable motor car rolled out of the Ford factory in 1908. By 1920, major cities in the USA had legislated a ban on horses as a form of transport. Horses left stinking piles of manure on the road and there was the problem of removing their carcasses when they died. 100 years later and history is being repeated. Our much-loved cars run on fossil fuel, fouling the air.

The Ministry of Transport have looked towards Europe for solutions to reduce transport emissions and have just announced three possible steps to encourage people to change their oil reliant habits. One for consideration is 'Low Emission Zones' or as the German call it 'Green Zones'. (There are over 200 LEZ already in place in cities across Europe.) They will be introduced here.

Not so long ago making all electric or hybrid cars seemed a bit of a side-line for most major car manufacturers. Not anymore. Volvo are promising to produce only hybrid or electric cars by 2020 and the Chinese, who currently produce 30 million cars annually for their domestic market, will ensure 4.5 million will be electric to meet their government target.

So, how do our MG cars fit into this new electric/hybrid, low emission future? Who is lobbying on our behalf so in the future we can be an 'exception' on the road and can continue to enjoy our cars?

The Vintage Car Club of NZ represents the voice of classic and vintage car owners as NZ Representative to Fédération Internationale des Véhicules Anciens (FIVA), the world body to preserve and drive historic vehicles. The VCC and several other classic car interest groups are at the forefront of lobbying the NZTA as they look into applying new rules to manage car emissions.

Currently electric vehicles make up 1% of the world's car fleet. A fleet estimated in 2014 to be 1.2 billion. It is beyond me to visualise updating this many cars, let alone disposing of a billion past technology vehicles. Meanwhile, if you want to still have fun, yet minimise your emissions over the next Easter weekend; Audi, BMW and Mercedes can all sell you a classy, grunty hybrid that will tow your MG to any location. All for over \$150K plus ORC. MG trailer extra.

Sandra Frame



MG Car Club UK, Overseas Director.

When did you first get involved with MGs?

In 1979. It was one of those ridiculous situations. I was a postgraduate student with a bursary. Linda and I had gone off to a country pub with other students, one of whom owned a car. It was one of those blistering hot days which are so rare in the UK; probably a Sunday. Near Henley we passed a garage and on the forecourt was a white 1500 Midget. We couldn't resist. So after getting a loan we went back a couple of days later and bought it. Alas, within three months I had a head-on collision with a Saab. It was a one-way road and I was going the right way as we lived further up. With the insurance pay-out for the Midget write-off

What MGs have you owned?

....we then bought a much older BRG MGB Roadster (1969). It turned out to have a few things wrong with it which was not surprising as we bought it from a back-street dealer, but as odd as it might sound, in the absence of the internet finding the car you wanted was a far more laborious business then, and the temptation was to take the first one which seemed to fit the bill. A few weeks after buying the car we had a visit from the police. The garage which we had bought it from had burned down and the police thought it was arson and wanted to know whether we had actually received the car as it had already been claimed for on the vendor's insurance! We were not called as witnesses, so the vendor must have pleaded guilty.

I said the Roadster needed a bit of work on it (it is still around apparently, in Kent). I got some work done at a two-man repair shop in Reading as they seemed to know what they were doing.



Cutting Cecil's 130 year birthday cake at lunch in Timaru.



C10A 1981/82. As was the fashion (in the UK at least) the sills were painted black and the roof had a black plastic covering. When the covering was removed about eight years ago the roof was in very good condition.



One of the partners – or rather for tax reasons – the business ‘owned’ a Citron factory V8. By this time I (1981) had got a job as a lecturer in a business school in west London. On one of my visits to the repairer I walked straight into a falling out between them. In the ensuing argument one of the partners said the ‘company’ V8 would have to go, and the other one turned to me and asked if I wanted to buy it, probably just bluster as part of the row. Without thinking I said ‘Yes’. As far as I was concerned this was a gentleman’s agreement and so the next day I went to the bank manager who agreed to lend me £2,000 on the basis that I had a regular salary and no children. My roadster was by now looking pretty good with some body work having been done, a new hood and cylinder head, plus a couple of Webers. I sold it within a day for £1,000 and handed over the cash for the V8. Thirty-seven years later I still have it.



On the road from Abingdon to the park’n ride Oxford.

Tell us about them?

The road-holding and general performance of the roadster was for me clearly superior to the 1500 Midget. It felt solid at 110mph; less so the V8. In part this was due to the extra weight at the top, but also - until I got round to removing them – the rear spring shackles had been changed for some about three inches longer than standard so the car rose at the back which was fashionable at the time. There were wheel spacers as well – also fashionable. I bought the car at 30,000 miles and it has now done just over 250,000. I had the piston rings changed at 200,000 miles. I have though broken the layshaft twice by pushing too much in third gear. I have always been aware of the reversing weakness so that has never been a problem. Fortunately, both times some layshaft teeth decided to go AWOL, no damage was done to the gearbox casing.



MG gathering at the Kobe Club in Japan, May 2017.

One of the first things I sorted after messing up a replacement exhaust and breaking one cast iron manifold was to get a stainless steel system before these were generally available. One summer morning in 1982 I took my V8 and a pile of cash to someone in Surrey called ‘Mike the Pipe’. I took the train into London, mooched around for the day, and at 6 pm arrived back and the whole system was now stainless. It has remained so for about 35 years now – trouble free. Most of the



MEMBER INTERVIEW - PETER COOK

repairs, given the UK climate, involve dealing with rust one way or another. Waxoyl has helped, but is limited as far as external surfaces are concerned. We also have the sodium chloride menace on our roads about 3 months a year.

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

About twelve years. For about 30 years I was a member of 'another club'. I became a member of 'the other club' because when I bought my Roadster another post-grad student with an MGB advised that the MGCC was somewhat snooty with regard to the later Abingdon cars. Longstanding members have told me that this was indeed the case and that it was a major error. There may be some individuals with pre-1956 cars who still feel this way, but I have not met them and it is certainly not the ethos of the club today.

I left 'the other club' for two reasons, one being that any social activities were essentially in addition to paying the membership fee, the club basically being an add-on to a business. The last straw for me was magazine editorials which continually praised the 'Phoenix Four' who took over the remnants of Rover (including the MG name) from BMW. Avoiding a lawyer's letter, I can say that I and many others could see early on that this was an asset-stripping exercise which was bound to end badly – as indeed it did.

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

Shortly after we bought the V8 Linda and I went for a long weekend break on the edge of Dartmoor in Devon. We thought we would try some of the more obscure roads on Dartmoor and basically ended up on a track which was very steep in places. Having wandered off the map we were concerned about damaging the car, our concern was amplified when passing a sign stating 'Firing Range'.



In a borrowed TF at the Pre'56 event at Whanganui in 2017.



Arriving at the concours in Timaru driving Andy Webster's MGB GT V8.



Fortunately we encountered a group of soldiers who did tell us how to get out of our predicament but did so, let us say, in a manner which was not exactly Queen's English.

