



# Bulletin

PO Box 3135, Wellington, NZ. Dec 2019 - Jan 2020





1986 Alfa Romeo Sprint QV Zender: very rare Zender bodykit. Stunning original car, 71,000 kms. \$32,500.



2006 Maxda MX5;. Gorgeous blue, auto, lovely condition, 118,000 kms, \$12,900. will trade MG.



1978 MGBGT: Lovely in Inca Gold, low 77,000 miles, very original, \$15,000, will trade.



1977 MGB Roadster, hard and soft tops, mag wheels, great runner, \$16,000, will trade.

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MG Car Club (Wellington Centre) Committee				
	Home	Work	Cell	E-mail
<b>President,</b> Bill Denize (Rae)	04 238 1038		027 412 7555	bill.denize@xtra.co.nz
<b>Vice President/Secretary</b> Jim Higgins (Judith)	04 476 8967	04 476 8967	021 963 268	jhiggins@netedge.co.nz
<b>Captain</b> John Grant (Phillipa)	04 233 1082	04 233 8009	027 668 5591	j.p.grant@xtra.co.nz
<b>Treasurer</b> Richard Whitehead (Belinda)	04 235 8928			richardw1953@gmail.com
<b>Committee Members</b> Denis Christiansen (Margaret) Rae Denize (Bill) Judith Higgins (Jim) Evan McCarthy (Jo) Ron Robertson (Naomi)	04 569 7480 04 238 1038 04 476 8967 04 938 3097 04 564 8389	04 569 7480  04 568 0022	022 075 4161  022 6411 911 027 443 9969	denis@christiansen.nz mgmodels@mgcarclub.org.nz dickson4@xtra.co.nz jinglesnz@yahoo.co.nz ron@mgcarclub.org.nz

<b>Pre '56 Contact</b> George Walter	04 478 0608	04 385 1892	027 438 9133	gwalternz@gmail.com
<b>Regalia</b> Michael Anderson (Elaine)	04 293 7222		021 620 065	michael.anderson@xtra.co.nz
<b>Scrutineers</b> Ron Robertson (Naomi) Ray Hartley	04 564 8389 04 384 4459		027 443 9969	ron@mgcarclub.org.nz rhm@rayhartleymotors.co.nz
<b>Bulletin Editor</b> Dean Gray	04 232 9422		027 661 7477	editor@mgcarclub.org.nz

MG Classic Motor Racing Committee, PO Box 164, Wellington.				
Ron Robertson (Naomi)	04 564 8389		027 443 9969	ron@mgcarclub.org.nz
Jim Higgins (Judith)	04 476 8967	04 476 8967	021 963 268	jhiggins@netedge.co.nz
Ross Armstrong (Anne)	04 232 4175		027 443 8826	arfmg@mgcarclub.org.nz
Bill Denize (Rae)	04 238 1038		027 412 7555	bill.denize@xtra.co.nz
Malcolm Fleming (Gina)			021 439 237	malcolm@accentarch.co.nz

Regional Contacts			
Auckland Centre	Paul Walbran	09 817 8194	paul@mgparts.co.nz
Canterbury Centre	Ted Clarke	03 980 8596	tedbarclarke@yahoo.co.nz
Hawkes Bay	Nigel Brown	06 877 5468	brownns@xtra.co.nz
Manawatu	Gay Baxter	06 322 0978	mg.baxt@xtra.co.nz
Mangaweka	John & Viv Eames	06 382 5717	mangaweka@hotmail.com
Otago Centre	Russell Walker	03 454 5347	russellwalker15@gmail.com
Taranaki	Peter Holden	027 445 1800	peterholden56@gmail.com
Wairarapa	Brian & Julie Pope	06 377 1285 027 496 9036	bjpoppe@xtra.co.nz

Cover: 2019 MGCC Classic Motor Race Meeting, Evan McCarthy leads other MGs in the MG Challenge.



