



Bulletin

PO Box 3135, Wellington, NZ.

Feb - Mar 2019





This Months Special

Time for Autoclassics 'daily drive' MG BGT to be moved on, our new 'daily driver' is nearly ready.

Lovely car to drive, this is one of those B's you just get in and feel comfortable and go. I think the '76 is a cool dash layout, love the feel of driving this model. Two previous owners between 2004 and 2017 spent \$19,498 on this car - all receipts available.

Driving really well, sold with new WoF and rego. Chrome rostyles, overdrive. Passes the 5 yard test, while close inspection reveals some minor paint blemishes. Nothing to worry about, hasn't changed in several years we've known this car. So, a car we've been proud to use and have our signs on, a very usable car that you could add huge value to one day with a coat of paint, while in the meantime use and enjoy. Was \$11,500, advertised here to MG Car Club members only at **\$9,000**. Will consider a trade-in.

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Cover: Anne Armstrong doing one of her runs in the VCC Stretched Gymkhana.



MG Car Club - Wellington Centre
MG Classic Racing



Coming Events

Sun 10 Feb	British and European Car Day, Trentham Memorial Park. Contact: George Walter - email: gwalternz@gmail.com
Thurs 21 Feb	Old Speckled Hen Run - Murrayfield Museum & Café Contact: Michael and Elaine Anderson - email: elaine.anderson@xtra.co.nz
Sat - Sun 23 - 24 Feb	6th Annual MG F/TF Festival at Mangaweka. Contact: John & Viv Eames - email: mangaweka@hotmail.com
Sun - Fri 3 - 8 Mar	22nd Pre'56 MG Rally, Cromwell. Contact: Wayne & Billee Marsh - email: waynemarsh@xtra.co.nz
Wed 6 Mar	Noggin 'N' Natter - Waterloo Bar & Grill, 27 Waterloo Quay Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sun 10 Mar	Southward Coffee and Cars, 10am-1pm. Southwards Car Museum, Paraparaumu.
Wed 20 Mar	Club Dinner - The Roundabout, 99 Main Rd, Tawa. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sun 24 Mar	Big Breaky Run to the Wairarapa, Details to be confirmed by email. Contact: Malcolm Fleming - email: malcolm@accentarch.co.nz
Thurs 28 Mar	Old Speckled Hen Run - TBA Contact: Michael Anderson - email michael.anderson@xtra.co.nz
Wed 3 Apr	Noggin 'N' Natter - Waterloo Bar & Grill, 27 Waterloo Quay Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sun 14 Apr	Cecil Kimber Run - Motorkhana - Upper Hutt Contact: Malcolm Fleming - email: malcolm@accentarch.co.nz
Wed 17 Apr	Club Dinner - TBA. Details to be confirmed by email
Fri - Sun 19 - 21 Apr	MG Car Club Easter Rally 2019 - New Plymouth. See Page 33. Contact: Malcolm Fleming - email: malcolm@accentarch.co.nz
Thurs - Fri 25 - 26 Apr	Old Speckled Hen Run - William Pyne Memorial Run to the Hawkes Bay Contact: Bill & Rae Denize - email: bill.denize@xtra.co.nz
Sat - Sun 6 - 7 Jul	Mid-Winter Run (Taihape), Organised by MGCC (Auck) Contact: Malcolm Fleming - email: malcolm@accentarch.co.nz



Vice President's Column

A happy New Year to you all.

January has been a very busy month with plenty of opportunities to take your MGs out of the garage to enjoy the sunshine.

First off was the Southwards Car display at Paraparumu on Sunday 13th where our club took part in what was a large display of classic cars from a wide range of clubs. We had a big turnout of MGs and MG members. All in all we had over 20 cars which included a good number of MGFs. As a result of this get together committee members Judith and Jim Higgins purchased a lovely NZ new 1996 MGF that was displayed by a non-club member.

Then we had our annual Drivers' Day at Manfeild on Wellington Anniversary Day where we had some 56 competitors. A number of young drivers were there for the first time to experience just what it is like to drive around the Manfeild track in Feilding. Despite the high winds it would be fair to say that everyone looked to be having a great time.

Our club member Willie James, who is also the Chairman of the Wairarapa Vintage Car Club, invited our members to attend a stretched motorkhana which was held at the Solway Showgrounds in Masterton on Saturday 26th. We had seven club members attend namely Malcom Fleming, Gina Jones, Ross and Anne Armstrong, Dean Gray and ourselves (Bill and Rae). What a great event which was held over a course of approximately one kilometre. Gina won the event after a closely fought battle with husband, Malcolm. Our return trip to Wellington included stopping for a very pleasant afternoon tea with Malcolm and Gina at their lovely home and garden in Greytown.

On Wednesday night the 30 January we went on a very interesting trial which our Club Captain, Malcolm Fleming arranged with support from Peter Fleming, Phil Major and Denis Christiansen. There were about 11 entries for this event which had us touring around the Ohariu Valley/Makara area and ending up at the Wellington Club on The Terrace for drinks and canapes. Team Denize didn't fare too well but team Armstrong managed a creditable 3rd placing! It was all a bit of fun and I wish to thank Malcolm and his team for the great effort they put in.

On other matters, the Classic Race committee and other interested parties met in late November and it has been decided to cancel the Charity Classic Race which is normally held in May of each year. Support for this event has been very low in recent years in respect of people wishing to compete and it was decided to devote of our energies to the November meeting with this year's event being the 34th year that we have run this classic race. For those of you that are new to the Club, we have raised a substantial amount of money over the years for the Cancer Society from our classic race events and this will continue.

There are plenty of events coming up so please watch out for these notices in Second Gear and on the club website. Get your cars out of the garage and come out and enjoy some fun with other like-minded club members.

Until, next time, drive safely and enjoy driving your MGs.

Bill and Rae Denize



Editorial

Hope everyone had a great Christmas and New Year.

Well we are a month into the new year and as you will read there has been quite a bit of club activity, despite this being a 'slow' period. But I have to ask, why is it largely the same people who attend? What will it take for the others to come out of the woodwork? If you

are one of these absent people, please do send us suggestions.



On the home front the last two month hasn't gone without incident. I have replaced the steering rack gaiters on the Morris (see Tech-talk, page 20) and last week the water pump on the red MG packed a sad (see MGCC Trial, page 32).

All I can say is the paint was black and blistered. So the bearing was running hot and this caused the seal to fail. Water pumps are a no maintenance item, The fan belt wasn't too tight, so what can you do?



I have bought a non-MG, in that I purchased a Mini off a friend, he wants it sold and it needed some attendance, as it has not moved for the last five years. We did a deal, where we will share the profit once sold.

In the meantime I have been having a hoot driving it around, But it needs a new home.

Safety  fast!



Articles

Articles, letters and events write ups for publication in the Bulletin should be sent to editor@mgcarclub.org.nz.

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

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

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

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



Prize-giving Dinner - October

The Prize-giving dinner was well attended at the Backbencher Pub. Due to renovations to the function room up-stairs it was held in the main bar. Those attending enjoyed a great evening.

Andrew O'Neill Trophy	John Palmer
Best Crowd Pleaser Trophy	Geoff Brader
Casa Fontana Cup	Gina Jones
Committee Cup 1962/63	Kolin Yannakis
Committee Cup 1967	Peter Edmonds
Committee Cup 1968	Evan McCarthy
Committee Cup 1971	George Walter
Concours D'Elegance Cup	Larry & Sue Jones
Dominion Motors Cup	Malcolm Fleming
Hans Holler Cup	Malcolm Fleming
Hector Family Wantwood Cup	Larry Jones
Hillclimb Champion Cup	Malcolm Fleming
Ian McIntyre Memorial Cup	Evan McCarthy
J2 Plate	Gina Jones
Max Knight Memorial Trophy	John Palmer
Michael Hellberg Memorial Trophy	Evan McCarthy
Mike Helberg Trophy	Dean Gray
MG Motorkhana Cup	Malcolm Fleming
MG90 Show and Shine Trophy	Hans Brounts
Murray Watson Memorial Cup	Barry Carrington
Murray Watson Memorial Trophy	Gaye Baxter
Participation Award No.1	Bill & Rae Denize
Participation Award No.2	Barry Carrington and Mike Burnside
QANTAS Cup	Jane Hector
Royal Oak Trophy	Malcolm Fleming
Sybil Archer/Lupp Biscuit Barrel Trophy	John Palmer
Sybil Archer/Lupp Trophy (MG Streamliner)	Malcolm Fleming
The Sybil Lupp Plate	Gina Jones
'T' Type Plate	Jane Hector
'T' Type Trophy	Geoff Brader





Tyre Tales

A recent need to buy a couple of front tyres for my MR-S gave me pause for thought about my tyre experiences over the years.