The second trip was a World War I battlefield tour around northern France and southern Belgium in 2014. It was very hot as it was June, but having got the V8 fans working well before leaving home the car performed perfectly. It was educational as well as being a driving 'holiday'. Reading about a battle and then visiting the adjacent fields in which it took place with such a loss of life, hits home when you see that it took about a month to progress about 300 metres. When you see what was achieved and at what price, the word futility hits it on the head.

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

Probably Billy Morris, Lord Nuffield. I should point out that I was brought up in Oxford and only left when I was twenty-seven and went to university. As an apprentice with a BSA Bantam I often bought the two-stroke from the Longwall Street garage to and from the factory I worked at in north Oxford. I would have no difficulty in showing him around, and of course he was a champion cyclist in his youth and would have known many of the roads first hand. He would not only see the way cars have changed so much, but might be gratified to know that one of the factories he helped to set up (Pressed Steel) was still providing about 5,000 well paid jobs. He would though be appalled to know that the Cowley factory was German-owned.

I would take him to Kimber House where he would not only be welcome, but he would probably recognise



At the Richard Pearse memorial inland from Timaru. L to R. Stuart and Tessa Castle, Trevor Ingham, Peter Cook and Val Blackwell. For our international readers - local folklore has it that Richard Pearse flew this machine before the Wright brothers were airborne.



Peter competing in the Gymkhana at Timaru.



MEMBER INTERVIEW - PETER COOK

it. For lunch I would take him to the 'Dog House' pub just up the road from Abingdon where he dined many times with Cecil Kimber and Abingdon's accountant. He would not of course recognise most of the menu given that continental cuisine – (or what my father who worked at Pressed Steel used to call 'foreign muck') - has made such inroads into the British diet, and for the better.

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

This is where I let the side down. Given a completely free choice I would go for a Ferrari 246 GT Dino. It is not only a splendid car in its own right, but it is a monument as well to Enzo's son's untimely death from muscular dystrophy. More modestly, if the cash was available it would be a 1500 TF.

Where is your favourite place to holiday?

I have been to many countries – Canada, Japan, Siberia, USA – but for a true holiday nothing in my mind beats southern and central Europe for the weather, the food, and has more history than you could ever want.

What is your favourite meal?

Either grilled sardines or fillet steak, with chips of course.

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

I have very broad tastes in music now. Alas, because of the noise I play only pop and early rock n' roll in my V8 using a memory stick. My view is that genre misses the point; there is good and bad music in all genres. I have recently reconnected with Kraftwerk. I play a lot of jazz when on aircraft or when it's quiet at home – usually Dave Brubeck, Bill Evans, Miles Davis, and Charlie Parker. I started an interest in classical at university which has gradually developed. So almost anything by Beethoven but the fast 7th is my favourite, Sibelius, some more recent composers like Arvo Part, Gorecki and Einaudi, and best of all Gustav Mahler – the 1st especially.

Anything else?

Working for the MG Car Club is the best job I have ever had – although the pay is pretty lousy! Sometimes we have difficult situations we sometimes have to deal with, because although not a business in the traditional sense, we have to be business-like in everything we do. On the other hand, when attending a large event like the NATMEET, the pre- or post- '56 events in New Zealand, or Silverstone it so gratifying to remember that it is primarily created by hundreds of people giving their time and sometimes more for free. I know it's not the Red Cross or Oxfam, but even so, people are coming together without ulterior motives and making something happen for the good of the MG community, and I enjoy being a part of that.



Handing out Cecil's birthday cake at Levels Raceway in Timaru.





PHOTO COMPETITION 2019 MGCC CALENDAR

After last year's popular photo competition for our 2018 Calendar, your committee has decided to do it all again for next year's MGCC Calendar.



This year's rules

- ◆ No limit on number of entry photos.
- ◆ Car year and model to be provided with photo.
- ◆ Photos can be action, still or have a novelty aspect.
- ◆ Photos not restricted to own car.
- ◆ Photos must be landscape page format to fit calendar page.

To enter

- ◆ Submit a digital copy of photos to Leonid by 4th September
egglsi@yahoo.com
- ◆ Members will vote for best 12 photos on club night 7th September, when all entries will be printed and on display.



By John McDonald

I've come across this lovely period photo, captioned only as "F Sharman prepping MG for Standing Quarter Russley Rd". Unfortunately it is not dated.

It was seen with a bunch of other old photos, dating round the 1947 - 1948 era, well before the

MG Car Club was formed. Motorsport of that time was frequent and varied, as befitting a young nation starved of fuel during hostilities. So it was to the early newsletters of the Pioneer Sports Club, (which became the Canterbury Car Club in July 1947) that I turned to try and discover more.

There was indeed a speed event at the southern end of Russell Rd on the 29th March 1947, billed as the South Island Championship Standing 1/4 Mile. Refreshments and hot

water were to be available after 10.30am, and the club acknowledged their indebtedness to the Waimari County Council for the use of the road. Should careless spectators cause any danger, competitors must use their own judgment and stop. Protests were to be lodged within 10 minutes of completing the run, accompanied by a fee of 2/6.

There was a Flying Half Mile at Aylesbury in November 1948, and an entry was received from Mrs Sharman in an MG. Notice of this event was promulgated in the Canterbury Car Club Bulletin as follows:

"A flying half mile, combined with a standing 1/4 mile will be held at Aylesbury on Sunday morning, the 28th of November at 5.45 am. It is essential that this event be run off promptly, because for it the main highway must be closed, so competitors are required to be on time. This is an opportunity to find out really how fast your car goes. Post entries. Entrance fee 2/6".



Fred Sharman prepping for stand quarter in Russley Road circa 1947 - 48.



Olive Sharman in a flying half mile at Aylesbury, 1948.

Results published the following month showed that Mrs F Sharman achieved a speed of 59.90 mph in her MG, to come 3rd in the 851-1100cc stock class. It is thought the above photo relates to that event.



Puzzle Piece:

All I know about this photo is the inscription "George Yandall, MG Special, Aranui 1955-6, Neil Stuart behind".

So who was George Yandall, and what was the basis for his steed?



Pomeroy Trophy April 2018

A splendid turnout of MGCC members for this annual extra curricular event, run by the BP Branch of the VCC. Don Gerrard would have won the award for the most tyre smoke should there have been one, with Dave Provan enthusiastically displaying both the aural and visual delights of piloting a 60 year old MG. Rick Jones in the VA showed more thoughtful mechanical sympathy, Peter Croft, we won't mention in detail as he drove a plastic Triumph, and Pat O'Connell in his cherished long term MGA, completed our club entrants. Full marks then to Dave Provan, who won the 'Top Scoring English Car' award, along with winning Class B and the Haggitt Trophy. Overall winner was a French car driven by a Michael Williams, and there had been no protest regarding the result as we closed for press.



