



# Bulletin

PO Box 3135, Wellington, NZ.

Jun - Jul 2019





1932 MG F Type Magna - Lovely older restoration. Delightful period piece that is so much fun to drive. Art Deco anyone? \$76,000.



1972 MGB Automatic - Very few automatics were made making this a rare car. Gorgeous restoration done in UK a few years ago. Drive it and be surprised how responsive and easy it is. \$15,000.



2002 Mercedes Benz C180K - Every now and then something really special turns up. This car is amazing. One owner. NZ new. And only 24,000 kms. 1800 cc, 4 cylinder, with a Kompressor (Supercharger). Well serviced. An awful lot of car for the price. \$12,000.

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# *AUTOClassics*

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Cover: Lindsay Lancaster at speed during the Cecil Kimber Motorkhana.



MG Car Club - Wellington Centre  
MG Classic Racing



## Coming Events

Wed 19 Jun	Club Dinner - the Thistle Inn, 3 Mulgrave St, Pipitea. Contact: Jim Higgins - email: <a href="mailto:jhiggins@netedge.co.nz">jhiggins@netedge.co.nz</a>
Sun 23 Jun	The Surgery Intermarque Sprints, Manfeild. Contact: Ron Robertson email: <a href="mailto:ron@mgcarclub.org.nz">ron@mgcarclub.org.nz</a>
Thurs 27 Jun	Old Speckled Hen Run - Mid-Winter Christmas Dinner. Contact: Chris & Wendy Ward - email: <a href="mailto:chriscallenward@gmail.com">chriscallenward@gmail.com</a>
Wed 3 Jul	Noggin 'N' Natter - Venue under renovation. Contact: Jim Higgins - email: <a href="mailto:jhiggins@netedge.co.nz">jhiggins@netedge.co.nz</a>
Sat - Sun 6 - 7 Jul	Mid-Winter Run (Taihape), Organised by MGCC (Auck). Contact: Malcolm Fleming - email: <a href="mailto:malcolm@accentarch.co.nz">malcolm@accentarch.co.nz</a>
Sat 13 Jul	Gay Baxter Garage Sale - 4 Pain Street, Bulls. See page 37. Contact: Gay Baxter - email: <a href="mailto:mg.baxt@xtra.co.nz">mg.baxt@xtra.co.nz</a>
Wed 24 Jul	Club Dinner - The Roundabout, 99 Main Rd, Tawa. Contact: Jim Higgins - email: <a href="mailto:jhiggins@netedge.co.nz">jhiggins@netedge.co.nz</a>
Thurs 25 Jul	Old Speckled Hen Run - TBA. Contact: Michael Anderson - email <a href="mailto:michael.anderson@xtra.co.nz">michael.anderson@xtra.co.nz</a>
Sun 4 Aug	AGM - Southwards Car Museum. Contact: Jim Higgins - email: <a href="mailto:jhiggins@netedge.co.nz">jhiggins@netedge.co.nz</a>
Wed 7 Aug	Noggin 'N' Natter - TBC. Contact: Jim Higgins - email: <a href="mailto:jhiggins@netedge.co.nz">jhiggins@netedge.co.nz</a>
Sun 11 Aug	The Surgery Intermarque Sprints, Manfeild. Hosted by MG Car Club. Contact: Ron Robertson email: <a href="mailto:ron@mgcarclub.org.nz">ron@mgcarclub.org.nz</a>
Wed 21 Aug	Club Dinner - TBA. Details to be confirmed by email
Thurs 29 Aug	Old Speckled Hen Run - Whanganui Run to view a car collection. Contact: Michael Anderson - email <a href="mailto:michael.anderson@xtra.co.nz">michael.anderson@xtra.co.nz</a>
Committee meetings are held on the first Monday of the month, 5.30pm, Meeting room, Wellington Bridge Club, 17 Tinakori Road, Thorndon.	
Members are welcome to attend committee meetings, but please contact the club secretary in advance. Jim Higgins - email: <a href="mailto:jhiggins@netedge.co.nz">jhiggins@netedge.co.nz</a>	



## Vice President's Column

Well Queen's Birthday weekend has been and gone. We had an extremely cold snap of weather on Saturday/Sunday of Queen's Birthday weekend reminding us that winter was now upon us.

We had our annual Cecil Kimber event in the form of a motorkhana on the banks of the Hutt River adjacent to Trentham Memorial Park. This was held on Sunday the 14th April and there were 19 entries for this event. Dean Gray was 2nd overall and first MG member, driving his MG 1300. Unfortunately Rae and I could not attend as we had visitors from Australia that weekend.

A number of club members headed to New Plymouth for the annual Easter event which was held over two days this year. Unfortunately the motorkhana and autocross were extremely wet and had to be cut short. However from all accounts it was an enjoyable event and a good opportunity for our club members to meet up with our Auckland MG Club friends.

Our OSH run was on Thursday the 25th April (ANZAC Day) and we had a William Pyne Memorial run to the Wairarapa with 38 club members in attendance. First stop was the Clareville bakery just north of Carterton where we had a pleasant lunch. Then off to the Wairarapa Vintage Car Club rooms where we had a show and shine before setting off for a fun run from Clareville via Gladstone to Martinborough where we had afternoon tea. Jim and Judith Higgins won the show and shine with their lovely MGF and Les and Christine Newman were the overall winners on the day in respect of both events taking home the William Pyne Memorial trophy. The Wairarapa weather was beautiful and everyone had a fun time.

Our May Club dinner was arranged by Denis and Margaret Christiansen and 11 club members attended the dinner which was held at The Hook in Jackson Street, Petone where we had an excellent meal and a good natter.

The OSH run at the end of May was a two night stopover in Havelock North which Scott and Joan Stevenson arranged. Twelve OSH members braved the somewhat inclement weather leaving Waikanae at 9.15 a.m. on Friday 31st May. We met up with 15 Hawke's Bay members (including prospective members) having dinner with them on Friday night at the Loading Ramp in Havelock North. What a great night we had with a few drinks and a very nice meal and a great natter. Andrew Weeks is putting together a write up of this trip and it is planned to make this an annual event.

Our MG friends in Manawatu are organising a 21st Birthday party lunch on Saturday 15th June and you are all welcome to attend with bookings to be made to Pat Widdup - email: [pat.widdup@xtra.co.nz](mailto:pat.widdup@xtra.co.nz)

Don't forget to keep an eye on Second Gear. There are more events coming up with one of those being the annual Mid-Winter run (Taihape) in early July which is organised by MG Auckland. This is a great event not to be missed.

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

*Bill and Rae Denize*



## Editorial

Well last issue I reported that I had ordered a GPS speedo and matching tacho. These arrived as expected and I spent a weekend fitting them to the dash. Monday the car was taken for a W.O.F, which it passed.

The GPS speedo works as expected and I had no problems with it. The instructions for the tacho were a bit confusing, but that is because I was expecting it to operate off the coil as per conventional tachos. But this one uses the 'W' terminal of the alternator or a sensor. Given most cars today don't have a single coil if any. As a result the tacho didn't work. Sadly the Lucas ACR alternator does not have a 'W' terminal, so I ordered a sensor and this has just arrived, without instructions which I had to then ask for and these have been provided. I still have to set up the sensor and wire it. Time will tell.

I ordered a bit of 'bling' for the MG and paid US\$13 to ship it to NZ. Of course at that price it is tracked, so I saw it leave the USA after a few days and then spend a nearly month in Auckland after it cleared customs! Another week between Auckland and Wellington and to add insult to injury it has NZ post 'Express Delivery' on the parcel!



*Safety*  *fast!*



## Articles

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

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

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

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

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



## Tasmania Targa Rally - 2019

Life member Rick O'Neill and son Tim recently competed in the Porsche tour of the Tasmania Targa Rally. Over 300 cars took part covering over 2400k in six days. Included in this was over 500k of closed road special stages. Photo shows Tim trying three wheeling in the rain! Rick entered under the 'flag' of MGCC Wellington. Cheers Rick.