Being a stalwart ‘old school’ sort, my first experience of tyres goes back to the sixties, when an indication of wear, and a need to replace a tyre, was usually the sight of patches of canvas showing through the rubber. This casual attitude towards tyres was soon outlawed in the UK by the addition, in 1968, of tyre checks to the annual Ministry of Transport Test (MOT).

Nevertheless, safety or no, to a cash strapped youth, the throwing away of a tyre with a still visible tread pattern was a painful experience. Fortunately the pain of purchasing a brand new item could be lessened by opting for one of two alternatives, a re-mould or a re-cut.

Re-mould tyres are just that. The old carcass is reused with a new outer surface and tread vulcanised on top. In the sixties they had a rather dubious reputation, but it is a process still used and strict controls mean that re-treaded tyres are perfectly good for road use. They can routinely be found on trucks and buses and are particularly common on aircraft (!). Brand new tyres are, in fact, manufactured to be re-moulded and modern processes mean that they can be suitable for speeds up to 110 mph (180 km). When one considers the mounting problem of disposing of discarded tyres, it is surprising that re-moulds are not more popular – a perfect example of re-cycling as well as a cost saver. However, cheap Chinese car tyres have undercut even the cost of re-treading.

Not so many years ago it was not unusual to see curly strips of truck tyre tread strewn over UK motorways as the outer layer peeled off at speed. My own experience was with my Mk1 Cortina, driving through town when there was a sudden “thud, thud, thud” from a back wheel arch. Investigation revealed nothing amiss so I set off again, only for the noise to reoccur at about 20 mph. This time when I stopped, the section of tread peeling off was not under the wheel and was clearly visible as a loose flap.

Re-treading or re-cutting is the other option, readily available in the sixties but now pretty much confined to commercial vehicles and off-road vehicles. Commercial vehicle tyres are designed to be re-cut once, and again the environmental advantages are obvious, but there is now no such option for car tyres.

My experience of re-cut tyres was when heading back to the UK in my Land Rover in 1981. We reached Morocco and it was obvious that the tyres would not last to the UK. I found a shady back street tyre emporium and struck a satisfactory deal, exchanging my worn tyres for new ones. Well, I think new ones. I was never quite sure. I stood watching a grinning fellow as he squatted in the dust with a heated gouge, skilfully working his way around a





Tyre Tales

huge truck tyre, neatly excising a zig-zag of rubber strip from a bald surface and leaving behind a deep and impressive looking tread. Such was his skill that despite close inspection I never did decide if my replacement tyres were re-cuts or not. I suppose that they probably were. Anyway, they worked fine and I also suppose that my old tyres, after re-cutting, continued for many more thousands of miles.

The sixties was also the time that radial tyres started to become more common. The ground breaking Michelin X was at the forefront, with its very distinctive and shallow tread pattern. I suppose that all modern cars are now fitted with radial tyres but you chaps with older MGs will know all about classic cross ply tyres.

Two personal instances of radial tyres spring to mind. The first was in 1965 when I bought a Ford Special. You might know what I am talking about and the subject might make an interesting future article. This death trap on four wheels had Michelin X's on the front and a pair of radials on the back. With radials only just coming onto the mass market it was inevitable that they would end up mixed with cross plys. The stern advice was – “radials on the back and cross plys on the front, but best of all, don't mix them at all”. Well, gee, if you want to experience over-steer put the radials on the front. With them sticking like glue, the back end can come around like a whiplash. As a UK government warning at the time said “Don't do it or you may not live to regret it”.

My second unfortunate radial incident was some years later. I had just put two brand new radials on my Nissan Bluebird. The following day we went picking blackberries and I drove into a field to park. On our return to the car one tyre was very, very flat. Somehow I had driven a stout twig through the sidewall. A cross ply would probably have survived undamaged but it was a death blow to a thin walled radial. \$180.00 down the drain.

And so to my latest tyre episode with the MR-S. I had taken it in for a wheel alignment check as it seemed to wander about the road a bit. The alignment proved to be not too bad, but the tyre fitter said “Of course, your front tyres are both bald”. Bald? Looked like loads of tread to me but, sure enough, the wear indicators were hitting the tarmac. I put off an immediate decision but as I backed slowly out of the parking slot on full lock, there was an awful “clunk, clunk, clunk” from the front end which could be felt right through the steering wheel. Back to the fitter who confirmed the problem and put the car back up on the ramp for inspection. Nothing out of the ordinary except the worn tyres. This forced an immediate decision and an hour later I drove away re-booted. The clunking had gone as had the wandering about the road. This was a salutary lesson in tyre management. Take a 100 lines – “I must check my tyres and tyre pressures more often”.

Peter Fleming





Capital Magazine - November

An article written about the club and its activities appeared in Capital magazine, thanks to the efforts of Bill Denize.



MG infected

WRITTEN BY FRANCESCA EMMS
PHOTOGRAPH BY LUKE BROWNE

To qualify to be a member of the MG Car Club you need to be a genuine admirer of the marque, 'and a nice person as well.' You don't have to own an MG, but they do warn that you're likely to become 'MG infected' over time. The Wellington chapter of the MG Car Club has been active for well over 50 years and has around 200 members.

MG is the initials of Morris Garages, the birthplace of the British automotive marque best known for its two-seater open sports car. Cecil Kimber, an employee of the garage, ran it as a sideline business.

Ross and Anne Armstrong and Bill and Rae Denize have been members of the MG Car Club (Wellington Centre) Inc. for some 30 years and have a number of MGs between them. Vice President Bill and Membership Secretary Rae are the proud owners of a 2005 MGTF and a 1995 MGRV8, one of only 2,000 produced, and fitted with a Rover 4-litre motor. Clementine, a 1949 MGTD,

belongs to Committee member and former President Ross and his wife Anne.

The club runs the largest classic car race in New Zealand in November each year at Manfield, Feilding. 'This year will be our 33rd running of this event with around 300 competitors at the meeting,' says Bill. It is spread over three days, from 9 to 11 November, and anyone can attend as a spectator. All money raised goes to the Cancer Society and Karahands, a Wellington charitable fund offering support for respite care for certain children. The club has raised more than \$100,000 in donations for these two charities.

The committee also organises events throughout the year including social and weekend runs, Daffodil Day runs to the Wairarapa and the Cecil Kimber birthday run. They have interclub catch-ups, monthly dinners, guest speakers and, 'we've entered MG classic cars as part of the Tawa Xmas Parade for over 30 years,' says Bill. ■

Bill Denize, Ross
Armstrong, Rae Denize



Coffee & Cars - January

The January Southward's Coffee & Cars was well attended by our club. While the event has been on each month since October, this was the first event that the club was aware of. Setting up by the main entrance and close to the coffee, food and fortuitously shelter. Members came and went as the morning progressed, but numbered around 18 vehicles at any one time, ranging from 1950 (MG TD) to 2005 (MG TF).

The event was well attended by Aussie and American vehicles, with a smattering of British (other than MG) and Japanese, the car park was full, but not up to the levels of the March event in years past. The occasional heavy showers saw many seek the shelter of the entranceway. Next month's event clashes with British (and European) Car Day, which is the event the MGCC will be officially supporting. But March should see the club return.

Dean Gray - Words & Photographs





Leonard Lord – Villain?

Leonard Lord – was he really the villain he is portrayed in ‘MG folklore’?

Introduction

The MG Car Company changed ownership in July, 1935 having, up until then, been William Morris personal business. William Morris (by now Lord Nuffield) sold MG Car Company to Morris Motors Ltd (which later became the Nuffield Corporation), a company which he also controlled. The Company was managed by Leonard Lord. During a visit to Abingdon not long after the acquisition, and having toured the racing and development department, Leonard Lord created “MG folklore”, by instructing: “Well that bloody lot can go for a start”. I guess amongst MG enthusiasts Lord's name would forever feature high on any shortlist of the most disliked persons in the history of MG Cars. According to “MG folklore” Leonard Lord ended the golden era for MG: the Triple-M era.



Leonard Lord

Whilst he certainly terminated the Triple-M era for MG, is the “folklore” criticism of Lord fair and objective, or is it simply an emotive over-reaction from MG enthusiasts? I think emotion has overruled common sense, and the emotive misconception has simply been perpetuated over the intervening decades, without being properly challenged.

Earlier this year I began to document the history of 1935 R Type, RA 0253. I inundated Bob Milton (the R Type Registrar) with my questions. I learned a lot from Bob, mostly about R Type development, but some of the information from Bob reinforced my suspicions about where the real blame should rest.

Leonard Lord was not the villain Triple-M enthusiasts have portrayed him out to be in “MG Folklore” for all of eight intervening decades – the real 'villain' was someone else: and MG enthusiasts may not like “My Villain”!