Clockwise from top left. Don Gerrard, David Provan, Rick Jones and Pat O'Connell.





TRIPLE M MARCH

By David Johnson

Another great run organised by Bob McKenzie for a dozen MGs and a Mazda in 'top-off' weather.

Driving skills were well exercised *en route* bordering firstly the city's river roads before a winding hill climb. Fortuitously no cars went swimming and Rob Nicholl chose the right day to use his Mazda for his driver!

New Brighton was a good break to see the beach-comers, pier progress and the whales.

Up on Monks Spur we were entertained by Peter Croft who epitomises a 'man of our times' splitting his pharmacy career with a lifetime of D.I.Y., restorations, and commitment plus appreciation of past generations as he crafted his housing needs and desires.

Settling into the ten acre block of farm land near the top of the hill did not discourage him saving a century old home plus out-buildings to shift onto the site. The product of years of sweat with hand tools, blisters and negotiations are now protected from fire with an installed sprinkler [in case of hill fire]. Well done!

His interest in cars over time was also evident with his vintage and classic cars he has worked on. We all poured enviously over his Old Ford, the Killian, Morgan, HRG, Alvis and MGs admiring their qualities and histories or racing prowess's in their time. Not so much the vehicle remains in the cemetery lot as their heyday had passed!

He is fortunate to have such a grand place to live in and develop his interests. We enjoyed lunch on Peter's sunny lawn and veranda as he spoke about the early histories and owners from 1884.



Vintage Alvis Special with hare above radiator.



Killian car designed with spiffire lines.



Ken Hand admires the HRG.



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LAST OF THE SUMMER WINE

By Frank & Iris Sin

It was almost five o'clock in the afternoon. The bright sun's rays pierced through the blind while I was sitting in front of the TV watching The Hairy Bikers' Asian Adventure. Watching a cooking programme usually makes me feel hungry. But not in this particular afternoon! We were just back from our annual Last of the Summer Wine run to Waipara Springs Winery for lunch with the MG Car Club (Canterbury Centre). We have done this run for the last ten years or so, but we never get sick of it. Who would when it comes to food and wine?

The day started off with a cloudy sky and a bit of a cold easterly wind. This particular morning we got up about 8.30 am, had our coffee in bed and listened to the 9 o'clock news. We heard that there was a two car collision north of Amberley at about 6 am. We wondered whether the road would be closed. After the usual daily chores we left for the Peg shortly after 10 am. We arrived at the Peg car park half an hour later thinking there would be other MGs. To our surprise there was not a single MG in the car park except a dozen or so bikers. After a few minutes two bikers came over and informed us that there was a group that left about 10 minutes earlier. We thought the early departure might be due to the potential delay caused by the head on collision.

Knowing where our next stop would be we left for our next destination, the Brick Mill Cafe. When we got there only two MGs were seen in the car park. It was puzzling! Shortly after 11 am MG cars started to arrive. I was determined to find out what was happening. A few members had mentioned arriving at the Peg and not finding anyone. Finally the confusion was clarified by the club captain. Apparently an email was sent out to all members regarding the change of the meeting place. Well, modern technology! Not everyone had received the email. A lesson to be learned!



Meeting at the Brick Mill Café.



A paddock of MGs at Waipara Springs Winery.

On arrival at the Cafe most of us had our caffeine fix, then spent time exchanging pleasantries, catching up with each other or reliving recent overseas trips. A few of us visited the art store next door. Since the last time we visited this shop they have more new items on display. The diversity



of goods on display would cater for all kinds of tastes; they range from old tools, kitchenware, floor mats, clothing, mirrors, paintings, photographs to arty toy cars, planes and bicycles, just to name a few. We bought a model plane with a propeller that turns by wind. This will be placed somewhere in the garden.

As mentioned earlier, SH1 was closed due to the accident. Stuart Castle informed us of the detour that would take us through the back of Amberley. As the day went by the weather had improved. By the time we left the Cafe the sun was out. The detour took us through the back country and we came out to SH1 opposite the Waipara Hill Winery. Overall the traffic was light in spite of the closure of SH1. We arrived at Waipara Springs Winery by about 1 pm. All the MGs were parked on the lawn area in two rows. Wow, what a spectacular sight! A quick count showed 28 MGs; models included numerous MGAs, Bs, BGTs, BV8, midgets, MGFs, RV8s, MG3, and a Le Francis that belongs to our club captain and treasurer. However, MG TFs and older models were conspicuously absent!



Frank's new purchase.

After numerous photo shoots we settled down in the covered dining area and with a glass of vino in hand the president welcomed new members and returning members. While waiting for lunch there was more time for more chit chats. When I first joined the club I thought there would be lots of 'car nuts' in the club. But how wrong I was! Yes, we love our MGs but we like good food and good wine too. A quick head count showed 56 members and partners were present. Lunch was served at 2 pm. The roast beef was perfectly cooked, the salmon roulade was inviting, the lamb ragout was piping hot, the green salads were garden fresh, and the coleslaw was appetising. The main was followed by fresh fruit and chocolate cake. From facial expressions around I think most of us had enjoyed a sumptuous lunch. What a treat for a Sunday lunch. No dishes to wash either!

Shortly after 3 pm people started drifting away. We decided to take our leave too. As the afternoon sun was quite warm we decided to have the top down for our homeward drive. All in all it was a memorable day. On behalf of all the members a great thank you to all the organizers and the weather man for such a beautiful day.



A leisurely Sunday afternoon lunch MG style.





Motorkhana – Blatchford's Property – Glasnevin, Amberley

By Bob McIntosh

For those club members who came from Christchurch, where the weather was a howling easterly, and it was horrible – but – once we arrived at the Blatchford's property for the Motorkhana, it was an oasis of fine weather. No wind, sunshine, and warm enough to remove a couple of clothing layers. A delight to be there.

We had four events, including the ever decreasing circles, enough to challenge the mind and ability.

The ground was flat with nice short grass. A couple of runs to bed in the tracks, it was a wee bit slippery, but just enough to make it interesting.

The day ended with sausages on the BBQ and some socializing.

Nice to see families come along and participate - sons and grandsons and daughters.

Thanks to the marshals and timekeepers and a very special thank you to Tricia and Errol for the use of there property.



Lance Faulkner in action.

Cat.	Name	Car	Points	Overall
Overall	Garry Steere	Midget	146.23	1 st
	Noel Barnes	MGB GT	150.32	2 nd
	Lawrie Steere	Midget	152.47	3 rd
Men	Garry Steere	Midget	146.23	1 st
	Noel Barnes	MGB GT	150.32	2 nd
	Lawrie Steere	Midget	152.47	3 rd
Ladies	Maria Barnes	MG ZR	153.59	1 st
	Jenny Steere	MG 3	158.35	2 nd

A full list of results is available on the web site.