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## Cecil Kimber Motorkhana - April

For a week before the event, it had be raining and it looked like the Motokhana might be cancelled. But Sunday dawned and the weather was prefect. So I headed off to the venue, Moonshine Park. This is over the stop bank of Trentham Memorial Park, a venue we know well from British Car Day. But the approach is from an entirely different direction, still Mr Google showed the way and I arrived without drama.

Twelve MG club members had entered and we had six from the Hutt Valley Car Club.

It was decided to run two courses before lunch and two after. We stood around chatting as the organizers paced out the two courses and it was announced that we could start.

It soon became apparent that the ground was sodden from all the rain and grip was at a minimum. Slip sliding away we did our circuits, mud flying every where, but most participants came off the course with a smile on their faces.

A stop for lunch saw the cutting and handing out of the Cecil Kimber cake, while the two remaining courses were laid out.

Because of the lack of grip the courses favoured low power front wheel drive cars on skinny tyres. As a result the editor came second to a Citroen running on three cylinders!

While a club member didn't win the event we did hold the next nine spots. Everyone agreed it was a lot of fun and we had found the venue for the 2020 Nationals.

*Dean Gray - words & photographs.*



Gina Jones - MG F



Geoff Brader - Midge



Ross Armstrong - MG F



Jo McCarthy - MG F



## Cecil Kimber Motorkhana - April



Lindsay Lancaster - MG BGT



Denis Christensen - MG ZR



Malcolm Fleming - MG F



Evan McCarthy - MG F



Larry Jones - MG ZR



Peter Fleming - MG F



Mark Fleming - MG F



Kate Brader - Midge



## Cecil Kimber Motorkhana - April



Gina, Denis & Ron about to wave Ross off.



Winner - Neil MacDonald - Citroen AXGT



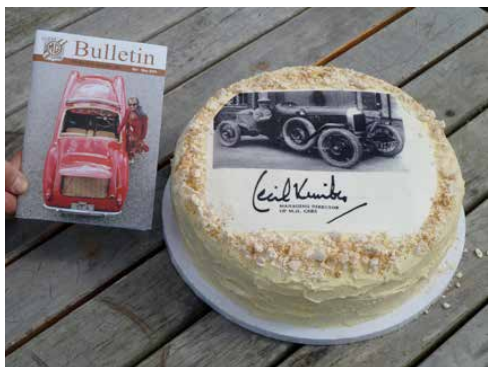
Nathan Manning - Triumph TR7 V8



Joel Hughes - Ford Cortina Mk 1



Ron Robertson about to cut the cake



Cecil Kimber cake

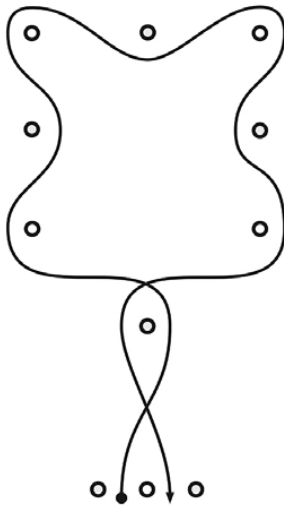


The results are announced

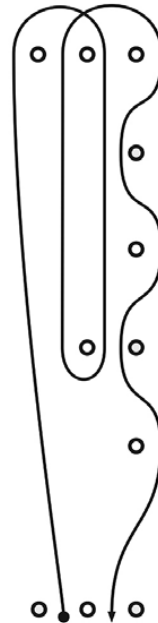


# Cecil Kimber Motorkhana - April

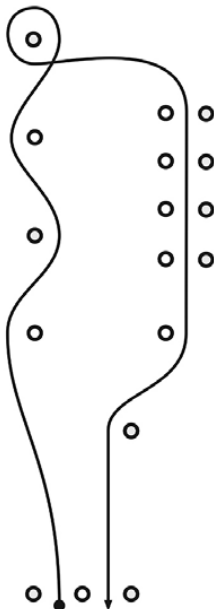
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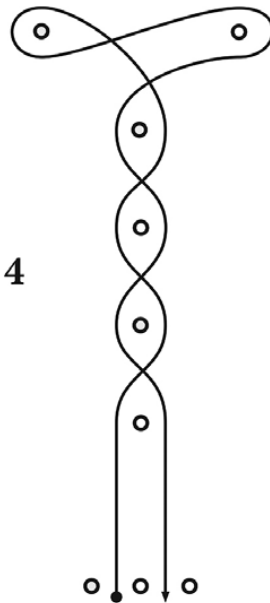
**Test 2**



**Test 3**



**Test 4**





# Cecil Kimber Motorkhana - April

MGCC Cecil Kimber Motorkhana Results							
Those participants that completed all four tests, best time for each run.							
Participant	Car	Test No 1	Test No 2	Test No 3	Test No 4	Cumulative	Rank
Neil MacDonald	Citroen AXGT	44.07	43.8	31.85	34.26	153.98	1
Dean Gray	MG 1100	46.48	47.47	32.14	38.87	164.96	2
Geoff Brader	MG Midget	47.84	47.33	33.16	38.13	166.46	3
Larry Jones	MG ZR	49.98	45.2	34.88	38.57	168.63	4
Evan McCarthy	MG F	47.63	47.08	36.83	38.23	169.77	5
Malcolm Fleming	MG F	52	49.77	35.37	39.68	176.82	6
Kate Brader	MG Midget	50.03	54.12	35.53	37.72	177.4	7
Denis Christainsen	MG ZR	50.53	52.23	37.95	41.27	181.98	8
Gina Jones	MG F	53.85	50.43	36.39	43.2	183.87	9
Nigel Fleming	Ford Anglia	55.17	51.36	38.68	42.09	187.3	10
Nathan Manning	Triumph TR7 V8	52.61	54.61	39.36	43.37	189.95	11
Blair Hughes Ford	Escort Mk 1	55.98	49.23	39.2	46.46	190.87	12
Peter Fleming	MG F	53.56	55.07	41.41	44.33	194.37	13
Mark Fleming	MG F	52.43	62.52	40.28	39.28	194.51	14
Mikayla Nelson	Toyota Starlet	58.51	59.72	41.53	48.43	208.19	15
Joel Hughes	Ford Cortina Mk 1	54.23	62.18	44.88	47.33	208.62	16
Jo McCarthy	MG F	57.53	63.38	42.99	47.45	211.35	17
Lindsay Lancaster	MG BGT	DNC	55.83	41.35	DNC	97.18	DNF
Ross Armstrong	MG F	DNC	61.12	38.38	DNC	99.5	DNF
Morning session, tests 2 & 3. Afternoon session. tests 1 & 4.							

# MGCC National Rally - Wellington 2020



## 2020 MGCC National Rally “Welcome to Wellywood”

MG Car Club (Wellington Centre) Inc is holding the next MGCC National Rally in Wellington (the Capital of New Zealand for the first time) beginning on Saturday the 22nd February 2020. Please make sure you mark your diary with the dates otherwise you could miss out!!!!