MG Car Club - Wellington Centre  
MG Classic Racing



## Coming Events

Sat 14 Dec	Sunbeam Car Club Annual Lake Ferry Excursion, meet at the Fell Museum in Featherston at 11am for an 11.30 departure to Lake Ferry, BYO picnic lunch.
Sun 12 Jan	Coffee and Cars, 10am - 2pm, free entry to the car park. Southward Car Museum.
Mon 20 Jan	Driver Training Day, Manfeild Raceway, Feilding. Contact: Ron Robertson - email: ron@mgsclub.org.nz
Sun 9 Feb	British and European Car Day, 10am to 4pm. Trentham Memorial Park, Barton Road, Upper Hutt.
Sun 9 Feb	Coffee and Cars, 10am - 2pm, free entry to the car park. Southward Car Museum.
Sat - Wed 22 - 26 Feb	MGCC National Rally - Wellington 2020. See page 5. Contact: Michael Anderson - email: michael.anderson@xtra.co.nz
Sat 22 Feb	VCC Stretched Gymkhana, Masterton A & P Showgrounds, off York St. Contact: Simon O'Hara - email: simonsandieohara@gmail.com
Thurs 27 Feb	Old Speckled Hen Planning Meeting, Murrayfield Museum & Café. Contact: Michael Anderson - ewmail: michael.anderson@xtra.co.nz
Sat - Sun 29 Feb - 1 Mar	7th Annual MGF/TF Festival at Mangaweka. See page 19. Contact: John and Viv Eames - email: mangaweka@hotmail.com
Wed 6 Mar	Noggin 'N' Natter - The Backbencher Gastropub, 34 Molesworth St. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sun 9 Mar	Coffee and Cars, 10am - 2pm, free entry to the car park. Southward Car Museum.
Wed 20 Mar	Club Dinner - Roundabout, Tawa Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Thurs 28 Nov	Old Speckled Hen Run - TBA. Contact: Michael Anderson - email: michael.anderson@xtra.co.nz
Sun 14 Apr	Cecil Kimber Birthday Run Contact: Malcolm Fleming - email: malcolm@accentarch.co.nz

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



## President's Column

The past two months have been very busy again with various events being run by the Club. In late October 14 of us headed off on an OSH run spread over 7 days to Taranaki, Ruapehu, Havelock North and Feilding. This was organised by our Club member, Andrew Weeks and we had a fabulous time with mainly very good weather. Some of the roads we travelled on, we had never been on before i.e. The Gentle Annie between Taihape and Hawke's Bay. Most days we had the hood down in our TF and it was particularly hot in Havelock North. There is a full report in this Bulletin covering the event.

We were back in time from this trip to help with our 34th running of the MG Classic at Manfeild. Despite the weather forecast suggesting that it could be very wet we were pleasantly surprised with the weather which generally was very good over the 3 days. Our last 2 races on Sunday afternoon were wet but the rest of the weekend (Friday and Saturday) were dry. We had an excellent turnout of 21 MGs racing with a strong contingent coming down from Auckland. Between Saturday and Sunday we had 12 official practice sessions with another 44 races spread over the two days. Our thanks must go to Ron and Naomi who did an excellent job of putting this annual event together. Without their significant efforts this event just would not happen.

Noggin and Natter is now back on track. Unfortunately I missed the last N&N evening which clashed with the Royal New Zealand Ballet's production of "Hansel and Gretel" in which our youngest granddaughter had a small part.