The Facts

If we stick to the facts and try to keep emotion out of the story, then we know: William Morris was a successful industrialist: such people are motivated by one thing - money (and profits). He very much like things done his way – he liked to be in control. Although a very wealthy philanthropist by this stage, he was also extremely frugal with his own life style.

It was well known that William Morris had reservations about motor racing. Indeed, he is



Leonard Lord – Villain?

reported to have said: “there isn’t a motor firm that has supported racing that hasn’t had the Receiver in”.

MG Car Co annual sales had been steadily falling since 1932.

Martyn Nutland, in 'The Age of Aquarius' commented: “And MG’s figures are disastrous. Between 1930 and 1934 they had shown a total trading surplus of just £419. By September 1935 they had broken all their records by losing an incredible £28,156 with sales at a five year low.”

“In 1930 racing had cost just over £1,000, in 1931 it had consumed nearly five, was back to £2,700 in 1932 but at the all time high of £5,863 in 1933 while at the time of MG’s acquisition by Morris Motors on July 1, 1935, it was already racing again towards £5,000.

In addition the development costs for the R Type single-seater racing car were being concealed in the everyday accounting”.

To put these costs into perspective, in 1934 only 8 Q Type race cars were produced which sold for £550 each, the entire production run generating only £4,400 revenue (and probably very little profit).

The Q Type (1934) sales were so few that it may well have reinforced William Morris's opinion that MG was wasting time and money (his profit!) in trying to develop racing cars.

In 1935 the R Type project had taken things much further in the racing direction. The R Type was a purpose built race car, the first such car produced by MG. Previous MG race cars had all been developed from production cars.

When the R Types were built, Eyston formed a race team from the first three R Types off the production line. These cars were entered by Eyston and, until liaising with Bob Milton recently, I had no idea that Eyston never actually owned these three R Types. They were really 'Works' cars fronted by Eyston.

I suspect that after the Q Type sales, William Morris must have had serious reservations about the development and production of the R Type and the general the direction Cecil Kimber was taking MG. Where is the profit? Did William Morris know about the R Type development – concealing these costs in general accounting confirms he had not signed off on the project – otherwise why conceal the costs?

As William Morris looked at his MG Car Company, he saw a business that was struggling



Cecil Kimber and Lord Nuffield



Leonard Lord – Villain?

to achieve sales/profit targets, (in fact it may have been losing money), the R Type development costs were concealed from him, and did William Morris ever agree to sponsoring a works race team? I'm sure he didn't agree. I suspect that this is why we (like William Morris) we were deceived into believing Eyston owned 'his' team of three R Types. The only reason for this deception was to try to avoid William Morris being aware of the extent of MG Car Company's commitment to racing, and the real ownership of the three R Types. Had Morris known about the arrangement and agreed to it, then the cars would have been entered as MG team cars.



Cecil Kimber, Malcolm Campbell and George Eyston with the R Type Chassis

Cecil Kimber was becoming increasingly independent, and some say arrogant. It is alleged that Morris was by now becoming very frustrated by Kimber and his own inability to control him.

No doubt reinforcing William Morris concerns at this time must have been letters sent by Cecil Kimber to AIACR (Association Internationale des Automobiles Clubs Reconnus – now known as the FIA) and to The Times newspaper regarding proposed future Grand Prix formula for 1937/38 and 39 race seasons. That Kimber wanted to influence the new Grand Prix formula can only have been for one reason. I imagine that for William Morris, who must have seen at least Cecil Kimber's letter to The Times if not to the AIACR, these thoughts must have reinforced his determination to reign in Kimber. Remember that the success of the Morris motor cars had made Morris enormously wealthy, but he maintained a very simple lifestyle, preferring to put his wealth to work to benefit others. Not the exactly the traits of a person who would wish to invest in Grand Prix racing!

The Real Villain

I suspect William Morris always had a 'soft spot' - if industrialists do have such feelings! - for Cecil Kimber. He liked him, but by 1935 knew he could not control him: MG Car Company was no longer focused on profits but, increasingly upon success in motorsport. Making things worse for Kimber was his "ballooning ego" (to quote The Independent), "which increasingly irked William Morris".

I'm afraid the real villain is, I believe, Cecil Kimber himself! Cecil Kimber simply overplayed his hand. Kimber was obviously a clever salesman (and such individuals are often perceived by others as both forceful and arrogant). Indeed, without the single-mindedness such individuals possess perhaps nothing would ever be achieved. I think it was this mix of his determination and arrogance plus his long-standing, good relationship with William Morris which enabled – or encouraged - Kimber to gradually act in an



Leonard Lord – Villain?



Captain George Eyston in the MG R Type

increasingly autonomous manner. As a result, MG Car Company direction and William Morris objectives for establishing MG Car Company were increasingly moving in opposing directions. To William Morris, Kimber was becoming uncontrollable, and he knew he had to reign him in some way.

Morris's solution to his problem was to sell MG Cars to Morris Motors. Under such a restructure, Kimber would report to Leonard Lord the CEO of Morris Motors. Kimber's autonomy would be controlled in a

way William Morris felt unable, or was reluctant to do himself.

Consider the MG Car Company sale to Morris Motors from another perspective. William Morris had sold what had been his personal business to Morris Motors, a Company controlled by Morris. The CEO of Morris Motors would be mad to immediately rush in and restructure the MG business and its direction/focus unless he had been instructed to do so. Lord was no fool. That would have been insulting to William Morris. My belief is Lord was told by William Morris to reign in Kimber and ensure he focuses on his profit line, not motor racing.

The fact Cecil Kimber was kept on after the acquisition by Morris Motors is another indication that William Morris had a soft spot for Kimber and, no doubt, he told Lord – you reign him in but you do not get rid of him.

Conclusion:

Kimber was driven by creating the MG marque. It seems possible that Cecil Kimber may have been influenced by comments made by W.O. Bentley, who it was reported in an article by Martyn Wise (in 'Enjoying MG') "W.O. Bentley was clear in his reasons for supporting motor racing - gaining publicity, generating sales and establishing the Bentley marque". Unfortunately Kimber allowed his enthusiasm to override commercial sense.

Leonard Lord is not the bad guy MG historians have painted him out to be: the real 'villain' I'm afraid, was Cecil Kimber who overplayed his hand, and thought his close association with William Morris allowed him more autonomy to build 'his' marque than was the case. The course MG Cars was on, under Kimber, was unsustainable to William Morris, and possibly unsustainable too, financially. "The Sports Car" of August 1935 issued a statement which is reproduced in 'Maintaining the Breed'. It says: "Lord Nuffield (as William Morris was now known) has said there are to be no more MG racing cars...." Note, NOT Leonard Lord has said there will be no more racing cars. Clearly Leonard Lord was carrying out his Chairman's instructions.

Geoff Broadhead - MGCC (Auckland Centre)
geoffbroadhead01@gmail.com



VCC Stretched Gymkhana - January

The most fun you can have for \$20

Wairarapa Vintage Car Club Stretched Gymkhana, 26 January 2019

Picture this: a perfect mid-summer's Wairarapa day; not too hot; with just a gentle zephyr of wind. Two large paddocks at the Solway Showgrounds, with vintage planes practising in formation for the upcoming 'Wings over Wairarapa', as the backdrop. Imagine a gymkhana course: zigzagging through the paddocks; around and through horse jumps; and a figure eight, down into and out of a small valley. Envisage a group of people: the youngest a final year St Matthew's Collegiate young lady, the oldest I would hate to guess but definitely a veteran gold card holder, with cars ranging in as much age and diversity as the competitors.



Formation flying.



Formation driving, reconnaissance run.

For Malcolm and me, this was our first event with the Wairarapa Vintage Car Club (VCC) which was an organisation Malcolm had determined we needed to join to be able to enter the Time Trial section of this year's Targa NZ, in our recently purchased MGA (VCC Club members in VCC eligible cars get a discounted entry).

A few days before the event, VCC Wairarapa President, Willie James invited the MGCC to participate in the event, without the usual 30-year old vehicle eligibility rule applying. Willie is a MG Magnette owner and MGCC member also. In all, the MGCC was well represented with four cars and seven drivers: Ourselves; Ross and Anne Armstrong; Bill and Rae Denize; and Dean Gray.



Malcolm



Malcolm Fleming - MG F



VCC Stretched Gymkhana - January



Willie James - MG Magnette



Dean Gray - MG 1100

After a reconnaissance run around the course, we each had three timed runs. The best time recorded by each participant was carried through to the afternoon and served as the target time for that driver i.e. our best time that we then had to replicate, regardless of how fast or slow the time was. There was no benefit in being the fastest, or penalty applied for being the slowest, or for missing out parts of the course or hitting the end of the garage (as one nameless person did).