### **Saturday 22nd February - Wednesday 26th February 2020**

- Saturday 22nd Registration – at Rally HQ – Brentwood Hotel, Kilbirnie, Noggin n’ Natter & BBQ
- Sunday 23rd Concours d’Etat – Southwards Car Museum, Kapiti Coast. Afterwards a tour of the Weta Studios for those who are interested.
- Monday 24th Scenic trial including the Rumataka Hill Rd and Lake Ferry in the Wairarapa
- Tuesday 25th Motokhana and Autocross at Trentham/Moonshine Park, Upper Hutt – Prizegiving Dinner – Rally HQ with a Wellywood Glitz & Glamour theme – more details later.
- Wednesday 26th Farewell Breakfast - at Rally HQ

This Rally will be one to remember given it is in the Capital and Rally HQ is the only place to be. We also have a great variety of Cafes and Restaurants in the Kilbirnie Village within walking distance. Additionally, there are others close at hand in Island Bay and Miramar so you will not go hungry. The accommodation is only at the Brentwood Hotel as at the same time the New Zealand Festival and various other sports activity are on and accommodation is at a premium. We have booked 50 Rooms so let’s fill them up. Off street parking is also part of the package.

Brentwood Hotel  
16 Kemp St, Kilbirnie  
[www.brentwoodhotel.co.nz](http://www.brentwoodhotel.co.nz)

Reservations: 0508 273 689 (Mention Group 79875 to get the MGCC Room Rate)

This is the first of REGULAR UPDATES but we would suggest you make your booking early because of the limited rooms available. We look forward to welcoming you to WellyWood.

If you need more information please contact Michael Anderson on 021 620065 or email him on [michael.anderson@xtra.co.nz](mailto:michael.anderson@xtra.co.nz)



## Gary Wall's Pre 56 Tour Group

The preparation for the Tour is always a two years cycle with work being done on the ten cars by Gary sorting out issues that arose from the previous tour plus general maintenance, invitations to drivers from around the world and then sorting out accommodation, creating the route instructions and allocating the cars – and then waiting until it all starts over again with the arrival of the drivers and their co-drivers.

This year's tour to Cromwell included the following:

Car	Driver & Co-Driver	Country of Origin
1939 MG WA Tourer	Gary Wall & Bill Brehaut	Martinborough, NZ
1938 MG WA Salon	Peter Ratcliffe & Alison Jackson	Louth, UK
1938 SA Salon	David & Bobbi Spiegel	San Marino, USA
1938 MG VA Tickford	Charlie & Jeanine Plain-Jones	Solihull, UK
1939 MG VA Pickford	David & Sue Hawkins	France/UK
1936 MG TA	Don & Marj Phillips	NSW, Australia
1936 MG TA	Graeme & Jennie Jackson	Victoria, Australia
1938 MG TA Tickford	Malcolm Robertson & Gaye Weller	Canberra, Australia
1938 MG TA	Michael & Elaine Anderson	Waikanae, NZ
1938 MG TA	Rolf & Pien De Ruijter De Wildt	La Cadiere d'Azur, France

It started for us when Elaine and I drove over to Martinborough on Sunday the 24th February to stay with Gary and Heather and assist with final preparations and picking up the incoming Drivers and Co-Drivers who began arriving in Martinborough from Monday the 25th February and taking them to the Claremont Motel where they were staying.

### Day 1 – Tuesday 26th February - Lake Ferry and back

Drivers & Co-Drivers picked up their allocated cars from Gary's two workshop/storage sheds and after series of photos to mark the occasion and fueling up in Martinborough we set off with a shake down drive to Lake Ferry for lunch.

All seemed to go well with the cars (given they are all at least 80 years old) so everything was ready for our departure the next day, starting with a drive to the Interisland Ferry to go to Picton and our first stop in Blenheim.

### Day 2 – Wednesday 27th February - to Blenheim

After gathering for coffee at our preferred watering hole the Medici Café we set out to cross over the Remutakas – always a challenge for these old cars and arrived at the Interisland Ferry in Wellington in plenty of time for the 2.45pm sailing to Picton and





## Gary Wall's Pre 56 Tour Group

onwards to Blenheim. As we had a total of 20 people in the group, we stayed at two motels within a short distance of each other. In general, this happened for most of the tour and the natural split was SVW's in one and the TA's in the other.

### Day 3 – Thursday 28th February - to Murchison

Up early, checked over the cars and about to set off when one of the TA's developed a problem with a rear brake hub which needed immediate attention. Fortunately, a repairer was just up the road so after the necessary work was completed, they were on their way. Others of our group had the opportunity to go to the Omaka Aviation Heritage Centre which is a must see if you are near Blenheim. Lunch at St Arnaud and then another 80.2 kms to Murchison arriving at approximately 2.30pm.

The motel we all stayed at had a BBQ facility so having purchased food etc we settled down to a very pleasant evening which became the norm for the rest of the trip as most of the group had been on previous tours and getting together was considered important.



The Colonel & his Adjutant – Gary Wall & Bill Brehaut – Mataki Motel, Murchison.

### Day 4 – Friday 1st March – to Rangiora

Aiming to leave around 9.00am we had another problem with the same car when it broke a rear half shaft. Again, after pushing the car into the local garage we were able to use some of their facilities to enable a repair to be made as one of the cars was carrying a spare.

On the road again stopping at Springs Junction for coffee and Maruia Springs for lunch. Then a long haul of 176 kms through the Lewis Pass, Hanmer Springs, Culverden & Waipara to Rangiora for the night.

### Day 5 - Saturday 2nd March – to Fairlie

Leaving again at a reasonable time we set off down the Inland Scenic Route (SH 72) stopping at Glentunnel at the Horarata Golf Club for coffee at a very nice café attached to the club. Subsequently met up with other members of the tour in Geraldine for a spot of lunch and a bit of retail therapy before heading off for a further 61.2 kms drive to Fairlie staying at two motels. Another opportunity to share a meal with our other TA colleagues.

Interesting bronze statue in the middle of the town dedicated to the legendary sheep rustler James Mackenzie and his dog Friday who was arrested in March 1855 for stealing 1,000 sheep from the Levels Sheep Station north of Timaru. The magnificent Mackenzie Basin is named after him.





## Gary Wall's Pre 56 Tour Group

### Day 6 – Sunday 3rd March – to Cromwell

Another early start after fuelling up and setting off to an arranged meeting of all the cars at the bottom end of Lake Pukaki for a tour photo with Mt Cook/Aorangi in the background. Alas, we struck thick mist after passing through Lake Tekapo and it continued all the way to Lake Pukaki. Being an optimists, it looked as if it would lift and we waited around. However in the finish we had to abandon our photo opportunity although we did generate a lot of interest in the cars from tourist stopping to do what we had hoped to do. Onward to Omarama for lunch and then the last push of 88.4 kms through the beautiful Lindis Pass and Tarras to our destination in Cromwell for the start of the Pre 56 MG National Rally for the next five days. Rally HQ was the Harvest Hotel – At the Gate which was in central part of the town and nearby Lake Dunstan, a man-made lake created in the 1980's as part of the Clyde Dam project. After registration, room allocation and cleaning the cars for the next day's Concours D'Etat we settled down to wait for the programme to start at 6.00pm with the usual Noggin 'n' Natter, Welcome and BBQ. It was great to see lots of old faces and some new ones and more importantly some fantastic cars including Greg & Sue Martin's freshly minted 1935 PA which they had only completed the restoration of a week earlier. Stunning!!!!



Lake Pukaki – Waiting for the mist to lift!

### Day 7 – Monday 4th March – Cromwell – Concours D'Etat & Display - Scrutineering

An early rise for last minute polishing of the cars then on the road to the Highlands Motorsports Park some 3.0 kms from the hotel towards Queenstown. Allocation of cars depending on their model, to various parts of the park, followed by judging etc. HMP is a fantastic facility with a world class race track, museum, storage facilities, café and large viewing area and we did enjoy using some of the facilities. HMP was opened in 2013 and has made a major contribution to motorsports racing in New Zealand since then. Tony Quinn, the owner, now also owns Hampton Downs Motorsports Park in



Lunch – Highlands Motorsports Park.



## Gary Wall's Pre 56 Tour Group

North Waikato.

After completion of the Concours D'Etat at 2.00pm it was back to the hotel. We all met up for drinks at 5.00pm and a number of us organised to have a meal at Amigos a Mexican restaurant in the Cromwell Mall which was within easy walking distance of the hotel.