Michael Anderson is busy working on the February 2020 MG Nationals. Registrations are slowly coming in but we still need more registrations from our Wellington MG members. This will be a fun event (which is run every 2 years) with a Concours d'Etat to be run at Southwards, a Trial to the Wairarapa with lunch at Lake Ferry and a motorkhana/ autocross to be held on the Hutt Riverbank at Trentham. There will be a prize giving dinner on the Tuesday night and a final breakfast on the Wednesday morning. If you need further information on this special event please contact Michael Anderson by email: [Michael.anderson@xtra.co.nz](mailto:Michael.anderson@xtra.co.nz)

So what is coming up? By the time you receive this Bulletin we will have had our Christmas BBQ at Ross and Anne Armstrong's, always a very popular event and one not to be missed. In January on Wellington Anniversary Day (Monday) our annual Drivers' Training day will be held at Manfeild. This is an opportunity for anyone to have a drive around the Manfeild race track and be given some expert tuition. In early February, British and European Car Day will be held at Trentham Memorial Park, Upper Hutt. There are around 300 to 400 cars at this very popular event and we will have the MG Marquee there.

At the end of February there will be the 7th running of the MGF/TF Festival at Mangaweka organised by our club member, John Eames. This is a great fun weekend for those of us with MGF/TFs and Rae and I have already booked our accommodation in Taihape for this event.

To all of our club members and your families our Best Wishes for the festive season and New Year and please drive safely and enjoy your MG outings.

*Bill and Rae Denize*



## Editorial

Well time is passing quickly and Christmas is just around the corner, as is summer, apparently (he said as it rains constantly outside).

One the home front the cars are proving difficult. First the Morris developed a noisy wheel bearing. But each time I jacked up the car and spun the wheels, they spun freely and without noise or roughness. Finally last weekend I was able to detect roughness in the drivers side wheel. I decided to try a modification. The original wheel bearings are ball bearings, which last around 30,000 miles, but later classic Minis use tapered bearings, so I have fitted tapered to see if they make any improvement.



Last year the red MG was leaking water into number one cylinder. After a couple of attempts to fix it. I replaced the head, which solved the problem. Sadly the symptoms returned, with the engine starting on a couple of cylinders, until the engine is hot. Only this time it was two and three cylinders.

I looked in back issues of the Bulletin to see when I had swapped the head. It was a year ago, but while looking I came across the time my water pump failed earlier this year and the engine overheated! I thought I had got away with it, but I haven't, of course.

When I replaced the head gasket, the old one was clearly overheated between two and three. After a week the symptoms sadly returned. I haven't had a lot of luck with this engine. So my next step is to get the head planed. Character they call it.

Enjoy your summer motoring. Have a Merry Christmas and a Happy New Year, see you next year.

*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.



# 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 Remutaka 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 a 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)



## MG ZS EV vs Nissan Leaf



9 October, 2019

Is MG's first electric car a convincing challenger? We compare the new ZS EV to the big-selling Nissan Leaf

As more manufacturers explore electric tech, the trickle-down continues to penetrate the lower car classes, democratising zero-emissions motoring for many.

The latest affordable EV model to emerge comes from MG. The Chinese-owned, reborn British brand is offering quite a strong proposition with its ZS EV SUV, as a simple look at the numbers shows: £26,995 for the top-spec Exclusive model and a claimed WLTP range of 163 miles.

This means the MG faces a key rival the Nissan Leaf, a car that pioneered affordable electric motoring. At this price it's the top-spec MG versus the entry-level Nissan – but when it comes to power, range and charging, the two are close.

### MG ZS EV

**For:** Range and affordability, stronger, more flexible recharging capability, decent practicality and kit.

**Against:** Ride and handling could be more controlled, infotainment lacks EV-specific functionality.

Key to any EV is its battery. This determines the usable range on offer, as well as the car's performance, and in the ZS EV the engineering and tech are pretty good given the price. The 44.5kWh battery total means around 40kWh of usable capacity, and MG claims 163 miles on a full charge.

The battery supplies a 141bhp electric motor that drives the front wheels. This is 7bhp down on the Leaf, but then the MG is 41kg lighter. The ZS EV's performance on test was more than adequate, with the 353Nm of torque (33Nm more than the Leaf) delivered instantly for strong and smooth acceleration.