With the morning session determining each participant's time to take forward, the afternoon session comprised a knockout competition for the field of 16, with each round eliminating half of the field. After the first run of the afternoon the eight drivers posting times closest to their best time of the morning went forward to the next round. Much to my surprise I went forward to the next round, with fellow MGCC members; Malcolm and Dean. The next round eliminated another four, with the MGCC trio still left in the running.

The final four battled it out with Malcolm (my very competitive husband) recording an unbeatable zero- deviation run. A BMW Z3 driver had to do his run twice, as the timers neglected to attend to their timekeeping duties. I had decided at the start of the day that I was only there to have fun, so I was stunned to find that I went through to the final round



Rae & Anne discuss tactics



Rae Denise - MG TF

MG Stretched Gymkhana - January



Ross Armstrong - MG F



Bill Denize - MG TF

to battle it out against my husband. Some members of the vintage club offered to let down the tyres for his run, I suggested that I wouldn't let him drive my car, but common sense and fairness prevailed.

I started first, and with the crowd cheering me on (as the under-dog), I turned in a zero-deviation run. Malcolm went second and went an unbelievable (his words) five seconds faster than his target time (which was already the fastest time of the day – his emphasis). Alas for Malcolm the event was about consistency, not speed, so I took away the winner's trophy and certificate, with Malcolm receiving runner-up (and me still laughing about it several days later as I write this).

It was the most fun I think I have ever had driving a car and one we will definitely be attending the same event next year.

Gina Jones

*Photographs: Ross Armstrong,
Caroline O'Hara & Dean Gray*



Willie presenting Gina with the trophy & congratulating Malcolm

		TIME	DIFF
1	2.31	2.27	-4
2	2.21	2.17	-4
3	2.30	2.30	0
4	3.16	2.59	-17
5	2.56	2.47	-9
6	2.17	2.19	+2
7	2.27	2.30	+3
8	3.05	2.53	-12
9	3.34	3.11	-23
10	3.18	3.10	-8
11	3.53	3.43	-10
12	3.06	2.52	-15
13	2.48	2.37	-11
14	2.44	2.39	-5
15	3.32	3.43	-11
16	3.15	3.09	-6

First run elimination



MG Sales in China

November car sales saw MG reach 25th highest selling brand in China with 23,042 vehicles sold, while December saw MG reach 23rd highest with 37,128 sold. Just behind BMW and ahead of Skoda.



Model	Nov 2018 sales	Dec sales position	Dec 2018 sales
MG ZS	10,907	20	18,562
MG 6	6,757	74	9,559
MG HS	3,496	168	3,525
MG 3	1,509	192	3,028
MG GS	249	263	1609
MG GT	62	441	121

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Website: www.horsepowerbnb.co.nz E-mail: horsepowerbnb@gmail.co.nz



Auction - 1985 MG Metro 6R4

Lot No.: 344

Registration: D583 FAD

Chassis Number: SAXXRWNP7AD570039

Engine Number: O-CR-006

Number of cylinders: 6

CC: 2991

Year of Manufacture: 1985

RHD/LHD: Right Hand Drive

Estimate (£): 180,000 - 200,000



• Chassis 6R4 - 111 was acquired by the Marketing Department of Williams Grand Prix Engineering in 1988. • On display at the team's Conference Centre and 'F1 Reserve Collection' at Didcot until 2005. • With its new owner until purchased by The Tifosi Garage before passing to our vendor in 2015. • Full mechanical re-commission by BGM Sport in 2016/17. Later-type belt kit/ idlers. Fuel system, fuel pump overhauled. • Great opportunity. An original 'Group B' car with only 175 miles from new and in sparkling condition

In the mid-1980s, the 'Group B' race category of the World Rally Championship inspired the wildest, most powerful rally cars ever built. The MG Metro 6R4 was born out of this short-lived turbocharged era and Austin Rover's optimistic thirst for motorsport success after the TR7 V8 and TR8 rally cars had hung up their competitive boots. The entire project was the brainchild of Austin Rover Motor Sport Chief, John Davenport, who decided to follow Audi's lead with their revolutionary permanent 4WD transmission and, once the green light was given, collaborated with the best engineering brains in the land. Amongst others, Patrick Head and John Piper from Williams F1 were brought onboard as not only were Williams the best F1 team at the time, but they were also sponsored by the company.

In December 1982, the finished prototype was delivered to Cowley for in-house development to begin. However, it wasn't until 1984 that the 6R4 was introduced to the press in order to quell increasing speculation surrounding the project. Beneath its skin, the puny A-Series engine/front-wheel-drive package was replaced by a David Wood-designed





Auction - 1985 MG Metro 6R4



3-litre, 90-degree V6 positioned behind the front seats and driving all four wheels. Twin-cam cylinder heads, modelled on those of Cosworth's Formula 1 DFV V8 engine, ensured the 6R4 was a true giant killer.

The car appeared in two guises. There was a so-called 'Clubman' model, a road-going version developing approximately 250 bhp, of which around 200 were made and sold to the public, and a further 20 were taken and built to International 'Group B' specifications. However, in 1986 'Group B' rallying was scrapped after a series of fatalities involving spectators and just as the inevitable teething problems were being ironed out and the car was becoming competitive, the 6R4 was denied any chance of glory on an international stage.

Chassis 6R4 - 111 was acquired by the Marketing Department of Williams Grand Prix Engineering in 1988 in preparation for the opening of the team's Conference Centre and Grand Prix Collection at its old Didcot factory. There it stayed until December 2005 when it was sold as part of the auction catalogue of the 'Williams F1 Reserve Collection'. It then resided with the new owner until purchased by The Tifosi Garage before subsequently passing to our vendor in 2015. A full mechanical re-commissioning was carried by BGM Sport in 2016/17 which included fitting a later-type belt kit and idlers and the fuel system and fuel pump were fully overhauled.

For many rally fans, the 'Group B' era still represents the pinnacle of the World Rally Championship, a four year period from 1982 to 1986 when cars were allowed unlimited amounts of boost and rallying came close to rivalling Formula One in popularity, however, with machines producing upwards of 600bhp and crowd control that was at best lax and at worst non-existent, Group B's fate was grimly predictable. Perhaps because of this notoriety, rally cars from this period have a certain mystique and have become highly sought after by collectors. This is an unusual, and probably unique, opportunity to acquire an original 'Group B' car that has covered only 175 miles from new and remains in sparkling condition.

www.silverstoneauctions.com

Tech Talk - Steering Gaiter Replacement

The other day I moved my car and noticed a patch of oil under the car and another where I park the car at work. Despite being British the car is good at not leaking large quantities of oil. A later investigation revealed it was coming from the steering rack.

The rack & pinion steering fitted to our cars is very reliable and (apart from the bush on the passengers side) will last forever IF the internals are kept clean and filled with oil. This job is done by the rubber gaiters (boots) fitted to each end of the rack. So if a random patch of oil appears under the car, it should be investigated as soon as possible, because any splits in the gaiters will result in oil loss and eventually road grim entering the internals.

So the gaiter has split, how do you replace them without upsetting your steering geometry?

Here are the steps required to do the job. It can be done in an afternoon, with only one specialist tool and even that isn't necessarily required. Gear oil is thick and messy so have plenty of paper towels and catch containers ready.

Dean Gray,



1. Begin by jacking up the car, placing it on car stands and removing the wheel.

Clean the tie-rod arm, it is likely to be covered in oily road grim.

2. Get some correction fluid and make five or six dots on the top of the tie-rod arm. Since the arm can rotate, it is important to know the top for reference. Loosen the tie-rod lock nut.



Tech Talk - Steering Gaiter Replacement



3. I use a taper-breaker tool to remove the tie-rod from the steering arm, but hitting the steering arm with a hammer also works.



4. Carefully count the number of turns it takes to remove the tie-rod and write this down. With the tie-rod removed, the lock nut and old gaiter can also be removed.



5. Replace everything in the reverse order, making sure you return the tie-rod with the same number of turns. I replaced the gaiters on both sides.



6. Fill the rack with the gear oil (S.A.E. 90). I measure out the correct amount (1.9 litre) in a container. The thick oil takes it's time to work through the rack and I have found that it is possible to fill the gaiter with oil until it is spilling out, but has still not reached the required amount. I use a small funnel and tube to fill the rack, but had to modify it with some brass tubing in the rack end as the gaiter was crushing the tube.



History Part Two - The First Midgets



The new factory built in 1927 in Edmund Road, Oxford exclusively for MG assembly was probably thought at the time would serve that purpose for many years. However, there was soon to be such a change of fortune as to render the buildings obsolete within a few months of opening. The initial production there was of the revised 14/40 model, also called for obscure reasons the Mark IV. This was a good car for its time, although still recognisably of Morris parentage. The MGs had a much improved specification, and sold at a premium, but Kimber's game plan was to produce a car that was obviously quite different from those built by Morris, whilst retaining the advantages of sourcing components from within the Morris empire.