### Day 8 – Tuesday 5th March – Cromwell – Observation Trial & Register Dinners

Headed down to the Cromwell Heritage Precinct for the start of the Observation Trial. Time for a coffee and a look around at what has been achieved. This is exceptional and a fitting place for a number of old buildings which were relocated from the old town before it was flooded to create Lake Dunstan. After a quick briefing and handing out of instructions at the start line, we were on our way. Up to Bannockburn for the first check point then back through Cromwell and onward to Clyde then through to Alexandra before heading out to Chatto Creek, Ophir and finishing at Omakau. Needless to say, the TA started to misbehave after leaving Alexandra heading towards Chatto Creek and came to a grinding halt going up a hill on SH 27. Some tinkering didn't produce a satisfactory result so the AA was called. A somewhat officious local agent turned up and after some discussion with Gary & Bill, who had subsequently arrived, a tow up the hill was organised to a safer spot for further diagnosing the problem. It turned out to be the coil and a spare from the VA Pickford who happened to pass at the right moment was installed and the car fired up again. It was decided we would abort continuing the trial and return to Cromwell which was just as well because the TA broke down again out of Clyde. Summoned the AA again – this time a flat deck tow truck which returned us to the hotel for further diagnoses of the problem in the morning.



Coffee at the Cromwell Heritage Precinct.

Organised a taxi to take our group to and from the Register Dinner for SVW's and TA/B/C's at the Black Rabbit Kitchen & Bar in Bannockburn. It was a very pleasant night with some 40 people sitting at three tables in the café. Food was excellent including rabbit on the menu and because we were the only people in the café and it was a warm night, moving in and out of the café made for a lot of fun and good conversation.

Back at the hotel by 10.30pm after what Elaine and I would call an interesting day to say the least!!!

### Day 9 – Wednesday 6th March – Cromwell - Gymkhana

None of our group were participants even though the venue was just down the road at the Cromwell Racecourse and so we had a free day to do other things. Gary worked on the car and after resetting the points, checking the fuel pump and plugs pronounce the car was fine.



## Gary Wall's Pre 56 Tour Group

In the afternoon a number of us met up with Timbo Decker of Viticultura, Central Otago and had a tour and wine tasting at the Legends Terrace Vineyard up above Bannockburn. Timbo is a friend and colleague of our son Andy who has taken grapes from Legends for a number of years and in 2017 won the Trophy for the world's best Pinot Noir with his Takapoto Estate 2012 Bannockburn Pinot at the prestigious International Wine and Spirits Competition (IWSC) in London. Andy then repeated his success in 2018 when he won the trophy again with his Takapoto Estate 2014 Gibbston Valley Pinot. He also won the New Zealand Wine Producer of the Year as well for the second time. The wine we tasted was a vertical tasting of 2013 to 2016 Tankersley Pinot Noir from Central Otago which was well received. Our visit to Legends was both extraordinary as we looked down on the valley below, but bitter sweet as Andy has been diagnosed with terminal cancer and is currently having both Chemo Therapy and Radiation Therapy in an effort to prolong his life so he can continue to make world class winning wines among other things.



Wine Tasting with Timbo Decker – Legends Terraces.



Overlooking the Bannockburn Valley.

Later in the afternoon we had a visit from Elaine's grandson Jerram who lives in Queenstown and wanted to bring his girlfriend Anna to meet us. A lovely couple and it was a pleasure meeting Anna. Being the perfect host, I offered to take Anna for a ride in the TA which she readily accepted and off we went. Guess what, we had gone but a short distance when it again stopped and wouldn't start so back to the hotel walking, Anna in high heels!!! At that point we decided to go and have a meal and deal with the car afterwards when again it was towed this time by Gary's WA Tourer back to the hotel. I think we are starting to wonder what next with the TA!!!

### Day 10 – Thursday 7th March – Cromwell - Autocross – Prize Giving Dinner

Again, another day where our group didn't take part so free again to do our own thing. Gary along with Rolf did further work on the TA and eventually pronounced it was in working order. So off for a drive to Høglund Art Glass on the Cromwell-Luggate Rd with some others as "minders" just in case we broke down again!!! Høglund Art Glass had a most interesting display of glass for sale in a house which we all agreed had been very well designed and set off their collection extraordinarily well. Purchases were very tempting.



## Gary Wall's Pre 56 Tour Group

Stopped off at Aurum Wines on our way back to Cromwell for wine tasting following a recommendation from Timbo Decker. The wines are produced using certified organic practices so are quite distinctive in flavour and reflect the terroir of the region. A small purchase was made as we have very little room in the TA for any surplus indulgences. Also went around to Quartz Reef Wines in the town's industrial area with Malcolm Robertson to purchase some Bendigo Pinot Noir which had a great taste.

Talking of wine, we were fascinated with two very large L W Bonney & Sons Ltd Mack Truck and Trailer Units parking in the hotel carpark over a number of days. Apparently, these rigs are travelling between Central Otago, Marlborough, Hawkes Bay and Auckland continuously all year-round taking wine for onward processing and bottling. Each rig weighs approximately 52 tonnes fully laden and carries 37,500 litres of wine. We could have had a great party with that amount!!! They travel at night rather than during the day as it is more efficient and takes less time.



Mack Truck and Trailer Unit  
– 37,500 litres of wine!

The final event for Thursday was the Prize Giving Dinner which was held in the Gate Conference Centre which is part of the Harvest Hotel with a “Touch of Gold” theme for the evening. Needless to say, many of the people attending took up the challenge and some great interpretations were evident including Malcolm Robertson & Gaye Weller effort from GWTG. The night started with Pre-dinner drinks followed an hour later with Dinner and the evening was interspersed with Prize Giving. Some of the GWTG received prizes including Don & Marji Phillips with their TA –second in the TA/B/C Concours, Dave & Sue Hawkins in their VA Pickford for coming first in the Pre-War Trial section. Congratulations.

We also want to acknowledge the efforts of the other members from the Wellington Centre who attended the Rally and in particular George Walter with his MGA who was first in the MGA/Z section of the Concours and also overall in MGA/Z section, Malcolm Fleming and Gina Jones with their MGA who won the First Time section of the overall Rally and Ian Baxter who won the MGA/Z section of the Gymkhana. Congratulations.

The Wellington Centre was well represented at the Rally and apart from the people mentioned above we also had Gay Baxter (MGA), Les & Heather Bognuda (MG VA), Pat Widdup & Lynette Love (MG M), Rod Naylor (MG VA), Nigel Brown & Mary-Ann Hutchinson.

At the end of the evening a number of people spoke about the efforts of the organisers who had done a tremendous job in running a very successful Pre 56 MG National Rally in a really stunning part of New Zealand – Central Otago. In particular Wayne & Billie Marsh,



## Gary Wall's Pre 56 Tour Group

Dren & Di Errington and Matthew Reid did a great job.

We also want to acknowledge the efforts of Pat O'Connell who very willingly serviced six of the GWTG Fuel Pumps which were causing problems – it was really appreciated. Many thanks from GWTG and the Wellington Centre.

### **Day 11 – Friday 8th March – Cromwell – Farewell Breakfast – to Timaru**

After the farewell breakfast the GWTG got on the road to drive 250kms through to Omarama then on SH83 to Otemata, Kurow and down Seven Mile Road back onto SH 1 stopping at the Riverstone Kitchen for lunch just before Glenavy. This is a well-regarded café with a great reputation and always worth a visit along with a number of retail shops with an emphasis on furnishings and homeware products. Interestingly the owners have created a Castle (called Dot's Castle) with a moat which has just been completed and was recently featured in the November 2018 issue of NZ House & Garden.