## MG ZS EV vs Nissan Leaf



It sprinted from 0-60mph in 7.4 seconds, 0.4 seconds faster than the Leaf, but by 60mph the MG's urgency tails off (its top speed is only 87mph). Acceleration from lower speeds is more important to more people, and in this instance, the ZS managed 30-50mph in 2.7 seconds, compared to 2.8 seconds in the Leaf, so there's little to split them. This acceleration is what makes smaller EVs like these easy and fun to drive in urban areas.

They are helped by single-speed transmissions. With no gearchanges, you just squeeze the throttle and go. There are three driving modes in the ZS: Eco, Normal and Sport. Eco and Normal are the nicest, because the throttle response ramps up in each setting, and it's a little too aggressive in Sport.

There's a bit of motor whine as you lift off, but otherwise refinement is pretty good – and this extends, mostly, to the ride. The ZS feels fairly soft, bouncing a fair bit with loose body control, but at least the chassis deals with softer undulations in the road smoothly; bigger, harsher bumps cause the wheels to rebound rather aggressively, with a cheap, slightly crude feel to the way the dampers deal with controlling the wheels.

The Leaf isn't immune from this either, but it's better than in the MG. The ZS's steering is light and imprecise, but acceptable, and makes it easy to navigate around town. It's no driver's car though.

Top-spec Exclusive trim features air-con, keyless operation, adaptive cruise, an eight-inch touchscreen set-up with sat-nav and smartphone connectivity, a panoramic roof, heated seats and some great safety tech for the money as part of MG's Pilot system.





# MG ZS EV vs Nissan Leaf



Inevitably, given this kit tally and the solid engineering underneath, it's the level of quality of the rest of the car that comes in for questioning. The interior plastics are hard and, although they feel robust, they don't feel particularly high in quality. But then this does keep the price down, which is key at this level of the market.

### Testers' notes

- Quality: Overall fit and finish still come up short in the MG, with more hard plastics and basic trim than you'll find in the Leaf.
- Equipment: Heated leather seats are part of an extensive kit list that the Leaf can't match.
- Tech: There's a good touchscreen, but you don't get a hi-tech digital dashboard.





## MG ZS EV vs Nissan Leaf

### Nissan Leaf

**For:** Ride and refinement better than the MG's, more EV-orientated features, fair level of kit even in base trim.

**Against:** Range isn't as good, performance and practicality limited compared with MG's, pricier.

The second-generation Leaf is a heavily updated version of the original when it comes to the architecture on which it's based. The big changes come courtesy of a bigger 40kWh battery (of which around 36kWh is usable) supplying a more powerful 148bhp electric motor.

Unlike the MG though, the Leaf's battery doesn't feature more advanced liquid cooling to regulate the cells' temperature in use and when charging. Bear in mind that over a long period of time this could potentially affect the battery's performance.

As it stands, the Leaf's performance is sound, taking 7.8 seconds to accelerate from 0-60mph – much faster than an equivalent combustion-engined car would take. Like the MG, it's so easy to do as well. With a single-speed transmission there are no changes, so



Also like the MG, the Leaf isn't the greatest to drive. The connection between driver and steering is vague, compounded by the fact the steering wheel doesn't offer a wide enough range of adjustment; there's only the option to change rake, not reach.

Neither are the body control or ride anything to write home about. The Leaf has less variance between its best and worst, smothering harsh bumps much more adeptly than the occasionally crashy MG, but it doesn't feel quite as soft and forgiving as the ZS at its best. However, the Leaf is much more consistent and composed, partly because its ride height is lower, so it doesn't roll around as much.

The motor is smoother and its response is silkier, so it's easier to get the measure of, even if the Leaf's performance lagged behind the ZS's in our tests. Along with the 0-60mph



## MG ZS EV vs Nissan Leaf



assessment, the Nissan trailed the MG by 0.1 and 0.2 seconds between 30-50mph and 50-70mph, at 2.8 and 4.6 seconds.