By David Provan

Margaret and I left home under gloomy skies and in howling wind on the 15th, not looking forward to the same conditions up at Amberley for the Motorkhana. However, by the time we got to Errol and Tricia Blatchford's, we had a pleasant, sunny, autumn day. Bob McIntosh's flags fluttered gaily on their poles around the Tests, just like a mediaeval tournament ground.

Car unloaded, chairs set up, lunch munched, we gathered for Bob's briefing. Margaret was so enthused that she decided she'd take part as a marshal. Leonid Itskovitch was the first through. Test A, finding that the ground was firm, but very slippery. I lined up happily behind Stu Moore, watching for him to show me the way to go.

Then the engine just stopped. No coughs, no splutters, no bangs – just stopped. Surprised, I cranked the starter. Nothing. Same again. Nothing. Eventually several helpers shoved the TF back out of the way. Lawrie Steere tried the ignition with a spare plug – good spark. But when we took the top off the carb fuel bowl it was empty. Turning the ignition on produced no flow from the pump, not even a tick. Battering the pump with the usual blunt object had no result – tickless.



David Provan and Lawrie Steere checking the fuel pump.

Down, with Pat O'Connell's help, into the bowels of the car. Sidescreen box floor up, right rear wheel jacked high, with the jack on a plank which Errol and Tricia weren't using at the time, Pat grovelling underneath. Wiring still connected, no leaks – but still no ticks. Pat slackened the fuel lines. Lots of ticks, and lots of fuel on the ground, and on Pat. Lucky no-one smokes these days, really. But still no fuel at the carb.

Eventually I did what I could and should have done earlier and checked the needle valve above the carb float. Stuck. Too well stuck for even the MGB pump to force it open. In fact, I had to use pliers to force the needle out of its seat. Then we had fuel everywhere. No-one had ever seen this happen before – that's what's so great about T Types, there's always something new to learn. Pat had another needle, so that went in, and everything worked.

Put the sidescreen box floor back, lined the car up for Test A again and took a gentle run round. Smelt petrol on the way, various spectators mentioned fluid pouring out of the car on the way round. Into the sidescreen box again, tighten fuel lines back up.

Someone mentioned the car making a funny noise on the Test. Lawrie wobbled the fan, and it really wobbled a lot. Water pump bearing? Put everything back in the car, had to miss the BBQ as we had guests for dinner. Made it home despite a certain amount of clatter from under the bonnet when we stopped for lights. Amused the locals somewhat.

Ah, well, Lawrie's got new pumps on the shelf. Tomorrow is another day. Isn't it great owning 60-odd year old cars?





COMING EVENTS

From time to time there is a need to change the date, time, and some other aspect of an event due to weather or some other unforeseen circumstance. Please check our website www.mgcarclubcanterbury.nz for any changes. **Internet banking details page 1**

Friday June 1

Club night

Cashmere Club 7.30pm

Our regular monthly meeting at the Cashmere Club, 50 Colombo Street, Beckenham. Dinner is just \$18 for a two course meal. If a committee member does not ring you and you intend to be there please contact Jenny so that correct numbers can be sent to the caterer. In preparation for Rocker Box Racing at the August club night, Bob McIntosh will provide a run-down on everything you need to know to create and race a rocker-box car (scrutineering and mechanical requirements). Details also available on the website.

Jenny Steere 365 0151

Sat- Mon June 2- 4

QBW trip to Hanmer

Peg Hotel 10.30 am Sat.

Two nights in Hanmer Springs! A large contingent expected. Relax in the pools, in a forest or in the company of friends. Dinner Saturday night with fellow MGists. On Sunday we plan to run to Mt Lyford for lunch, which will culminate with a traditional Kimber cake. Early booking is essential as accommodation is in short supply. Talk to Leonid if you are thinking of going.

Leonid & Elena Itskovich 358 5990 / 022 088 0937

Sunday June 3

Kimber Run

The Peg 10.30 am

For those not heading to Hanmer for the weekend. This run will meet the Hanmer group at Mount Lyford Lodge for lunch and a celebration of Cecil's birthday. The lodge has choices - pay at the time - ranging from bar snacks to full lunches priced accordingly. We need to let the lodge know the number so please contact Ted if you plan to go.

Ted & Barbara Clarke 980 8596 021 987 527

.Wednesday June 20

Triple M run

Cashmere Club 10.30 am

A different organiser each time will take us on a ramble to a specific picnic spot, with an occasional visit to a place of interest on route. BYO lunch or pick up refreshments on route. Please check website or phone the organiser the week prior to the run for any alternative pick up point for those living on the outskirts of town.

Charles & Dorothy Rushbrook 027 604 5386

Sunday June 24

Breakfast & morning trial

9.00am

Two Fat Possums Café 745 Weedons Ross Road, West Melton

This year we are heading to West Melton for a change of venue and different trial scenery. Breakfast is ~ Streaky bacon & scrambled eggs served on toasted sour dough, plus tea or coffee. Cost \$20.00 pp. If you have a separate dietary requirement then email Sandra or let her know when putting your name down on the booking sheet.

David & Margaret Provan are setting the route, which will include some straight-line navigation. If you are new to straight-line or need another reminder of how it works, then Sandra and Tony will be on hand to provide a bit of training. The route 'should' have you back at the Two Fat Possums Café by 11.30 – 12.00 for the de-brief and results. For those that require it, another coffee or tea can be purchased. If you don't want to complete the trial, then join us for breakfast only.

Sandra Frame & Tony Reid 021 243 7412

COMING EVENTS



Friday July 6 **Club night - Rocker box racing** **Cashmere Club 7.30pm**

Our regular monthly meeting at the Cashmere Club, 50 Colombo Street, Beckenham. Dinner is just \$18 for a two course meal. If a committee member does not ring you and you intend to be there please contact Jenny so that correct numbers can be sent to the caterer.

See the website for rocker box racing rules and regulations.

Jenny Steere 365 0151

Sunday July 8 **Winter Woollies Run** **Yaldhurst Hotel 11.00am**

Wrap up for a short run, wet or fine, allowing time to pick up a fish & chip (take-away) lunch en-route, before continuing to Rimu Scout Park, Templeton. Great company, excellent facilities and mulled wine to keep you warm. \$2 per person to help pay for venue hire. Bring a cup.

Shirley & David Johnson 03 332 5776 or 027 244

Wednesday July 18 **Triple M run** **Cashmere Club 10.30 am**

A different organiser each time will take us on a ramble to a specific picnic spot, with an occasional visit to a place of interest on route. BYO lunch or pick up refreshments on route. Please check website or phone the organiser the week prior to the run for any alternative pick up point for those living on the outskirts of town.

Judith & Allan Bain 384 5688

Friday August 3 **Club night** **Cashmere Club 7.30pm**

Our monthly meeting at the Cashmere Club, 50 Colombo Street, Beckenham. Dinner is just \$18 for a two course meal. If a committee member does not ring you and you intend to be there please contact Jenny so that correct numbers can be sent to the caterer.