Morris Engines had designed a new six-cylinder engine with a capacity of 2,468cc. The engine was destined for a new, larger Morris, and for this had a single carburettor. The advanced power unit had a chain-driven overhead camshaft and for MG use it was capable



History Part Two - The First Midgets

of producing around 60bhp, thanks to twin carburettors mounted below the exhaust manifold and a revised cylinder block and head. The Morris Light Six, as the standard car was to be called, was something of a disaster. The designers used the basic Morris chassis and lengthened it to accommodate the larger engine. This was insufficiently rigid and with the standard-width Morris axles roadholding and handling was dangerous. Of the eleven cars constructed, eight were dismantled and one of the remainder ended up at MGs for experimental purposes.

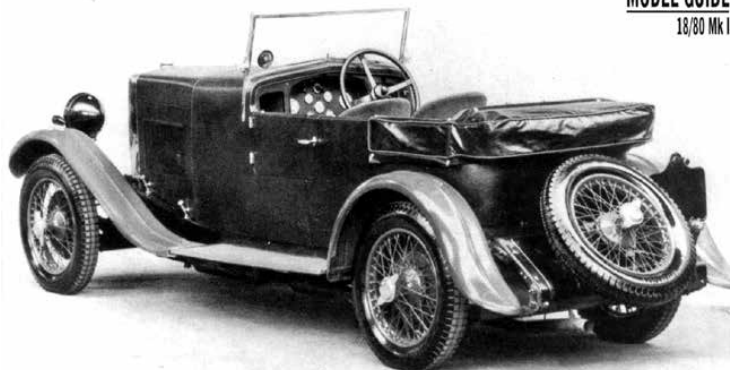


For the MG Six, or 18/80 as the new car was to become known, MG designer H.N. Charles decided that a new frame was the only answer and the one he settled on had deep side rails and substantial cross-members to provide the required rigidity. The dumb-irons gave a substantial forward mounting for the wide front leaf springs and these were held so that they sloped downwards towards the rear. There was a new front axle, but the four-foot wide track and modified Morris Cowley rear axle were retained, as were half-elliptic rear springs. A distinctive radiator grille was penned by Cecil Kimber and this was to become symbol that identified MGs for the next twenty-five years. Although intended eventually to replace it, the new model was displayed at the 1928 Motor Show alongside the 14/40 Mark IV.

That Motor Show at Olympia was a landmark for MG. For the first time they were able to take their place as manufacturers in their own right; previously they had to display their cars at a nearby garage and their only presence in the main exhibition was a few MG staff on the Morris stand. Joining the 18/80 and 14/40 at the show was another new MG, a small two-seater based around the chassis of the recently-introduced Morris Minor. It was this model, rather than the 18/80, that was to make MG a major manufacturer of sports cars



History Part Two - The First Midgets



MODEL GUIDE
18/80 Mk I

Model: 18/80 Mk I

Production period: 1928 to 1931

Numbers built: 502

Body styles: two- and four-seater tourers, two- and four-door saloons, and special bodied cars.

Engine: Six-cylinder in line, overhead camshaft, water cooled. 69 x 110mm, 2468cc.

Gearbox/final drive: Three-speed non-synchromesh. 4.25:1 20mph/1,000rpm

Suspension: solid axles mounted on leaf springs

On the road: top speed approx 85mph (Speed model)

Recognition points: 4ft track and honeycombe radiator grille.

and led to them outgrowing their new factory. The 18/80. was a car built in the vintage tradition for a market that was to almost entirely disappear after the Wall Street crash and ensuing world economic crisis. Although the MG was at the lower end of this market sector, costing a mere fraction of the likes of Rolls-Royce or Bentley, had the company provided solely for such customers there was every chance that they would have gone out of business in the early 1930s. By luck, or good judgment, the timely arrival of the M-type Midget was to see the company prosper in difficult times.

Morris had been late to respond to the challenge posed by the Austin Seven and had relied on his popular larger cars to retain his share of the British market. However, the Austin had gained such a hold that by 1928 he felt that he had to produce his own small family car. The acquisition in 1927 of the bankrupt Wolseley Motors by Morris gave him access to their considerable engine building talent and capacity and this gave him the opportunity to produce the modern OHC engine he needed for a small car to be added to the Morris range. His idea was, in his own words, 'to produce a car that can be housed in the average tool shed or motor-cycle shelter at the side of a suburban villa'. The Morris Minor also first appeared at that 1928 Motor Show in two forms; a fabric-covered, two-door, four-seater saloon of lightweight construction and as a four-seater tourer. The saloon cost £135 and the open car £125.

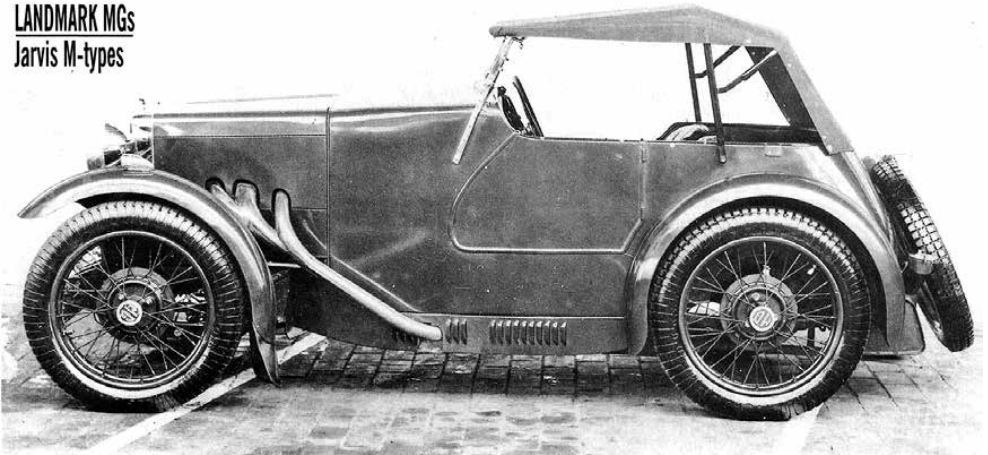
The notion of an MG version was obviously a part of the plan from early days and one of the two prototypes built was at that 1928 Motor Show, albeit without an engine. The second car served as a demonstrator. The work on the chassis to convert it from a Morris to an MG followed a pattern established by Kimber for previous models. The springs were flattened, the steering column set at a lower angle, the gear lever re-shaped and the foot pedals altered. To set the whole car off, a smaller version of the MG radiator designed for the 18/80 headed a fabric-covered, two-seater body.

Production of cars to meet the many orders placed at Olympia did not get under way until until spring 1929, when assembly commenced at the recently-constructed MG factory at



History Part Two - The First Midgets

LANDMARK MGs
Jarvis M-types



In addition to the factory-built cars, some M-types were sold in chassis form to coach-builders for them to fit with bodies of more individual design. The most numerous of the special bodied M-types were constructed and sold by Jarvis of Wimbledon and thirty-six of these were reputed to have been built. The earlier Jarvis Midgets had a fabric-covered body, like most of the factory-produced M-types, but later versions featured metal panelling. Both versions were attractive little cars and in many ways provided more practical transport than the standard model. The body was roomier and the full-width windscreen offered more weather protection.

Edmund Road Oxford. Despite the new buildings, so popular was the Midget that there was insufficient room there for cars to be fully finished and completion work on the cars was carried out at the Leopold Street premises of Morris Garages.

The new small MG was enthusiastically received and in the first season over 300 cars were built and sold, well up to expectations and about as many as could be assembled in the cramped conditions of the current premises. With the car selling so well it was obvious that what had been seen just a few months earlier as a thoroughly modern factory quite capable of sustaining production of the relatively small numbers of 14/40s and 18/80s they had anticipated selling was quite unsuited to real volume production.

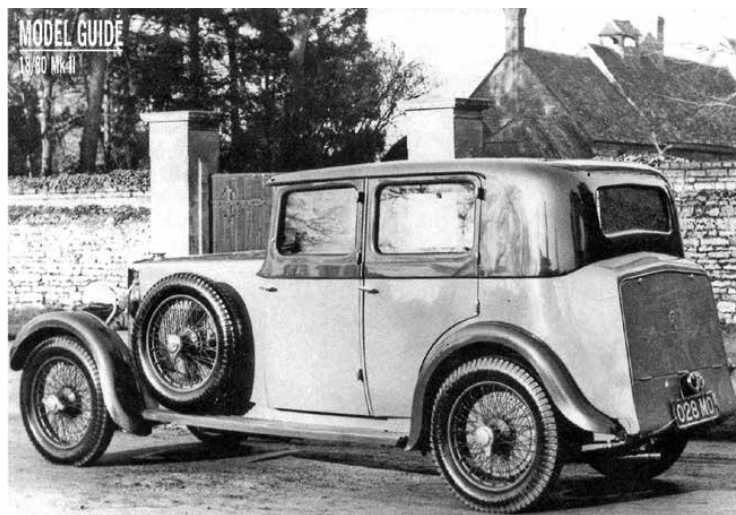
Difficult decisions had to be made and with the blessing of William Morris 'Umber started to look elsewhere for suitable premises. He had the luck to hear of some empty industrial buildings alongside a leather factory in the nearby market town of Abingdon. There some units had been built in the First World War when there was a tremendous demand for leather boots, belts, harnesses, etc. for the military.