With our lunch over it was an easy drive to Timaru where we all stayed at the Aspen on King Motel for the night.



GWTG lunch at Riverstone Kitchen.



Riverstone Kitchens Organic Garden & "Dots Castle".

### **Day 12 – Saturday 9th March – to Rangiora**

Up relatively early as we had an appointment with Peter Lyttle at 10.00am at Orari some 30.8 km's north of Timaru on SH 1. There we were joined by some members of the Auckland Centre who also had expressed an interest in having a look at Peter's workshop.

Met by Peter at the entrance to his property and then drove down to a field to park the cars. At the workshop we meet up with the legendary Irvine Black who almost single handedly in the early 1960's went about saving one of the 1929 MG 18/100 Tigresses which was brought to New Zealand in the 1930's and raced by an individual called



The Legendary Irvine Black with the 18/100 Tigress restoration.



## Gary Wall's Pre 56 Tour Group

Harry Hedges but subsequently fell into disrepair. In doing that Irvine also spent time in UK looking for additional parts and brought them back to NZ. Of the five assembled at Abingdon only three now exist in one form or another and there are sufficient original parts in NZ to enable one to be assembled – B0251 and another “special” which is being constructed by Peter Lyttle in conjunction with Irvine Black at Orari. This is the one we had the privilege to view along with an original 18/100 engine which is going into Peter’s car.



Rear of the 18/100 Tigress with unusual shape.

The Tigress was designed as a Racing Sports Car and built on a MG 18/80 Mk II chassis and the Tigress Project in NZ is about the re-building of these two cars. Peter tells us that at least one will be completed in time for the celebrations of 100 years of MG cars in 2024. We look forward to it being part of the celebrations along with the 1926 MG 14/28 owned by Stuart Taylor which is currently being restored.



18/100 Tigress engine  
– note exhaust manifold, etc.

After our visit we headed north to Christchurch to meet up with our son Mark, our daughter-in-law Zoe and two grandchildren Luca and Otto before heading to Rangiora to spend the night with our TA colleagues at the Lilybrook Motel.

### Day 13 – Sunday 10th March – to Blenheim

This was going to be our longest day – 292 km’s so we were all keen to get on the road but not before travelling to Michael Chirnside and Frances Taylor’s home in Rangiora for Hot Cross Buns and to look at his mint restoration of a 1936 MG PB which we had come to expect of Michael, beautifully done. Then a quick inspection of his other MG’s and on the road again heading towards Kaikoura for a break.



Michael Chirnside's restored 1936 PB



## Gary Wall's Pre 56 Tour Group

Everything seemed to be going well with the TA but north of Kaikoura it started to develop some of the engine characteristics which we thought had been eliminated. Approximately an hour out of Kaikoura after struggling over a small bridge backfiring and having to bunny hop it the TA ground to a halt. Despite our best efforts in trying everything we could do, with limited resources/parts, it was not going to go!!!! Another discussion with AA and



eventually a flat deck tow truck arrived from Blenheim – had to go 115 km's to pick us up and take us back to the Colonial Motel where we arrived at 8.30pm some six hours after breaking down. I would have to say Elaine was not happy but I guess this can happen and you just have to deal with it.

### Day 14 – Monday 11th March – to Martinborough

More work on the TA with Rolf making adjustments to the points which got the car started again. Quick trip to Picton to pick up the Interislander Ferry for the 11.15am crossing to Wellington and onward to Martinborough. Uneventful trip across the Cook Strait and the Remutaka Hill and arrived almost at our destination at Gary's place when guess what going up the farm road to the house the TA gave up the ghost again so Elaine and I had to walk up to the house so we could pick up the Scandinavian Taxi (which Gary scathingly called it) and come back down to unload the TA. Eventually we did get it started - Fuel Pump issues!!!! and Gary drove it up to the house.

In the evening we all got together for a Farewell Dinner at the Circus Cinema Bar & Restaurant which was a great success and with acknowledgments to Gary and Bill Brehaut for all their efforts over the past 13 days. It was agreed this had been a one of the most enjoyable GWTG events, made even better by the collective group of people involved.





## Gary Wall's Pre 56 Tour Group

### Day 15 – Tuesday 12th March – Martinborough

Organising of those leaving this morning to catch the bus into Featherston and then the train into Wellington for outward flights to overseas destinations.

Ferrying the cars back to Gary's workshops after they had been cleaned by the drivers and a quintessential NZ BBQ that night at the Claremont Motel showcasing Butterfly of Lamb, Sausages and a Salad. What more could you want!!!

### Day 16 – Wednesday 13th March – Martinborough

The final day had arrived and after all meeting at the Café Medici for coffee those remaining caught the bus into Featherston and onward travel and Elaine and I headed home to Waikanae.

Again, our thanks go to Gary, Heather (who didn't travel this time) and Bill for making this a very happy GWTG.

Some interesting statistics:

We travelled some 2,500 km's in the cars to Cromwell and back.

We stayed at eight motels.

The biggest cost after petrol was oil for the engines!!!

Between all the drivers who went on the GWTG we own 32 MG's – so one can assume we must like them!!!!

And the final act was on the 25th April, when at the William Pyne Memorial Old Speckled Hen Run afternoon tea at the Café Medici in Martinborough, we presented Gary with five new SU Fuel Pumps imported from UK, which had been funded by the GWTG drivers, as a way of saying thank you to Gary, for allowing them to drive his cars. A fitting ending to a great trip!!!!

*Michael & Elaine Anderson*

*27th April 2019*

*Photographs Michael Anderson.*



Newly restored 1935 MG PA of  
Greg & Sue Martin.





## Old Speckled Hen Run - April

The April OSH William Pyne Memorial Run this year coincided with the ANZAC public holiday, meaning that not only the usual band of retirees were free to take part. This, possibly together with the start point in Upper Hutt, resulted in a record attendance of 20 cars and 38 people, the MG marque numbering 17 with nine Fs, two TFs, four Bs, a 1954 TF and a 1938 VA.



Gathering at the Liquorland car park.

The start point was the Liquorland car park on SH2 at Upper Hutt and the organisers were Bill and Rae Denize.

A glorious sunny day once the early mist cleared. Bill gave us a briefing and distributed a sheet of instructions for the First Stage and led us out of the car park. The route took us over the newly resurfaced Rimutaka Hill, down into Featherston and out to the roundabout at the north end of Carterton. Unfortunately, the plans of mice and men etc plus a bit of dabbling by Sod meant that the organisers had not foreseen the diversion around Featherston for the imminent ANZAC parade. This was further compounded by the usual practice of diversion signs sending you off the route and then failing to send you back on again. We ended up with Bill and Rae leading three cars straight up the back road to the Martinborough road whilst the rest of convoy declared independence and hung a left to return to SH2 just beyond the parade route. Not to worry, we all finally rendezvoused just beyond the Carterton roundabout as planned, just squeaking through before the Carterton ANZAC parade closed the road.



A wag suggesting this was Bill arriving at Carterton.



Preparing to leave Clareville Bakery.

A short swing around the east of Carterton in accordance with Bill's instructions and we arrived at the Clareville Bakery car park, some 50 kms from our Liquorland start point. Here there was ample parking space



Nicola Fleming and Annette Kemp, pretending to own a nice MG VA.



## Old Speckled Hen Run - April



Attendees at the 'show and shine' judging.

and the staff did sterling service to rapidly supply the ordered (and excellent) refreshments. We emerged some time later to find the car park buzzing (literally) with a group of about 20 scooter owners on their annual four day roam around the North Island. A motley collection of scooters in all sorts of conditions (much like their riders) and aptly named 'Lack Power'. It all added to the carefree holiday atmosphere on a glorious sunny day.