This is barely noticeable on the road though. However, the ZS's liquid cooling means the MG's performance and recharging rate should be more consistent than the Nissan's, while the battery itself should have a longer life.

Like the MG, quality is average at best, with the Leaf's cabin clothed in hard plastics, while there's plenty of equipment included even in base Acenta spec. You get a much more versatile seven-inch screen next to the speedo, which shows more EV-specific info than the MG's small screen. The Nissan's infotainment shows charging stations, too, whereas the MG shows petrol stations – it's obvious it's been carried over from the standard ZS.





## MG ZS EV vs Nissan Leaf

The Leaf also comes with great safety tech, a rear-view camera, 16-inch alloys, adaptive cruise, climate control and auto headlights.

### Testers' notes

- Interior: Go for a Leaf Acenta, and you don't get as much kit as the similarly priced MG. The car in our pictures is in well-specced Tekna trim.
- Switches: Stubby drive selector sits next to e-Pedal button for one-pedal driving.
- Quality: Leaf feels like the better-built product, but isn't as far ahead as you might expect.



### Verdict

#### First place: MG ZS EV

It's far from a perfect EV, but the MG offers more range, better charging, stronger performance and equal efficiency to the Leaf, while it gets as much kit for less cash. On this basis the MG just edges the Nissan – it's a good first EV effort from the Chinese-owned British brand.

#### Second place: Nissan Leaf

Nissan's EV experience shows here, because the Leaf is a good EV. However, range and recharging are still critical and the Leaf just isn't as versatile as the ZS in this respect. The newer MG's added ability demonstrates how quickly electric car development is moving.

*Auto Express* - [www.autoexpress.co.uk](http://www.autoexpress.co.uk)





# The 1931 "Double-Twelve"

## M.G. MIDGETS GAIN FIRST FIVE POSITIONS AND WIN BOTH TEAM AND CLASS AWARDS IN UNINTERESTING RACE.

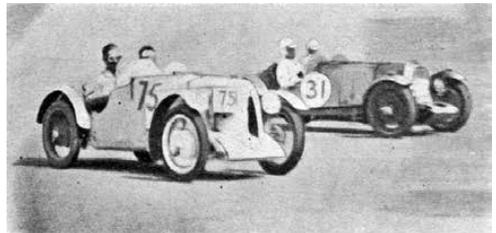


THOSE spectators who had read the notes on the Double Twelve in the last issue of MOTOR SPORT came fully prepared to watch an event of technical interest rather than a thrilling race, and so were able to get the most out of watching the performances of their favourite makes in this very gruelling trial. The key to the situation was expressed in the article referred when the Double-Twelve was described as being more in the nature of a high-speed trial, and it is interesting to note that the excellent account of the race given by one of our contemporaries opened with almost exactly similar words.

Looked at in this way, it was possible to appreciate the event in its true light, and

there is no doubt that as a gruelling test to destruction of the modern sports car, the race can be said to be ahead of anything that has been staged, and any car which could come through the two days and still be complete in essentials at the end, is a pretty tough proposition, and one deserving of the greatest respect.