Jenny Steere 365 0151

Wednesday August 15 **Triple M run** **Cashmere Club 10.30am**

A different organiser each time will take us on a ramble to a specific picnic spot, with an occasional visit to a place of interest on route. BYO lunch or pick up refreshments on route. Please check website or phone the organiser the week prior to the run for any alternative pick up point for those living on the outskirts of town.

Frank & Iris Sin 347 9338

Sunday August 19 **Snow run** **Yaldhurst Tavern 11.30 am**

Back by popular demand! We are returning to Terrace Downs for a buffet lunch, and hopefully some snow. We will be departing from the Yaldhurst Tavern at 11.30 for lunch at 13.00. Please register your interest either at the July/August club nights, or ring Jenny. Please ensure payment (\$45 per person) is made into the club account at least 10 days before the event as accurate catering numbers and a deposit is required by Terrace Downs.

Jenny Steere 365 0151

Sunday 26 **Daffodil Rally Fundraiser.** **A Vintage Car Club event.**

Details in the next MaG or view them on the website

Sandra Frame 022 3022622



NATIONAL RALLY TIMARU

SUNDAY. DAY 1. Chocks away!

By Charles Rushbrook

With newly fitted electronic ignition under the hood of the Midget providing noticeably improved smoothness*, we headed south stopping at Hinds Domain for lunch. We arrived to find Timaru in brilliant sunshine. This great weather prevailed for the rest of the week. (* especially acceleration in 2nd, 3rd and top – cruising at around 3000rpm = around 60mph and we managed a best mpg figure of 40+ at one refill during the week.)

As we walked from our motel we passed another motel in front of which was a row of MGs. We were obviously in the right town.

Rally HQ was at 'Sopheze' an historic eatery in Caroline Bay. As we descended from the Piazza to this superbly landscaped historic venue, we could hear the welcoming convivial chatter of a large happy bunch of MG enthusiasts. Marvellous to catch up with the gang and meet other new MG mates. We made it. Just one other Midget crew there on Day 1: Paul and Serena in their historic Mk 1. Word was that yet another very potent Midget was on its way from Auckland...

Registration was a very smooth process (Sandra, Margaret, Marie and Tony – a class act.) As expected, the rally pack supplied by Di and the Team was thorough: a comprehensive rally booklet; some paper gliders (yes, really!); a *Safety*



Treasurer Tony Reid, left, overseeing the registration team.



Some of the formalities at the welcome and BBQ. L to R. President Ted Clarke, Timaru Deputy Mayor and American car enthusiast, Richard Lyon, and of course 'Our Di', organising committee chairperson Di Errington.



Fast pen; a folder including details of each day's programme. (This was really helpful as the organisers of the various events included guidance for those preparing their cars for Concourse d'État, for those keen not to get lost on Tuesday's scenic trial and for those wishing to maximise their performance at Levels on Wednesday... Thanks to all of the event planners.)



Noggin 'n natter during registration at Sopheze.

Generous sponsors: Laurie & Jenny at MG Service Centre, Andrew Webster and Paul

Walbran Motors sponsored this pack and other rally prizes and 'goodies.'

The evening kicked off with a noisy, very friendly Noggin 'n Natter followed by a sumptuous meal at 'Sopheze.' Di and the team briefed us – no one was left in any doubt about how the week was going to run. Colin Poyton gave us clear directions on requirements for the next day's Caroline Bay Concourse and Display. We had some distinguished speakers all of whom helped to set the scene: Our own president Ted Clarke spoke eloquently on our behalf. His speech reminded us of his wonderful sense of humour (now, what was that great joke again?). The Deputy Mayor of Timaru, Richard Lyon, warmly welcomed us and our special UK guest Peter Cook, who is Overseas Director of the MGCC UK. Peter gave us words of MG inspiration and throughout the rally many of us chatted to him. He was an approachable and interested participant. (He later gave important information about the new MG Midget Register.)

A delicious touch during the evening was the presentation of bouquets to the male partners of the rally committee... presented for the support each of them had given to their wives. Examination of the rally organisation detailed the hard work each of these men put into the event in addition to their support.

As we retired to our motel (in my case to feverishly study Straight Line Navigation ... got to get it right this time!) we reflected on this first fabulous day, surely the rest of the rally couldn't get any better than this!



Flowers for the men of the organising committee - Murray, Tony, Dren and David.



MONDAY. DAY 2. The Concours

By Serena & Paul McWilliam

The Concours d'Etat and Display held at Caroline Bay provided the first opportunity for those attending the MG National Rally, and Timaru locals, to see all the cars together. In well-marshaled lines of different periods and different models the cars could not help but win admiration – each having been preened for the occasion. Pride in ownership was evident in each and every vehicle on display.

Those MGs with their boots and bonnets raised and their tools and other accessories neatly ordered alongside were the Concours entrants. How close each came to original specification was assessed by clip-board carrying judges whose knowledge of the MGs of each era saw no imperfection or modification go unnoticed. Positive encouragement was provided to all entrants regardless of placing.



Another brilliant sunrise in Timaru.

Below, Michael Anderson, Waikanae, and right, Michael Kingsbury, Ashburton, make final preparations before heading to the concours.

Wandering among the Concours cars it was easy to imagine that some had just come off the production line. The quality of restoration and maintenance saw many commenting that if it was their car they would be scared to take it out of the garage, let alone think about travelling the shingle roads that were to be part of the next day's rally through the South Canterbury back-country.

The most extreme, and least concours-standard car on display was almost certainly Paul Walbran's Midget which he had brought down from Auckland. Its roll bars, powerful Rover engine and front hinged fiberglass bonnet were hardly authentic, however it's strengths were to become very evident during coming days.

Owners wandered, discussed and compared. Within model types some sported superchargers and others didn't; some had heaters or exterior door handles and others didn't - there was so much that was the same and familiar and - so much that was interestingly different. Peter Cook, Overseas Director MG Car Club, enhanced the experience as he chatted knowledgeably with one and all about their vehicles and the UK club structure and it's benefits for MG enthusiasts on the other side of the world.



Above, the 'clip-board carrying judges'.

Below, Peter Cook arrives in Andy Webster's MGB GT V8





Above left, Stu Moore's winning MGA heads one row of entrants and right, the rear view of the BGT row.

The rally committee had planned well. Inviting cafes were just a short walking distance and a small climb away. Many took the opportunity to sit with coffees under sun umbrellas and with the MG display in foreground, look across Caroline Bay towards the Kaikoura Mountain Range in the far distance. For those wanting more activity there was the meander down to the wide sandy beach, miniature golf and the wonderfully restored century-old merry-go-round. The mini-golf and carousel had been specially opened out-of-season just for the rally. MG driving skills didn't seem to be transferrable to the golf course and the fun of riding 'galloping' horses to the accompaniment of fair ground



Rick Jones and Kathrine Hilton's VA selected as the peoples choice.

music generated the excitement and laughter of childhood.