Since then they had been empty and required some renovation before they were suited for car production. The move was accomplished in time for the production of cars for the 1930 season to commence at the new factory.

The company knew the advantages of promoting the achievements of their cars in motor



History Part Two - The First Midgets



Model: 1810 MkII

Production period: 1930 to 1933

Numbers built: 236

Body styles: two- and four-seater tourers, two- and four-door saloons, and some sold as chassis to outside coachbuilders

Engine: Six-cylinder in line, overhead camshaft, water cooled. 69 x 110mm, 2468cc

Gearbox/final drive: Four-speed non-synchromesh. 4.25:1 20mph/1,000rpm

Suspension: solid axles mounted on leaf springs

On the road: top speed approx 80mph

Recognition points: Larger brake drums than Mark I, chromed brackets between radiator and wings support large, rear-fixed headlamps. Many, but not all, Mark IIs have slatted radiator grilles

sport and the first event for the M-type was the 1929 Lands End Trial when four brand-new Midgets were amongst the fourteen MGs entered. The Midgets did well, with their drivers taking two gold and two silver medals. Following this, at the Junior Car Club event at Brooklands in June 1929 there were three Midgets entered and all the drivers were awarded gold medals. Although overshadowed by the later cars, the original M-type Midgets were used in club speed events and trials for many years, often having been heavily modified by their owners.

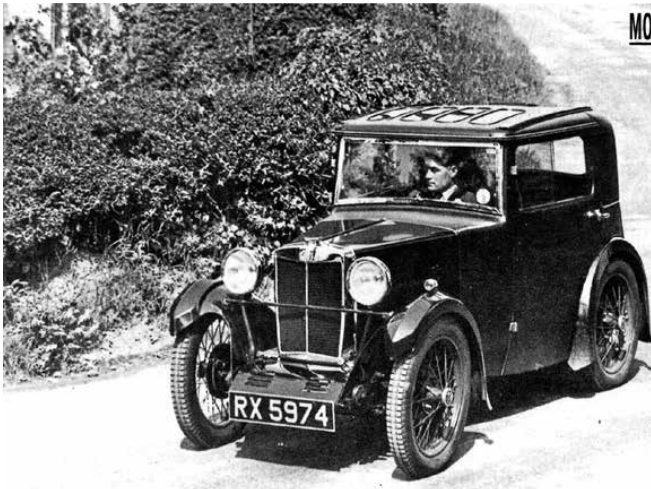
In addition to the open two-seater sports car, the factory also produced a closed coupe for those looking for a small, sporting saloon car. The company had previously sold many of saloon versions of the 14/28, 14/40 and 18/80 models and it was logical to produce a scaled-down version for their small sports car chassis. The Midget Sportsman's Coupe was described in the sales literature as an occasional four, but really was no more than a two seater with a minuscule rear bench scat. To lighten the interior of this attractive little car, a large sunshine roof with inset roof-lights was fitted. Well appointed and attractively trimmed, the diminutive coupe was popular, despite being considerably more expensive than the mechanically similar offerings in the Morris catalogue.

The M-type is now seen as the model that set the course for the future development of the MG Car Company and with the benefit of hindsight we can appreciate the virtue of moving from producing relatively expensive cars for the few to a cheap sports car that appealed to a wider market. However, in the late 1920s there is no doubt that Kimber still thought there was a place for the bigger and more expensive cars and thus was keen to improve the six-cylinder model he had launched at the 1928 Motor Show.

Although the 18/80 model had been well received, it was by no means perfect. Some Morris-derived components had been used in place of the specially built items the designers would probably have preferred and retaining the four-foot track of the Morris,



History Part Two - The First Midgets



MODEL GUIDE
M-type Midget

Model: M-type Midget

Production period: 1929 to 1932

Numbers built: 3235

Body styles: open two-seater, two plus two coupe, 12/12 replicas and some sold as chassis to outside coachbuilders

Engine: four-cylinder, ohc, water cooled, 57 x 83mm, 847cc

Gearbox/final drive: Three-speed non-synchromesh. 4.89:1 16.4mph/1,000rpm

Suspension: solid axles mounted on leaf springs

On the road: top speed approx 65mph

Recognition points: FBolt-on wire wheels, pointed tail bodies on open cars, early Oxford-built M-types have brake levers protruding through side valences and rear-hinged doors.

for example, compromised both stability and the size of the bodies the car was capable of carrying. The 18/80 had a three-speed gearbox, something of a disadvantage even with the torque produced by the 2,468cc six-cylinder engine, the braking system was over-complicated and the Morris-based rear axle was not very strong. The answer was a revised model introduced in September 1929 as the 18/80 Mark 11, an addition to the range rather than a replacement for the existing car.

There were a long list of modifications and refinements to the original design. The chassis frame was massively constructed. Deep side members were linked by a central, box-section cross-member that doubled as a mounting for a pair of six-volt batteries. At the front there was a tie-rod between the dumb irons and a cross-member beneath the radiator, whilst at the back yet another cross-member and a rear tie-rod to brace the frame. The prop-shaft was carried in large-diameter tube. New front and rear axles gave the car a four-inch wider track and the back axle was mounted on wider, half-elliptic springs carried outside the chassis frame; the front mounting for these being bolted to the side of the chassis rails.

The brakes were completely redesigned. Fourteen-inch brake drums replaced the previous twelve-inch ones and the brakes were now operated by Bowden cables from a central cross-shaft, through which the fly-off handbrake also operated. There were some detail modifications to the power unit, crankcase breathing was altered and the twin carburettors now had separate float chambers. Finally, the three-speed gearbox was replaced by a four-speed unit that was fitted with a neat remote control. The penalty for this substantial redesign was a lot more weight and it is no coincidence that when the company built their popular speed model using the remaining bodies from the ill-fated Tigress venture the majority were built on Mark 1 chassis.

In what now seems to have been a remarkably short time, MG had progressed from being a producer of slightly modified and special-bodied Morris cars to a manufacturer of a large



History Part Two - The First Midgets

a sophisticated sporting car that showed few signs of its humble origins. However, these superb machines sold in relatively small numbers and it proved to be the first Midget and its successors that provided the basis for expansion of the business in the 1930s.

MG Enthusiast - June 2003



LANDMARK MGs
The 12/12 M-type Midgets

Brooklands was the scene for the most memorable M-type competition success. Kimber had been approached by two enthusiasts of the M-type Midget who felt that the cars, given some modification, were capable of winning the team prize in the 1930 double twelve-hour race at Brooklands. Alterations to the cars consisted of improving power output of the 850cc engines by raising the compression ratio, polishing the cylinder heads, and fitting a camshaft with improved valve timing. Additionally, the bodies were modified by giving them cut-down doors, an undershield to reduce drag, and staggered bucket seats for driver and riding mechanic. Also larger fuel tanks were fitted, the headlamps were re-positioned closer to the radiator, the exhaust systems were modified, and fold-down gauze racing windscreens were replaced the standard V-screen.

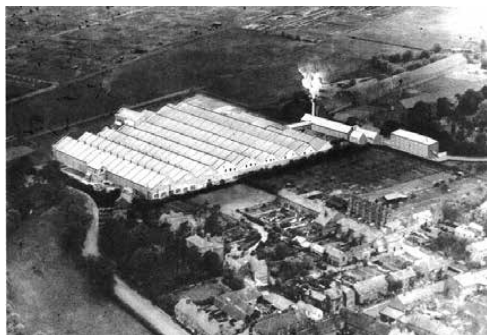
In a race marred by a fatal accident involving the Talbot team, the Midgets driven by Randall and Montgomery, Townend and Jackson, and Roberts and Pollard took the Team Prize. After the race replicas of the so called Double-Twelve cars were catalogued for sale to the general public at £245 and they managed to sell a total of 21 examples, some of which still exist today.