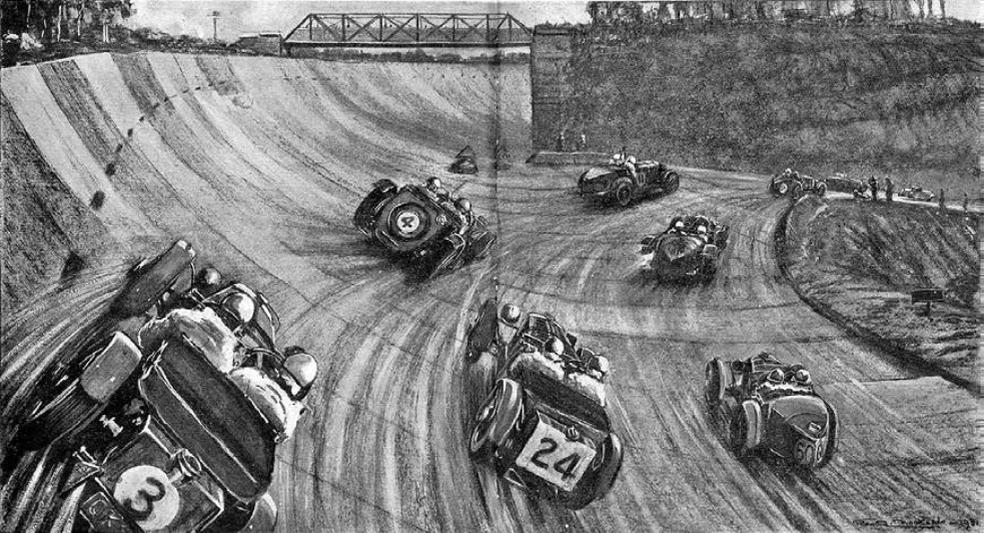
As regards the actual scale of handicapping used, we may merely hope that the results will give valuable data which will enable this to be adjusted for another occasion. We live and learn - sometimes. From this it must not be thought that any depreciation is intended of the performance of the winning cars, but merely that it would have been more exciting if the issue had been held longer in doubt and they had not won by such a margin. Their performance, as such, & serves of the highest possible praise, while Mr. Cecil Kimber is to be congratulated on the progressive policy which has enabled him, to bring the M.G., a few years ago unknown, into the very front of things in the world of racing. The lessons learnt from George Eyston's record have been well and faithfully applied to long distance work and the new 750 c.c. M.G. Midget looks like enjoying as much popularity as its 850 c.c. prototype, and if it does that, it will do well indeed.



Cushman's Aston Martin passing Dan Higgins' M.G. Midget.



## The 1931 "Double-Twelve"



Artists impression of the race, the cars in the foreground are J.F Field's Invicta (3), Aldington's Frazer Nash (24), Lord March's M.G. Midget (60) and the Maserati (4)

The Austins for once had to acknowledge defeat in the actual results, but as a demonstration of consistent and reliable running their performance should long be remembered. With the tremendous handicap imposed on superchargers (why progress should be thus stifled we cannot quite understand) it was perhaps asking rather too much to enter a supercharged team for this race. However, they had the satisfaction of putting up the fastest speed of any 750 c.c. car and out of the 9 Austin entries, works and amateur, there was only one retirement.

The chief interest of the race lay in studying team performances and in noting the troubles that beset the various makes. Talbots put up a wonderfully impressive show and the complete team, as well as Burt's private owned "90" finished. Here we had another illustration of the effect of the handicap on the faster cars. Brooklands is rough at any time, but run in the reverse direction, all the bumps had fresh sharp edges to meet the cars and the result was that speed in itself, apart from engine size, was penalised by the increased smashing and buffeting given to chassis frames, wings, oil pipes, bodies, radiators, tanks, and in fact everything that can be broken by road vibration. The Talbots' reputation for nonstop running was sometimes interrupted by various troubles of this sort, but the new "105" model has certainly proved itself a fine performer; the experience required to rectify a few minor troubles has been acquired, and they can now feel confident that nothing is likely to hold them up again.

The Aston Martin performance was typical of this very delightful and sturdy car, and although they were eventually robbed of a chance of the team prize by one retirement, Bertelli had the satisfaction of winning the class prize and is to be congratulated on being able to design, build, and for two consecutive years drive his car into a high place in this



## The 1931 "Double-Twelve"



M.G. C type of the Earl of March and CS Staniland at speed.

most arduous event.

Ashby's Riley won the 1,100 c.c. with every consistent performance and proved the great value of ample preparation of an already well-tried car.