At the end of the day those who were planning to take to the track at the Levels Raceway a couple of days later had to present their cars for the stringent scrutineering process.

This was a most enjoyable day. It recognised excellence for some and provided all with the opportunity to get to know others and their cars.

In addition to official photographs a largely unnoticed member of the public on his mobility scooter filmed all the cars on display and produced a nice record that can be seen on YouTube 'MG car get together in Timaru, New Zealand'.



Wendy Brown makes final adjustments to her and Steve's TF before being judged 2nd in the concours.



Terry and Lyn Faulkner arrive for judging.



TUESDAY. DAY 3. The Trial

By Dael Foy

Describe the trial day they ask! Where to start? The glorious autumn morning on the waterfront. The lovely friendly people. The gorgeous line-up of cars. The sense of excitement and curiosity....where will we go...where will we end up...will we get lost????? First things first, I'm no good at straight-line navigation! Roger, I'll drive!

Being the gentleman he is, no problem there, until he realised we weren't doing straight-line navigation! So a subtle suggestion was made that I might like a break after lunch! Only to be agreed upon until the straight line section began.

What a wonderful adventure - around the streets of Timaru, into the beautiful green country side.

The rolling hills, glorious scenery, did I mention GREEN? Such a treat for this time of year, the farmers must be content. A wonderful ramble around country lanes, very reminiscent of James Heriot in his MG in Yorkshire, minus the stone walls of course. Past churches, homesteads, memorials, that illusive black truck, and much more to a great lunch stop. At Raincliff Camp we were treated to a wonderful lunch of home-made soup, lovely filled rolls and the quintessential scones with jam and cream. Anyone would think we had run the route so far or at very least would run the next leg!

The afternoon was another wonderful route through more of South Canterbury's finest and on to Geraldine for a look around the village and the compulsory 'Barkers' purchase or two. It was then into the

straight-line navigation! Lots of twists and turns, leaving many on the left, and a few more miles, a back track here and there, and a beautiful afternoon heading back to the RSA to sign off in time for tea!



Jenny and Lawrie Steere underway for the day's trial.



Rally start at Caroline Bay and below part of the line up waiting for their start flag



Matthew and Ollie Reid. 2nd in the trial.



Dael and Roger Foy clock in with Tessa and Stuart Castle.



Attention: Owners

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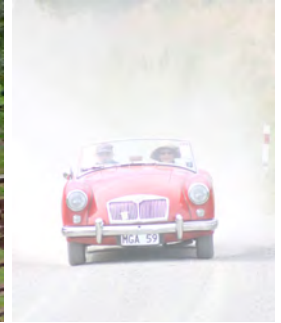
NATIONAL RALLY TIMARU



Gary and Barbara Palmer.



Frank and Iris Sin with Barbara Clarke making friends with the locals.



Pat and Colleen O'Connell.



John Hunter and Stuart Moore after visiting St David's Church.



The local media out in force to capture the day's start.



The Richard Pearce Memorial over head of Trevor Ingham, Peter Cook, Tessa and Stuart Castle.

Dinner at the Timaru RSA.



Bob and Fay Powell celebrating their wedding anniversary with an MGist's guard of honour.





WEDNESDAY. DAY 4. Speed Day By Wendy Brown

Following the leisurely run of the trial, day four was the opportunity for all the Stirling Moss, Jackie Stewart and Desire Wilson wannabes to strut their stuff. Levels was the perfect place and once again the weather gods seem happy to cooperate. There were lots of great times posted, and many participants seemed very happy with their times. There were one or two wobbly moments where the cars seemed to have a mind of their own, but nothing that required a car or driver to be assisted from the track.



Great spectator viewing



Trevor Ingham



Stuart Moore



Andy Webster



Peter Cook

After a wonderful lunch, followed by an enormous Kimber cake, the afternoon was dedicated to the motokana. The first words that come to mind are *exceptional organisation*. The grass and track events looked fairly simple on paper, and there was a quiet air of confidence as people lined up. However, looks can be deceiving and confidence can be misplaced. Many drivers came a little unstuck, ending up on the right when they should have been left and left when they should



David Provan



Roger Foy



NATIONAL RALLY TIMARU

have been right. This may have made it frustrating for the drivers but it did make for an entertaining afternoon for the spectators.

The end to a great day was the prize giving dinner. The dinner was attended by ground crew, pilots, cabin staff, engineers and assorted Airforce retirees and rejects. Frank Sin really set the standard for entering into the spirit of the event and won best dressed for the evening. After a really delicious dinner, surrounded by wonderful aviation photographs supplied by Bruce Airns, it was time for the prize giving. Those who had managed to place in a category were congratulated roundly, with the loudest applause for Stuart Moore who was overall winner with his gorgeous white MGA. It was a great night in a lovely environment with a group of really engaging and like-minded people from all over NZ, and further afield, all intent of enjoying the last evening together.



Stuart Munro



Kevin Sarjeant



Top left clockwise. Bruce Airns, Levels Raceway lunchtime, Peter Cook cutting Cecil's 130th birthday cake and Lawrie Steere.



Awards dinner



John and Liz Hunter



Martin and Joan Mechen



Frank Sin and Barbara Palmer



Paul and Serena McWilliam



David Provan, Tony Reid and Murray Meyer



David and Shirley Johnson



Bill and Margaret Hopkins.



Ross and Debbie Butler and right, Jenny Steere, receive prizes from President Ted Clarke.



NATIONAL RALLY TIMARU



**Stuart Moore
and Ted Clarke**



**Bruce Airns, Pat O'Connell
and Andy Webster**



**Wendy and Steve
Brown**



**Ted Clarke
and Lawrie Steere**



2018 National MG Rally Chairperson, Di Errington, receiving flowers for her and her committee's fantastic work.

Tail Piece — National MG Rally 2018

"I have been to 16 National MG Car Club rallies and several VCC rallies.

It is customary to thank the organiser at the end of the last night. At times the applause has been quite enthusiastic. At the 2018 rally the participants rose as one and gave a prolonged standing ovation.

I think that is without precedent, a lot will be sorry they missed this rally. " - Colin Poynton

THURSDAY. DAY 5. The farewell breakfast

By Joan Mechen

The final day of the MG National Rally dawned – a typical cool autumn morning. Farewell breakfast was on the programme. As we walked to Sopheze Caroline Bay Tea Rooms to have breakfast, we talked about the 4-day rally which had begun on Sunday with registrations/noggin 'n natter/ dinner to this Thursday morning farewell breakfast. At the breakfast table, it was more food, more talking to people about cars and the weather and any subject that came to mind (including the fancy dress dinner the previous night) but now we knew more people in the MG club from the Sunday to talk to and laugh with – a big big plus for attending the rally.