From the bakery it was a few hundred metres down the road to the Wairarapa Branch of the Vintage Car Club of NZ, who had kindly agreed to let us use their car park for the 'show and shine' section of the day's competition (thank you Willie James). Judging was by Bill Denize and Michael Anderson.

Just a short 5kms down the road to the start of Stage Two. Here we were issued with a sheet of directions plus ten observation questions, and Rae sent us off at one minute intervals. 80kms later we marshaled for coffee in Martinborough, the end of the run. Bill and Michael put their heads together and finally announced the results for the day. Jim and Judith Higgins won the 'Show and Shine' with their immaculate F (had they even blacked the tyres?) and three couples tied in the observation test - Ross and Anne Armstrong, Mark and Nicola Fleming, Les and Christine Newman. Overall the prize of the day, the William Pyne Memorial Trophy, went to Les and Christine Newman. Congratulations!

Michael Anderson rounded off the proceedings with the presentation of five fuel pumps to Gary Ward. If this makes you scratch your head, all should be revealed in an issue of the Bulletin (see 'Gary Wall's Pre 56 Tour Group').

What a marvellous day out. Exciting cars, beautiful scenery, quiet back roads, sunshine and great company – so that's why we do it!

Many thanks Bill and Rae for all your hard work.

Overall distance covered, Liquorland to Liquorland, 180kms.



*Peter Fleming, Photographs Scott Stevenson.*

Overall winners Les & Chris receive the cup.



## Old Speckled Hen Run - April

William Pyne Memorial Old Speckled Hen Run - 2019							
Show and Shine Marking Sheet + Trial scores							
Name	Car	Exterior 10	Interior 10	Engine 10	S&S Total 30	Trial 20	GRAND TOTAL
Anne and Ross Armstrong	MG F	6	7	6	19	20	39
Nicola and Mark Fleming	MG F	5	5	4	14	20	34
Peter Fleming and Scott Stevenson	MG F	6	6	6	18	17	35
Judith and Jim Higgins	MG F	8	8	7	23	15	38
Jenny and John Jackson	MG TF	6	5	4	15	18	33
Lynne and Lox Lummis	MG B	8	6	6	20	16	36
Phil Major and Dean Gray	MG B	6	7	4	17	12	29
Jo and Evan McCarthy	MG F	4	4	4	12	10	22
Christine and Les Newman	MG B	8	7	7	22	20	42
Liz Sutton and John Melville	MG F	5	6	4	15	11	26
Annette and Richard Kemp	MG F	-	-	-	0	14	14
Jacqui Blackwell and Karin	MG B	-	-	-	0	13	13
Ron Blackwell	MG F	-	-	-	0	12	12
Clive Litt	MG B	-	-	-	0	9	9
Valerie Hellberg and Carl Friis	Honda	-	-	-	0	10	10
Heather and Gary Wall	MG VA	-	-	-	-	-	-
Matthew and Mary Major	MX 5	-	-	-	-	-	-
Sharyn and Willie James	MB	-	-	-	-	-	-
Elaine and Michael Anderson	MG TF	-	-	-	-	-	-
Rae and Bill Denize	MG TF	-	-	-	-	-	-

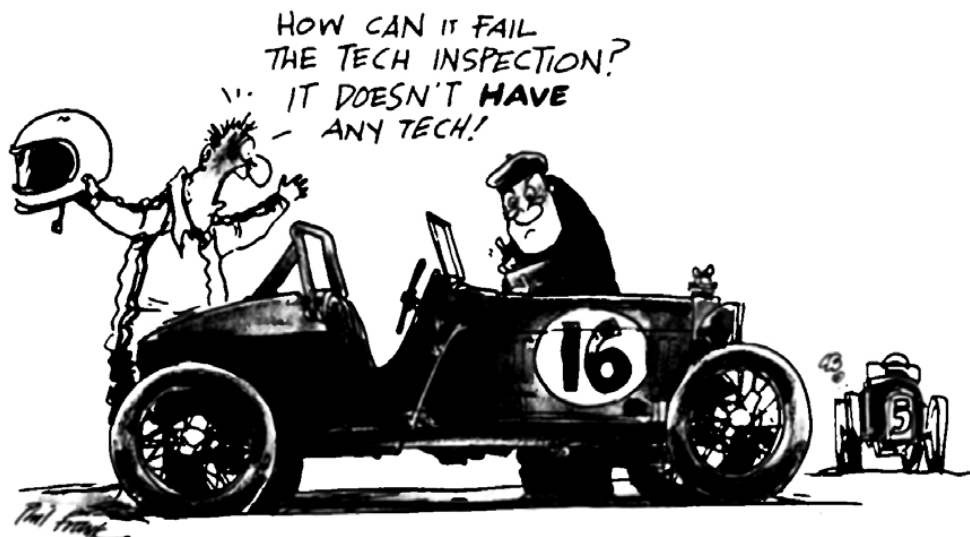
20 cars, 38 people.



Judith and Jim Higgins  
'Show & Shine'  
winning MG F



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## Easter Rally - April

### Easter Rally 2019 through McCarthy eyes.

We left Wellington on Thursday so we'd miss the crazy traffic on Good Friday. After over-nighting in Whanganui (or is that Wanganui) we drove to New Plymouth. We decided not to take the normal route and turned onto the Surf Road. We hoped it would take us along the coast but it turned out not to be, but we had a fun drive. One bump caused our seat belts to lock tight (at least we know they work).



On arriving into New Plymouth we booked into the Flamingo Motel, a great venue, After unpacking the car, I asked Evan to retrieve the computer from the front of the car. Remember the MG F is a mid mounted motor so there is an empty area at the front (especially after removing the spare tyre). I wondered why it was taking so long and walked out into chaos. Well that might be overstating it, It appeared the latch releasing the front had malfunctioned. In the end we had Ross Armstrong, Geoff Brader and Graham Collette (thank something for panel beaters) three screwdrivers, two hammers, a crowbar, jack and axle stand to finally open it. Geoff had at the last minute thrown some wire into his Midget and that was turned into a jury rigged opening mechanism. Oh and I got my computer.

After all this Evan went off to clean the MG F still suffering from the effects of the autokhana the weekend before. Then at 6pm the welcome BBQ started up in the games room. It had been scheduled around the pool but daylight saving had not been calculated in. The food was beautiful and the company great. The really good thing about this weekend is that you get to meet people from the Auckland MG club.



Easter bunnies



Midge arrives

Saturday turned out fine so we removed the hard top. Our MG F is not a show pony and has had a hard life so concourse is not a place it shines. It was fun to park up with the others and have a good chat whilst being judged. We had quite a few people attracted to look over our cars. It might have helped there was also a Holden display in town. I had to direct most people to check out the engine at the back.



## Easter Rally - April



McCarthy's MG F ready for judging



Concours line-up



Behold the monster



Judging

The afternoon was dedicated to the trial. I will not say much about this suffice to say I do not read maps very well and we got lost. It was a nice afternoon drive however on interesting roads.

Sunday dawned drizzly and overcast (we'd put the roof back on the afternoon before). I drove us out to Stratford. It was the first time I'd ever driven the MG F at full noise. It started to drizzle and we all got ready for the autokhana. There was a hope we'd get three runs in but as the weather set in we only got one. I did three of the four courses (the fourth involved reversing around cones and I dislike reversing out of a parking spot in the supermarket).

The weather had really set in when we turned to the autocross. I was in a stylish white painting suit and Jane Hactor taped the arms and legs to make it safe. It was a good thing I didn't need to use a lavatory during this period. I borrowed Geoff Brader's helmet and then we discovered I did not fit into the MG. In the end Evan removed the roof and out I went. What a disaster. I got lost and stalled. However I did do two laps, taking out poles as I went. One thing I did not do was spin (I was probably going too slow). Despite all this I had lots of fun and got extremely wet. The drive home was "interesting" with a fogging up windscreen and driving rain.