History Part Two - The First Midgets

The Move to Abingdon

When the M-type became so popular that it was impossible to produce sufficient cars in the existing factory space the only answer was yet another move of premises and the search around the locality led Kimber to look to the nearby market town of Abingdon. The leather industry had been established there in the early years of the 19th century and reaching a peak in the 1914-1918 War. The Pavlova Leather Company made huge quantities of coats, boots, belts and harnesses for the military and had expanded their factory to cope. When the conflict ended this extra space was redundant and remained largely unused until taken over by MG. The deal was announced in July 1929 but much work was needed to clear the many brick-built tanning vats and re-lay large areas of concrete floor before building the offices, stores, etc. needed for can production. In September the can assembly work was transferred from Oxford to Abingdon, along with many key personnel. By January 1930 the company were sufficiently established for an inaugural luncheon to be held where the guest list included Sir William Morris, many dignitaries from the motoring and motor sport world, and members of the press.



The Abingdon factory pictured above from the air in the early 1930s. The administration block is on the right with the boiler house to provide heating for the whole factory, just to the left of it. The large area of open land to the west and north was later used as the factory expanded.



When MG took over the old Pavlova Leather works in Abingdon for car production the first task was to demolish these redundant leather processing vats. They were soundly constructed and once removed the floor had to be re-laid. This was to become the car assembly area



New Members

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

James Alexander Little

James Charles & Jo Asquith & children Caeden and Antonia

Steve & Mary Mahoney

Raumati South

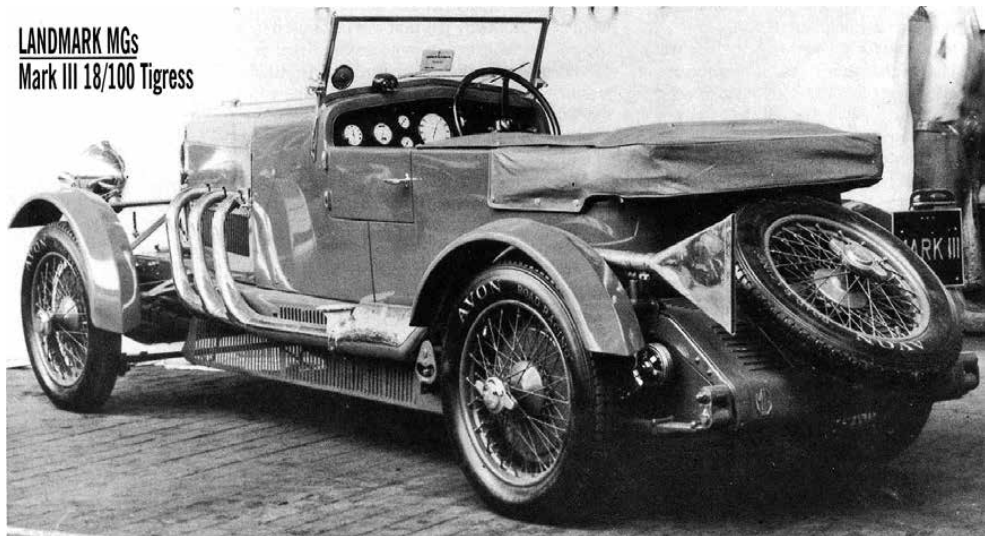
Johnsonville

Roseneath



History Part Two - The Tigress

LANDMARK MGs
Mark III 18/100 Tigress



The Mark II 18/80 was a complete redesign of the original six-cylinder model and Cecil Kimber felt that here was an MG that could challenge the larger British sporting cars, like Bentley and Lagonda. The Mark II was certainly further removed from its Morris origins than the preceding models, but the reputation Bentley, in particular, had earned was due to the competition successes at Le Mans and elsewhere. If the MG 18/80 could enjoy significant sporting triumphs then he felt that it too would earn a similar reputation.

The worldwide coverage given to the Le Mans race and the interest it aroused amongst both enthusiasts and the general public was not lost on the British race organisers and the Junior Car Club decided to stage a race run on similar lines in Britain. The only possible venue was Brooklands, but night racing was banned here so the solution was to run the race in two sections, each of twelve hours duration, with the cars being locked away overnight. The first Double Twelve-hour Race was run in 1929 and the second such event the following year promised to attract a good entry. MG had prepared a batch of Midgets in an effort to take the team prize, but Cecil Kimber decided that they would also build a special version of the 18/80 for the race.

Kimber decided on an initial batch of twenty-five cars as he felt that at a price of £895, ready to race, he would have no trouble finding willing buyers. For the initial production run, specially-produced engines were ordered from Morris Engines Branch that differed considerably from standard 18/80 units. Although the capacity remained the same, the crankshaft was machined to lighten it, the con-rods were also fully machined and matched to different pistons. The whole assembly was carefully balanced. The cylinder head was modified so that the mixture from the twin down-draught SUs was fed via a pair of curved pipes directly into a pair of inlet ports machined in the side of the head, each serving three combustion chambers.



History Part Two - The Tigress

On the ordinary 18/80 the carburettors sat beneath the exhaust manifold and fed the combustion chambers in the cylinder head through inlet ports in the block. The special engines were far more efficient with the mixture being fed to one side of the head and the exhaust gases exiting from the other side into three down-pipes. Compression ratio was raised to 6.9:1. A neat feature was the incorporation of a pair of breather pipes that led to the carburettor intakes, these were said to give some upper cylinder lubrication as oil vapour from the engine crankcase was ingested by the engine. Each combustion chamber had two spark plugs and twin coils were used to feed a special distributor that ignited both plugs in each cylinder at the same time.

There was dry-sump lubrication fed from an oil tank mounted between the front chassis dumb-irons. The fuel tank was mounted in the centre of the chassis to assist weight distribution. The tank was shaped to fit round the prop-shaft and had two fillers —one to take the petrol and the other to let the air out. Twin electric fuel pumps, with separate pipes and switches, fed the petrol to an under-dash two-way tap, thus allowing either pump to be used to feed the carburettors.

The chassis modifications included double Hartford shock absorbers for the front axle and two pairs of double Hartfords at the rear. All the nuts and bolts on the chassis were drilled and wired to stop them working loose on the bumpy track and the steering arms, track rods, etc., were filed and polished. Carbodies constructed a batch of bodies that conformed to the current international racing regulations. These bodies were built so as to be just wide enough to take the driver and mandatory driving mechanic, the brake lever having to go outside of the bodywork. Cosmetic louvred valances were fitted below the sides of the body, covering the chassis.

In the race the sole 18/100 Tigress did not do well. The car lacked the outright speed of the Bentleys and disaster came when it appeared that one of the carburettor butterfly valves came loose, jamming the throttle, and allowing the engine to over-rev. The driver, Leslie Callingham, called at the pits for repairs, which took some while. He rejoined the race but later retired with the official explanation being given that piston damage had resulted from ingestion of a screw that held the butterfly valve to its spindle. However, the story goes that actually the engine had well and truly cooked its big-ends, perhaps as a result of over-revving, and the one and only works entry of the 18/100 in a competition ended in failure.

Perhaps as a result of the experience with the car in race conditions, further development work was halted. Furthermore, there was little interest from buyers for the expensive race-prepared machines and in the end only five were built. Some of the remaining special engines found their way into ordinary 18/80s and the remaining bodies were used to produce the popular Mark I Speed Models.





MG Hector



18 January 2019 - The MG Hector has been spied on test again, with the latest image showing the carmaker's first model for India being benchmarked against the Hyundai Tucson and the Honda CR-V. The spy shot has also revealed minor details about the new SUV's exteriors.

The images show that the Hector gets a wide honeycomb grille with the MG badge at the centre, a dual-headlamp setup with thin LED DRLs above and the main headlight unit below, and alloy wheels of similar size to its rivals; the CR-V gets larger 18-inch wheels while the Tucson gets 17-inchers. The image also shows a significant overhang at the rear.

Considering the Hector is longer and taller than the Tucson and the CR-V, the five-seat MG SUV is expected to be more spacious on the inside. The interiors of the Hector are also likely to be quite plush and upmarket, especially in the higher-spec trims. Leather seats and soft-touch materials on the dashboard, along with chrome around the AC vents are expected.

In terms of features, the Hector is expected to outdo its prime competition, with a 360-degree camera being part of the equipment list. The display for the same will be a portrait touchscreen infotainment system mounted at the top of the centre console. Other expected kit includes a panoramic sunroof, rear AC vents, a TFT multi-info display, power adjustable seats, cruise control and an electronic parking brake.

Like its rivals, the Hector will have a petrol and a diesel engine option. Power figures for the 1.5-litre turbo-petrol and 2.0-litre diesel motor are expected to be in the region of 170hp apiece. This means the Hector petrol would be more powerful than the comparable Tucson (155hp) and CR-V (154hp) petrols. On the other hand, the Hector diesel will outclass the CR-V's 120hp diesel but will be down on the Tucson diesel's 185hp. Previous spy shots had shown the MG SUV with an automatic gearbox. The Tucson gets 6-speed manual and automatic options while the CR-V has petrol-CVT and diesel-torque converter automatic options. The two rivals also get all-wheel drive in the top-spec diesel forms.