What good memories we have of the 4 days for our first MG rally which we have attended – the people, the beautiful cars, the trial which took in some of South Canterbury's beautiful countryside, Levels Raceway autocross and motorkhana, the MG and aviation theme where people excelled with their outfits - and a big thank you to everyone and the committee for helping us to really enjoy our first MG rally.

As an aside, it transpired during conversations that an Auckland MG couple at the rally were previous owners of a classic car that we have owned for some time – a car they used for their honeymoon over 50 years ago!



Trophies & Placings

CONCOURS

- 1ST STUART MOORE
- 2ND STEVE & WENDY BROWN
- 3RD WARWICK & PAULINE COVEY

TRIAL

- 1ST GINA JONES & MALCOLM FLEMING
- 2ND MATTHEW & OLLIE REID
- 3RD ROSS & DEBBIE BUTLER

MOTOKHANA

- 1ST PAUL WALBRAN
- 2ND DARRYL BRETHERTON
- 3RD MATTHEW REID

THE LONG BEACH MG CENTRE TROPHY

- 1ST BAM BAM (PAUL WALBRAN, DARRYL BRETHERTON, ROB DOUGLAS)
- 2ND THE RED ANGELS (PAT O'CONNELL, BRUCE AIRNS, ANDREW WEBSTER)
- 3RD TEAM PLANET (MALCOLM FLEMING, JOHN CAMPBELL, STEVE CUNNINGHAM)

AUTOCROSS

- 1ST PAUL WALBRAN
- 2ND DARRYL BRETHERTON
- 3RD JOHN CAMPBELL

OVERALL

- 1ST STUART MOORE
- 2ND LAWRIE STEERE
- 3RD JENNY STEERE

PEOPLE'S CHOICE

RICK JONES & KATHRINE HILTON VA

HARD LUCK

DON JAMIESON

FURTHEST TRAVELLED

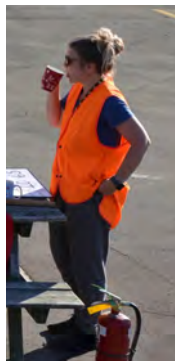
COL & RUTH MINTON WELLSFORD



*Stuart Moore
overall winner.*



WE SALUTE THE HELPERS—WITHOUT THEM THE RALLY WOULD NOT BE POSSIBLE. (THESE ARE JUST A FEW OF THE MANY INVOLVED)





The New MG Sports £175



By Dren Errington

Well that was 1929, today's new MG is of course the MG GS, a Sports Utility Vehicle and retail pricing starts at \$27k and moves on up to \$39k according to spec. However, compared to the original Midget, today's 'New MG Sports (UV)' is incredibly good value, because that M type's £stg175 translates to \$NZ 21k today. An even closer comparison is with the M type coupe which cost \$NZ28.6k in today's dollars. Naturally you do get more for your dollars for the MG GS and it compares very well with its competition.



Posing by Lake Manapouri.

Let me explain. Four weeks out from the National Rally and we are flat tack with all sorts of last minute details. How are we going to deal with all the stuff we will need to take, not only for the week in Timaru but also post rally for a visit to Wings over Wanaka and Milford Sound with our Aussie mates, Phil and Marta Redhead - round trip 1200 miles plus (we're in the TF - its miles!). But then a call from a motoring angel loosely disguised as Gary Steere, "could we take a demo MG GS to Timaru for all the MG folks to see?" Could we ever, and so Sunday, day one, we stacked all our gear into the GS and headed south in convoy with just one TF (ours) for Phil and Marta to play in.

The rally was great and the trip to the Wanaka air show and Milford was fabulous. We covered around 2400 Kms (we're in the GS now - its Kms!) 4 up and baggage (3 suitcases 4 soft bags and the usual accumulating detritus), and so we thought we could share with you a few of our im-

pressions of this new MG. Comparisons are odious especially as this really is so different from anything that's worn the Octagon badge in the past. But is it? Concours day we lined up with the other post 1980 MGs a couple of RV8s and a bundle of MGFs and MG TFs and listened to the comments. Ladies first "what a gorgeous colour", "Oooh it looks nice/comfy/smart inside", "hey maybe I could swop it for my current SUV (RAV4/Hyundai/Mazda CX5 etc)". Then the blokes "well it's not really an MG is it!", "Too many seats", "can't fold back the roof" etc, etc In this context, the irony of the day was the People's Choice. It had 4 seats, a fold down boot for luggage for 4, a tin roof, leather interior and a sunroof like the GS only on the 1937 MG VA of Ric and Kathrine's, it is manual!

The GS proved its worth over the next few days as a comfortable town car, transporting sundry adults and boot loads of stuff during the rally. And it came into its own when we set off for Queenstown after the farewell breakfast.



'Our' GS was the top spec with all the bells and whistles; 6 air bags, rear view camera, blue tooth, LED driving lights, cruise control, USB ports, 6 speaker stereo and a touch screen infotainment and GPS centre easily workable by any grandchild of around aged 4 years or up. Interior space, including the luggage area was generous, leather seating very comfortable, and the whole package sat on smart 18 inch alloys. The instrument panel was easily readable, and included rpm, speedo, fuel gauge, trip distance and fuel consumption displays. Overall design inside and out was pleasing and comparatively original, while finish and fit was excellent.



On the road to Glenorchey, Phil, Marta and Di stop to admire the view.

On the road the GS engine performance was impressive, however the gearbox with its auto dual clutch was not. Rather I suspect, like changing gear in the VA. Response was like a slow waltz "one-two-three, one two three – change" and the turbo lag was reminiscent of the MG Montego Turbo I had back in the mid '80s. Mind you when it all came together it sat up and stoked along. Handling was excellent with some predicable understeer, while the stopping power of the four wheel disc brakes was impressive. Finally ride comfort was great, both around town and on the open road.

Like many of its predecessors the MG GS is not top of the range although I doubt Cecil Kimber would see it as 'cheap and cheerful', (his description of the M Type Midget circa 1929), but it's not bottom either. It does most of the important things well and with a more than affordable price range and 7 year warranty it has to be real value for money.

Thanks again to Gary Steere and the Team at Archibalds for the opportunity to enjoy the 'New MG Sports'.

2018 MG GS pricing and specifications

Price: \$ 27K to \$39k
Engine: 1.5 litre 4 cylinder turbo petrol
2-litre four-cylinder turbo-petrol
Output: 119kW/250Nm
162kW/350Nm

Transmission: Seven-speed auto dual-clutch
Six speed auto dual-clutch
Fuel: 7.4L/100km (Combined)
Safety Rating: 5-star ANCAP





NZ at AUSTRALIAN EASTER NATIONAL MEETING

By David McNabb

The 2018 annual Australian MG 'Natmeet' was held at Ulverstone, Tasmania attracting just over 200 MGs with 400 people being able to register before the organisers had to deny further entries due to catering at social venues being unable to cope with further numbers.