The afternoon was spent relaxing (read sleeping) and the weather got no better. We took a taxi to the New Plymouth International Hotel for the farewell dinner. The menu looked



## Easter Rally - April

very good however the fish changed to chicken (I had the lamb) and the toffee pudding turned into profiteroles. In it's defence it was all yummy. Evan got a special mention due to the drama with the front space debacle.

We left just before 9am on the Monday and had a smooth trip home. Even the Otaki choke point was relatively painless.

We will be back next year. I am determined to beat the Trial (I messed it up last year as well.)

This is an account of the Easter Rally from one couple's perspective. We had heaps of fun and highly recommend the event. We also thank all the people who put this event on for us to enjoy.

*Jo McCarthy, Photographs Evan McCarthy*





## Toyota MR-S vs MG F



When Claire and I first joined the MGCC it was on the basis of borrowing son Mark's MG F for mid-week OSH runs. This quickly proved impractical so Claire said "buy one if you want one". There then followed a considerable period of research as I investigated my options, bearing in mind the dubious mechanical reputation of the MG F and my personal experience of Mark's car with overheating and suspension problems. I finally decided to buy a 2001 Toyota MR-S (aka MR-2 Spyder).



Peter's MR-S

As you may be aware this car, too, does not come without its potential problems. In this instance it is the curious case of the crumbling pre-cat. This is still discussed on the internet under headings such as 'Urban Myth or Very Real Problem?' and certainly Toyota never admitted a fault. Briefly, to meet stringent California emissions regulations, Toyota fitted a small pre-catalytic converter between the exhaust manifold and the normal silencer and

converter. This was designed to take care of the emissions during just the first few minutes of running and before the main converter was hot enough to work efficiently. All well and good but tales soon started circulating of the ceramic matrix in the pre-cat breaking up and particles being sucked back into the engine on the over-run. These highly abrasive particles could then cause catastrophic engine wear. The solution was to knock out the matrix of the pre-cat before it started to break up and cause damage (unless, of course, you lived in California).

Apart from this possible downside, my research indicated that the MR-S was a good reliable car with all the benefits of a modern Japanese vehicle. The only drawback, it would seem, was the dreadful lack of luggage space, this being restricted to a small and inconvenient area behind the seats plus a tiny space under the front bonnet. On the plus side there were small door pockets, a reasonable size glove box and a flat



Toyota MR-S front storage



## Toyota MR-S vs MG F

compartment on top of the dashboard (just right for stowage of my 'Jackie Stewart' cap).

My choice was limited by the desire to spend only a satisfyingly low amount on a second 'fun car' - and I was determined not to buy an MX5.

I found and bought my MR-S. Mileage just around 114,000kms and in immaculate condition apart from inevitably worn seat covers. The MR-S has a pleasing and eye-catching design and the cockpit is much roomier and more comfortable than the F. It has nice features like automatic seat belt tension adjustment, a heated glass rear window, electric wing mirror adjustment and a multiple position heater/cooler vent selector, plus the driver's side window has pulse or continuous options. The hood was a replacement item made from tough mohair material with a soft lining. It proved to be 100% waterproof even in torrential conditions. It folded down very neatly, covering all the unsightly mechanism, with a stout clip holding it in the folded position. The whole convertible business was completed with a small, folding glass wind deflector behind the seats, fitted as standard.

On the mechanical front, the engine is reasonably accessible at the rear. Certainly much more space than the F with its letter-box access and more reminiscent of the Fiat X 1/9 I once owned. Of course, the result of this reasonable engine access space is the unreasonable luggage space. Both cars come with a 4 cylinder 1.8 engine but our F has the standard engine as opposed to the MR-S with the Toyota VVC. Yes, the increased power of the VVC is noticeable but I can manage without it.

The conventional all-round independent suspension on the MR-S was excellent and gave a very smooth ride with first class road holding capability, but I think that the F has the edge. The gearbox I found to be disappointing. Perhaps it was suffering from age or misuse but it was necessary to double de-clutch to achieve quick and quiet down-shifts.



Toyota MR-S storage behind seats



Toyota MR-S interior



Toyota MR-S engine access



## Toyota MR-S vs MG F

Myth or no myth, I wasn't happy until I had removed the pre-cat and knocked out its innards with a hammer and a long screwdriver, finishing off with a lengthy flush with a pressure washer. To my relief I detected no obvious signs of matrix deterioration.

I had owned and run the MR-S for nearly a year, with twinges of conscience at every OSH gathering until one day Bill Denize announced that he had found "just the MG F for me". The result of this is that we now own a super condition 1996 F and the MR-S has passed to a new enthusiastic owner.

Our new car comes with a good history within the MGCC and there are bona fide records of the replacement of the head gasket, the cam belt and the coolant pipework. The engine runs as sweet as a nut and the gearbox is good. The hydragas suspension has a reputation for comfort and efficiency and we can certainly agree. Yes, it is cramped in the cockpit and the lack of anywhere to carry even a road atlas is irritating, but we still gaze in awe at the bath tub size boot at the rear – which even takes a set of golf clubs with ease – and have just completed an MG South Island holiday with one small suitcase between us.



MG F interior

So the F lacks much of the refinement of the S, but in gaining the comfort and convenience of a better cockpit, I felt that the S had lost that indefinable basic (British?) feel that a true sports car should have.

After all the different vehicles I have owned over the years, I have rediscovered the joy of motoring that I last experienced in my Midget fifty (!) years ago. In those days I would go for a 40km drive just for fun, much as we now enjoy the OSH runs.



MG F boot and engine access

At that time my friends and I were avid Austin Healey or MG fans and we hated the Triumph Spitfire. In 1966, Autocar or some such magazine ran an article comparing the Midget with the Spitfire. We pored over it, anxious for accolades for the MG. You can imagine our satisfaction when the correspondent ended with the lines "Which was the best? Well, if they were sat side by side and I was given both sets of keys, the dust would be settling on the Spitfire as I disappeared in the MG". Fast forward to 2018, substitute MR-S for Spitfire and MG F for Midget and I would echo the very same words.

*Peter Fleming      Photographs: Peter Fleming and the web.*



## Old Speckled Hen Run - May

Tradition was broken in May 2019: rather than starting our run on the last Thursday of the month, we left the following day - Friday 31 May. Tradition was further broken as this was not a single day event: we were heading to Hawke's Bay to meet up with other like minded folk.

A couple of days before departure the weather forecast was just dreadful. There would be no escaping the clutches of winter with high winds and torrential rain forecast.

Our party of twelve comprised the following:

Wellington Participants	Cars
Michael and Elaine Anderson.	MG (Volvo) V40
Peter and Claire Fleming.	MGF
Ron Mitchell and Shirley Kelly.	MG3
Scott and Joan Stevenson.	MGB GT
Bill and Rae Denize.	MG (BMW) 120M
Andrew and Jill Weeks.	MG (BMW) Z4

We met in Waikanae in heavily overcast conditions. So bad was the forecast that Club President Bill Denize left his two MG's at home and elected to come in his much loved BMW 120M. As we travelled north the heavens opened: just beyond Levin the rain assaulted our cars in driving sheets. It was awful but not bad enough to pull off the road. It did offer the opportunity to test our rear fog lights for enhanced visibility! Then suddenly the weather eased and started to clear. What a lovely drive it was through Shannon, Linton and the Pahiatua Track. We took an early lunch at Woodville, managed a coffee stop at Waipukurau and reached our destination at the Village Motel in Havelock North by mid afternoon. A splendid well-appointed and situated property that would be our home for the next two nights. We will certainly stay here again.



Our party: minus Scott who took the photo!