MG Motor India claims that it has achieved 75 percent localisation of parts at SAIC's plant in Halol, Gujarat, which should help in pricing the Hector competitively. The SUV goes on sale in mid-2019.

www.autocarindia.com



MGCC Easter Rally - April 2019

MG Car Club Easter Rally 2019 - New Plymouth

April 19-21 2019

The Auckland and Wellington Centres will once again be organising the Easter Rally in 2019, back once again to New Plymouth. The format will be as we've had in the past, with a combination of social and sporting events, with no special requirements for cars or competitors other than to have fun. The basic programme will be;

Friday 19 April – Welcome BBQ dinner.

Saturday 20 April – Concours and Trial, free evening.

Sunday 21 April – Motorkhana and Autocross, prizegiving dinner.

Registration fees are \$100 per person for all events, plus the Friday and Sunday dinners. Accommodation should be booked as soon as possible to secure rooms before the busy Easter rush! We have secured a discounted room rate and have set aside a number of rooms at the Flamingo Motel arriving Friday 19, departing Monday 22 April. Rates per night are;

Studio \$125

One-bedroom: \$135

Two-bedroom: \$150

Prices are based on two people, each extra person \$20/night. Please book with Andrew Walbran.

It is also possible to book for Thursday the 18th of April – please book this night with the motel and let them know it is part of the weekend booking.

For any queries, please contact (Auckland) Andrew Walbran: mgmad@clear.net.nz/021 648823 or (Wellington) Malcolm Fleming: malcolm@accentarch.co.nz



MG Hector Name Source

The name HECTOR draws inspiration from the noble qualities of the Trojan warrior hero – Prince HECTOR of Troy. 'HECTOR' stands for everything Strong, Bold yet Trustworthy and Dependable. There is also a deeper connection to its engineering and heroic references, as the name seeks to demonstrate the design influence of these values, as exhibited by the geometrical cuts and design of the MG SUV.

HECTOR also pays homage to great British engineering tradition, as a nod to the Royal HECTOR biplane, used by the Royal Air Force in the 1930s.



www.businessworld.in

The new India only MG HECTOR, despite rumours, is sadly not named in honour of long standing MGCC (Wgtn) member Dave Hector.



MGCC Trial - January

I teamed up with John Grant for the night trial. Having driven the red MG to Masterton the weekend before without any dramas. I took my MG to work, so that after work I would return home, change, meet John and go on the trial. But this didn't go to plan. On the short (thankfully) trip from Porirua to Tawa, the water pump seal failed, dumping all the water in the system. The temperature gauge was on high as I pulled into the drive.

It was decided to take John's Rover 216 instead and we meet the other participants at Turners & Growers in Granada North.



Meeting up in Granada North



Ross Church and Glenis arrive

The trial had three parts and if John and I had known about the 'nominating' our time we may have won (pays to read the instructions).

- Part one was answering 24 questions on the route.
- Part two was travelling the correct distance (40km).
- Part three was doing the trial in the set time, based on an average speed of 32km per hour.

The route took us first into Granada where a courier van parked in front of the first clue, made answering it difficult. The clues had the helpful hint of telling you which side of the road to look. Back towards Tawa, before heading down Glenside. Turning into the northern suburbs of Johnsonville. Here the instructions were a bit vague and the four cars we saw all made the same mistake. We then headed into Ohariu valley. Again it paid to read the instructions, as a U-turn at the Ohariu Hall would save you an 8km detour.

On to Makara Village where one of the clues had been removed, through Karori, Kelburn, to The Terrace and the end point of the Wellington Club.

Thanks goes to Malcolm Fleming and Gina Jones for organizing the trial with the help of Peter Fleming, Phil Major and Denis Christiansen.

1st, Brian & Michelle Musgrove - 1959 Ford Galaxie (Wellington Club)

2nd, Dean Gray and John Grant - Rover 216 (MGCC)

3rd, Ross & Anne Armstrong - MGF (MGCC)

Notable result: Karl Woodend & Nicola Payne - Fiat 500 (Wellington Club) were the only participants to meet the regularity component of the trial.

Scoring method was:

One point per Check recorded correctly (maximum of 24).

Less 1 point for every two-minutes deviation from the target 75 minutes travel time.

Less 1 point for every 500 metres deviation from the 40km distance.

Dean Gray Words & photographs with results & rules care of Malcolm Fleming.



Membership Fees

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

Single \$70 Double \$80 Family \$90

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

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

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

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



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MGCC Donation to Kara Hands

Hi Helen

I have loaded the sum of \$2,226.00 into the Karahands bank a/c being the donations collected from the public and drivers and the auction we held at our awards dinner - part of the latter being in a separate transaction (\$317).

I also have a cheque from one driver of \$500 which I will get into the post today.

Wishing you a wonderful Christmas.

Jim Higgins - MGCC (Wgtn) Secretary

Wow Jim,

It surely must be Christmas time! What a wonderful surprise.

This donation will go towards the purchase of a new Hydraulic Paediatric bed, which costs an 'arm and a leg'!

It will make life so much easier for me caring for our wee kiddies.

A Merry Christmas to you too and Happy Holidays.

May you eat plenty and Drink well!

Helen

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For Sale

MG F/TF wheel locking nut removal tool - \$20.

I have a spare MG F/TF wheel locking nut removal tool for sale at cost, \$20. I know that most MG F/TF owners change their wheel nuts for the less troublesome standard type but for those that want originality (and less cost) this might be useful.

Terry Collier Mobile: 0212389264
Email: collierterry3@gmail.com



1948 TC - Red - Price negotiable, about \$42,000 ono.

New Battery, many spares, new extra tyres, 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, 1948 to early 1950 won by the original owner, Hugo Hollis.

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



Five 15 inch spoked wheels - offers.

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

2013 MG 6 GT - Orange - Price \$12,000.

23,767kms, NZ new, bought by my husband Bryan.

1.6 turbo charged engine. Very good condition, five speed manual gearbox. Distinctive orange colour. Driven to the Hawkes Bay numerous times, and around the South Island twice. Once by me, once by my sister who loved it and says it drives like a rally car. It also has a sunroof, hill start assist, cruise control and a service history.

Spacious interior with expansive boot. Price, only \$12,000.

Contact: Beth Phone: 021 299 2364



For Sale

MG F - Silver - \$6,500.00 O.N.O.

Number plate: HRA162

Kilometres: 90,539km

Body: Silver, two-door, Coupe

Seats: Two

Fuel type: Petrol

Engine: 4 cylinder, 1796cc

Transmission: Automatic

History: Imported 2004 from Singapore

Registration expires: Jul 2019

WoF expires: Dec 2019

Model detail: 1.8l



Imported from Singapore in December 2004, the bodywork is in very good condition for the age with just a few of the inevitable stone chips which have been sealed and painted. It has power steering and a Steptronic (EM-CVT) automatic gearbox with steering wheel paddles and is a lot of fun to drive in this mode. It has a retro-fitted electric motor to retract the hood and both full and partial tonneau covers. The leather seats are tidy with no rips tears or bald patches and the alloy wheels are very tidy with only some minor scrapes on the front kerbside. In February 2018 the car was serviced, the Hydrolastic suspension was pumped up to factory height and 3 new tyres were fitted. The car has been garaged throughout my ownership and was on the road very little during last winter with the battery replaced in the Spring. There is a Kenwood CD-Radio installed (manual available) and speakers fitted behind the seats. 2 keys with remote locking and factory fitted alarm; drivers airbag. Runs like a dream and I am forced into a very reluctant sale to fund a must-do trip back to the UK.

Contact: Wink Glazebrook Email: winkg55@gmail.com



MG Car Club (Wgtn) Regalia



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

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.**



MG Embroidered badge.
57mm - \$3.00.



Back in stock.
Classic Motor Racing shield
die-cut vinyl sticker.
71mm(W) x 86mm(H) - \$3.00.

Watch this space...

MG Car Club regalia can be purchased from
Michael Anderson
email: michael.anderson@xtra.co.nz



MG90 Car badge.
75mm - \$43.00.



Last Word

Things I Like, Almost As Much As Driving My MG

- 1) Looking At My MG
- 2) Talking About My MG
- 3) Washing Polishing & Showing My MG
- 4) Reading About MG's



- 5) Meeting other MG Owners
- 6) Going for Sunday lunch
in my MG!



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Rear cover

Inside rear cover - Top: Gina Jones with her VCC Stretched Gymkhana trophy.

Bottom: One of Gina's constant driving runs.

Rear cover: Coffee and Classics, January at Southward's Car Museum.



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