The organisation of time keeping and results bulletins was a model of efficiency, and "Ebby" and his merry men, not forgetting the Royal Signal Corps are to be congratulated on setting up a standard which continental organisers would do well to follow.

Various announcements prior to the race disappointed those who had hoped to see a big car struggle. Howe's Mercedes was a non-starter owing to its owner contracting tonsillitis, while Campbell's place in the Aston Martin team was taken by Clive Gallop.

The usual last minute scores and rushes attended various entries, one of the brightest efforts being on the part of Cecil Kimber, who having supervised the fitting of a new engine to one of March's Midgets, proceeded to run it in by going to Portsmouth and back on the eve of the race, and a beastly night he had for it!

The dawn of Friday was thoroughly discouraging as mist and rain had settled down with the appearance of never lifting. However, the weather could not be helped and in good time the cars, drivers, and mechanics were lined up waiting for the start.

As all the engines were thoroughly warm there was no need to go off gently apart from the rain, and at 8 a.m. a crowd of cars burst into life and roared away to the Byfleet banking. The 2.5-litre Maserati did not get away at first, and all eyes turned to see the first car round. A few moments and then, quite alone, Birkin's Bentley arrived at the corner, the steering wheel flickered as he held the slipping car to a steady curve, and he had disappeared up the straight by the time the roaring pack, headed by the Talbots, followed, and the race had definitely begun.

The Maserati got going after a short delay and set out in pursuit of the Bentley. It soon became evident that we were to be shown what one of these cars can do, and, although only 2i-litres, it was soon seen to be gaining on Birkin on actual speed. This interesting duel was soon brought to an end however by the Bentley coming in with a bearing gone, and it had to be withdrawn.

From the very first it was obvious that the Midgets were going to have things all their own way in the general classification as the fastest were lapping at about 70 m.p.h. and filling all the places on the leader board. The bend itself produced little incident, even in the wet, and being of a form and contour quite unlike anything that would ever occur in any normal motoring offered no great chance of cunning tactics on the part of drivers. T. G. Moore



## The 1931 "Double-Twelve"

(Frazer Nash) disregarded the wetness of the track a trifle too much and skidded slowly round till he was facing forward again and proceeded.

Soon after 11 a.m., when Dan Higgin was leading, and Hamilton, of University Motors, was lying second, we observed a few lap speeds to see how the teams were running. By this time the track was drying fast and cars were settling down to a definite speed.

Brian Lewis (Talbot) was lapping at 89.7 m.p.h. with the other two Talbots some 2 m.p.h. less. The Invicta, which had been lapping at over 84 m.p.h. slowed to just under 80 m.p.h. Bertelli was doing 77.8, Harvey (Frazer Nash) 74, Oats on the 1,100 c.c. Maserati 75.9, Ashby's Riley 73.5. Hamilton, although not actually in the lead, appeared to be the fastest M.G. at this point, lapping at just on 70 m.p.h., while Frazer Nash on a supercharged Austin was doing 71 m.p.h. Gibson, better known at the track at one time as a performer on Sunbeam motorcycles, had expressed himself before the race as delighted with his M.G. and was now lapping at 67 m.p.h. to show it.

The race, as such, having, so to speak, settled down for the day, tire pits were the chief point of interest. The appalling condition of the track was reflected in numerous broken wing stays, Eyston's Maserati, coming in for repairs to this part, while H. J. Aldington's and Mrs. Wisdom's Frazer Nashs were suffering from this trouble, and a very long delay was caused while the broken stays were removed, quickly welded by Thompson and Taylors, and refitted. Rose-Richards' Talbot was in trouble as well with a broken inlet valve, but fortunately no damage was done to any other part, and after nearly 2 hours' hard work under Mr. Roesch's able directions the car shot off again, and thereafter continued to function in the true Talbot manner.



M.G. C type of the Earl of March and CS Staniland in the pits.



M.G. C types in the pits.