The cars at Waipukurau

Arrangements had been made to have dinner with some Hawke's Bay based club members and some prospective members who own MG cars. We were delighted with the turnout but somewhat surprised that several of them were unknown to each other. This presented a



## Old Speckled Hen Run - May

real opportunity to extend the bonds of MG camaraderie. The Hawkes Bay party, some of whom came to dinner as well as the following days activities, comprised:

Hawkes Bay Participants	Cars
Stuart and Catherine Taylor.	1926 MG 14/28 Bullnose Super Sports Car (NZ's oldest MG)
Nigel Brown.	MG (Hyundai) Santa Fe (MG TC owner)
Tony and Claire Sadler	MG B Roadster
Tom Allan	MG TC
Sefton Gibb and Keri Morresey	MG (Mercedes) C6.3 AMG
Steve and Rose Wood.	MG B Roadster, MG (Ford) Territory
Rickie and Sally Pike.	MG TD, MG RV8, MG6
Ian and Julie Shears	MG TF
Gordon Smith and John Hastings	MG (BMW) M3
Brian McLaughlin and Sandra Tomlinson (Taupo)	MGB Roadster



Three tables for dinner at the Loading Ramp in Havelock North

New kid on the block: Ron Mitchell's MG3



## Old Speckled Hen Run - May

After appropriate presentations from Bill Denize and Michael Anderson, dinner was a splendid affair with attendees enjoying the conversations and camaraderie: not to mention the food and accompanying drinks! The following morning, we met for the run expertly scoped and organised by Nigel Brown.

Travelling through Havelock North, we passed the splendid Te Mata and Craggy Range wineries as we headed into some gorgeous countryside with associated “drivers’ roads”. We worked our way out to the coast heading towards Cape Kidnappers past the Elephant Hill winery, before returning along the coast to Napier. Passing through the port we visited a most unusual collection: Geoffrey Clark’s passion for cycles with motive power. His knowledge of the history of these unusual bikes was extensive as was his collection that covered examples from the very early 1900’s.

The positioning of the tiny engines varied considerably. Some were slung under the pedals, some set into the frame and some on top of either the front or rear mudguards. There seemed to be a general sense that it was a good thing that such an effort had been put into creating this collection: unusual history was being preserved for posterity.



Then it was off to lunch at Cafe Ahuriri in the port area of Napier. Here we were joined by some more folk from the previous evening and their cars. What a feast for the eyes with the lineup including an MGTC, MGTD and an MGRV8. Once again, the conversations over the meal worked well despite our party being spread over three tables.

After lunch the group split up. Some headed back to the Motel in Havelock North whilst others took the opportunity to do some wandering around the Napier town centre. There was something for everyone.



Tom Allan's MG TC



Rickie Pike's RV8 & TD  
and Steve Wood's MGB



## Old Speckled Hen Run - May

We gathered again shortly before 6pm, expecting to dine at a local pub. However, we had failed to notice that it was the anniversary of the local rugby club and the restaurant sector was booked out. Takeaways were acquired as we settled into Joan and Scott Stevenson's motel unit. We were joined briefly by Brian McLaughlin and Sandra Tomlinson from Taupo before they headed off for dinner and their own motel accommodation. A glass or two of wine, some shared pizzas, nibbles and a Thai curry ensured that all were well fed. The time just seemed to fly by, indicating how much the participants were enjoying the company: some even departed for their own Units to take advantage of the spa bath facilities!

Sunday morning arrived all too quickly. Brian and Sandra drove by to say farewell before returning to Taupo. The rest of us sauntered our way south west in what was expected to be deteriorating conditions. But the weather held. We met up at Woodville for lunch before heading our separate ways. Some travelled back through the Wairarapa whilst others retraced their steps over the Saddle Road or the Pahiatua Track and the road through Shannon. Whichever route was taken, there were plenty of opportunities for the ladies to take in some retail therapy in Woodville, Greytown and Otaki.

Once home it was good to reflect on an excellent run and the lessons learned:

- always pre-book dinner;
- include out-of-town MG folk wherever possible; and
- the odd night or two away is a great idea.

We all enjoyed contributing to the MG family camaraderie and resolved to do it again soon.

*Andrew Weeks*

*Photographs: Scott Stevenson and Andrew Weeks*



## New Members

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

Michael & Linda Hubbard  
 Stuart & Catherine Taylor  
 Peter & Louise Lewis  
 Justin Chapman  
 Bruce Sinclair

Carterton  
 Havelock North  
 Upper Hutt  
 Ohakune  
 Upper Hutt



## 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](http://www.mgcarclub.org.nz). This provides a couple of options, including an online form which is the simplest and quickest way for intending members to join the club.

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

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



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## Wanted

**WANTED:** MG BGT 73/74 o/d or auto. Stunning condition. Very low mileage. All original. No leather or sunroof. History and factory paperwork. Is there such a car out there? Even if not selling I would like to show interest in your car in case you ever do. Thanks so much.  
Txt or phone Roger 027 2455140.



Example 1973/74 MG BGT



## For Sale

**Garage Sale** - Saturday 13 July - 4 Pain Street, Bulls.

I am having a garage sale as I am planning to move from Bulls.

There are a few MG spare parts that I would like to get rid off.

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

**1948 TC** - Red - \$36,000 ono, Price negotiable.

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



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

23,767kms, NZ new, 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. It also has a sunroof, hill start assist, cruise control and a service history.

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

Sold on behalf of and can be viewed at Karori Auto Services. Contact Craig (04) 476 6547



## For Sale

### **Immaculate one owner 1976 MGBGT for sale - Offers invited**

(highest offer not necessarily accepted)

The car was a class winner in the 2006 Nationals in Wanaka, a class winner again and second equal overall (only one point behind the winner) in the 2014 National Rally Concours event in Dunedin.

Details of the car are:

Mileage: 78,000 km

Overdrive: Yes

Colour: Damask Red

Warranted and registered: Yes

Tyres: Pirelli - all five tyres are little used

CD system: yes

Condition: outstanding - it has scored well in local club concours events and National Rally Concours.

The car has always been cosseted in a garage, has seldom been driven in the rain and heaven forbid it being driven on unsealed roads. The day the car was purchased it was immediately driven to an authorised agent for full rust proofing treatment. There are no modifications, everything is absolutely original.

The engine was taken out a few years ago to repaint the engine bay and put in a new clutch kit while the engine was out (not that it was required).

There was selective repainting of the body to deal with stone chips etc. It's looking particularly nice. Since the gentle restoration the car would have run less than 250 kms. Yes, believe it or not this is indeed Russell Walker's car. Most of you will know the car and know its condition and authenticity. Would be one of the best rubber bumper BGT in NZ! Why is he selling the car you might ask after owning it for 43 years? Well he has never owned a convertible MG and he has a hankering for one before he is too old to enjoy it.

Contact Russell Walker on [russellwalker15@gmail.com](mailto:russellwalker15@gmail.com) or phone 027 309 4634 if you wish to talk to him.



# 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](mailto:michael.anderson@xtra.co.nz)



MG90 Car badge.  
75mm - \$43.00.



## Spotted



Spotted this MG ZR workhorse in Elche by Alicante airport in Spain. Car looks like it has had a hard life. No badges on the tailgate suggests a possible rear-ending at some stage. - Iain Fraser



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## Rear cover

Inside rear cover - Cecil Kimber Motorkhana. Top: Peter Fleming weaving his way through the flags. Middle: Fs lined up to for a run. wBottom: Mark Fleming, Peter's son looking for grip. (Photographs Dean Gray)

Rear cover - Gary Wall's Pre 56 Tour Group. Top: Gary and his cars - 2019 (Dave Spiegel). Upper middle: Drivers 2019 (VVC Wairarapa Photographer). Lower middle: Cars in line - Interisland Ferry - Wellington (Michael Anderson). Bottom: Parking at Peter Lyttle's place - Orari (Michael Anderson).



## Advertising specifications for display advertisements

Prices for 12 months

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