There was a kiwi element at this year's 5-day MG event, with Canterbury Club member David McNabb (& Kerry) driving from Adelaide to Tassie in the MG TD, being joined by expat Christchurch members Maryann and Neil Hawthorn in their MG TF 1250 – Neil is a past owner of Stu Moore's TF and belongs to the Melbourne MG Club. Canterbury members Juliana and Warwick Protheroe have become perennial attendees at these Oz "rallies" in their MGB, and this year decided it would be "too easy" to tackle the 45 mile journey from Ashburton to Timaru for the NZ MG event, electing instead to drive the B down from its Sydney base to Tasmania.... a lazy 1,400km trip!

The Aussie format for these MG Nationals is similar to NZ's recent rally at Timaru, and UK Overseas Director Peter Cook was happy that the NZ/OZ functions dovetailed together, allowing him to attend octagonal festivities both sides of the Tasman within days of each other. Whereas MG V8 owning Peter was delighted to be driving Andy Webster's BGT V8 in Timaru, he was offered an MG TC for Tasmania – rather a power difference!

The rocker cover racing at the opening Noggin 'n Natter had around 3 dozen entries and produced spirited competition. A quick breakdown of cars at Saturday's concours saw 8 Prewar, 28 Y and T-Types, 22 MGA, 75 MGB/BGT/C/BV8, 2 Midgets, 32 Midgettes / MGF/ Z-cars, 20 Specials, 13 RV8, and 2 Rolling Chassis.

On show was a local MGA with V8 motor neatly shoe-horned (settle down Rick Jones!), while from Adelaide there was a freshly finished 1930s MG-KN replica of the car Cecil Kimber drove, along with a TF1250 towing a neat custom camper trailer complete with TF "rear end" and wire wheels.

'TD McNabb', the Hawthorns and Protheroes were able to swap trans-Tasman notes during the MG event and were photographed together at 'Kiwi Korner' after the sumptuous 20-course farewell breakfast with their respective MGs, showing off a couple of specially produced New Zealand flags – yes, this group really did wave the flag for NZ!



The Kiwi line-up in Tasmania.



*Kiwi Korner at the farewell breakfast.
Neil Hawthorn, David McNabb and Warwick Protheroe.*



The McNabb TD being judged at the concours.



REGALIA



Gloves with grip palm \$30.



Biggles leather flying hat \$75.



Red racing cap \$20.



Men's driving gloves \$75.



MG key fobs, \$5 each.



Leather chamois helmet \$90.
Brown goggle \$80. (Not in stock, can be ordered.)



Cloth MG badges, red \$8 each,
brown \$6 each.

All available on club night and/or samples of regalia in stock or can be ordered.
See Frank Sin.



THE HIDDEN GEM.

By Stu Moore

Well the day started like most others for this 'idle bugger'. Got breakfasted, looked at list of jobs to do, chose some completely different ones etc... Cell phone rang about 10.30... Di Errington "Are you coming?" I had forgotten about the MMM run!!!

Quick change of clothes and down the hill to where people were waiting for me.... (What it is to have such good and forgiving friends!!!) Instructions received and away we go. Lovely drive through tree-lined streets of Beckenham / St Martins where they were just starting to do their 'autumn thing'. On to Brougham St / Motorway for a 'bit of a blast', down through Halswell, South Lincoln to TaiTapu for the compulsory coffee stop.

Weather fine, cars all purring, MaGic. After coffee we travelled on through Motukarara then over Gebbies Pass and back into Governors Bay, (Ohenitahi = The place of one daughter), where we were directed to 'The Hidden Gem'.

I have it on very good authority that Jane Ryder found this spot for us (Andy Webster told me!) I don't really want to tell the rest of you about this place, as I would like to keep it secret, but as somebody is bound to 'spill the beans' ... here it is..... There is a little street off the Main Road called Ernest Adams Drive and it houses the fire station, but also just before that on the left is a domain, and down through the domain there are tennis courts and a couple of very old and beautifully restored (but also very original) buildings. They are the old Governors Bay school and the headmaster's schoolhouse. We were treated to a very informative talk on the history of the buildings by a Mr David Bundy, who was actually a pupil of the school in these very buildings in the early 1950s, and had unlocked them so he could show us through. Both the



The old Governors Bay school.



The headmaster's schoolhouse.



buildings were built in 1868, and because of the high quality of the materials used in their original construction, they required very little replacement of any timber, etc, for their recent restoration.

The school building currently houses a good collection of old photographs and paintings of the Governors Bay area dating from those very early days. The headmaster's house is a two storeyed building and the two upstairs bedrooms



were originally used to hold 8 – 10 boarders for the school. As part of the 'restoration' the headmaster's house has been fitted with a modern kitchen and bathroom, all new carpets etc and I understand it will soon be rented out. All the windows, the front door and even the skirting boards in the house are original. After viewing the house we stood outside and watched several fantails flitting about, and a pair of wood pigeons in the tree just above usI'm sure they were fast asleep.

Back at the domain area we unloaded our seats, lunches, etc and sat in the sun talking and watching a lot more fantails do their thing!! Lovely.... (and thanks for the loan of the chair Andy !!!)

Driving back up the hill from Governors Bay gave the V8 a bit a squirt, but from the Sign of the Kiwi slowed down to the new 60kph limit and 'admired' the (stupid ...I think) newly painted double yellow lines all the way down to the Takahe. It was very appropriate that our member Peter Croft had his letter published in the Press that day regarding these 'no passing lines'. Apart from the large expense on our rates, these lines make it even more dangerous for the cyclists biking up the hill. It would seem that our crazy City



Lunch in the domain.

Council think they still run the Traffic Department, and can over-ride the 'Road Code' as their spokesperson has written in the paper decreeing that you can cross the double yellow lines to overtake a parked car or a cyclist !!!! I suppose that means they will pay any tickets we receive from the Traffic Dept and just up our rates a bit more to cover that !!!!

OK.... I feel better now, having had my 'bleat' And so a very big thank you to Andy Webster and Jane Ryder for a great day and leading us to 'The Hidden Gem'.





CLASSIFIEDS



For sale: 1974 BGT chrome bumpers

A little bit of rust but fair condition for the age. Front bumper has some damage but is repairable.

Gerry Hawes **03 310 2347**



For sale: MGB & Mini manuals

Best offer accepted.

Graham Inwood **338 1557**

New Members

Helen Troy

Christchurch

MGB GT 1966

John & Lesley Stewart

Christchurch

MG Midget 1966

David & Sarah Robotham

Ohoka

MGF 1996

Graeme & Sofia Duncan

Christchurch

MGF 1996

A very warm welcome to the club.

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



Gerry Hawes tells us -

I have recently made a rocking bench with the surplus rear seat of my BGT and thought others might be interested to see it. The rear seat was reupholstered when I reconditioned the interior of my B, but I have recently extended the rear decking to become a more useful space. The frame was made from some scrap metal that I found lurking in the depths of my workshop.

No MG was harmed in the process!



WHAT IS YOUR VEHICLE WORTH?

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



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