Jeffrey's Alfa-Romeo passed out of the race with a broken valve, Chaplin provided the only Austin retirement of the race with a broken crankshaft, and Bertell came into the pits on 3 cylinders. His trouble was a broken rocker, and the accessibility of the valve gear is well shown by the fact that he was away with a new rocker in place in 5 minutes.

Braidwood's Frazer-Nash broke a chain and fitted another. Chain trouble being almost unknown with these cars, it was all the more remarkable that all three cars suffered



## The 1931 "Double-Twelve"



M.G. C type of T.V.G Selby and G Hendy.

from this trouble in the race, and this was eventually traced to the fact that the exhaust pipe had been led too close to the top gear chain and so caused the lubricant to bum off and cause the chain to tighten up. One more thing to remember another time !

Oetzmann took his engine right down, to fit a new gudgeon pin, but eventually withdrew the car.

The very high pace which the M.G.'s were setting was causing a certain amount of trouble with valves, but the leaders kept on.

### HOW THE LEADERS FARED.

The Earl of March was drawing up steadily, and when Dan Higgins retired after a wonderful run at 68 m.p.h. for 10 hours he took the lead, to hold it to the end.

The 1,500 c.c. class was notable for the consistent running of the Aston Martin team, sometimes with a Frazer-Nash keeping them company.

It now became a question of keeping going more to find things out and try and keep an eye on the team award, than to try and catch the Midgets, while the public were entertained by the terrific speed being put up by Eyston's and Raniponi's Maserati, which actually lapped several times at over 100 m.p.h., the highest lap speed ever attained in a Double Twelve.

Unfortunately this fine performance was brought to an end by the back axle breaking, towards the close of the day's running, and one more car was out of it. Couper's solitary Lagonda was still running well and although he had various troubles, nothing stopped him and the car was still running at the end of the race.

The closing moments of the first day's racing were used by many to have a look round and to do odd jobs in preparation for the morrow while the matter was fresh. At 8 p.m. the cars were wheeled under cover in the paddock and competitors went off to wonder whether the starter button would produce the desired result in the morning.

The start on the second day was much less a mass affair, as many cars were under treatment, and others proved refractory. R. R. Jackson's Midget proved so obstinate that it was 3 hours before it would function, but in the main the cars got under way soon. The first car away on Saturday was Couper's Lagonda, while others within 30 secs. of the



M.G. C type of F.M Montgomery and R Hebler. Retired first day, broken piston.



## The 1931 "Double-Twelve"

start were Cobb's Talbot and Benjafield's Aston-Martin, with Bertelli's Aston-Martin following. The remaining Talbots were fitting strengthening plates to their wing supports, the same having being fashioned at Fox and Nichols during the night. The Invicta had burnt a piston on the previous day and were fitting a complete new set and finished their terrific task soon after the start on Friday. Later a stone punctured the tank, but this was repaired and the car proceeded to put up a very good show, having a great scrap with the Talbots, although naturally hopelessly behind on actual distance.



Winning M.G. C type of the Earl of March and Chris Staniland at the finish.

The "blown" Frazer-Nash, which had avoided any wing trouble, made up for this by coming in soon after the start on Saturday with two big ends rm. Dropping the sump exposed a broken oil pipe in the engine as the cause of the trouble. However two new bearings were duly obtained and the fitting of same proceeded.

The leaders seemed now to be settled and did not alter, while the Earl of March's team had worked themselves up into a stronger position than ever and were obviously going to make a strong bid for the team prize as well as winning the race.

Radiator troubles were now overtaking several cars, and Brian Lewis brought his Talbot in and radiators were changed, and Rose-Richards and Cobb, in spite of their stop for a broken valve on the first day, were now leading the class.

The Aston Martin hopes of the team prize were dashed when Benjafield's car came in with valve trouble, and after due examination had, to be withdrawn.

A car which was running very well at this time was Cuthbert's Riley, a normal chassis and not a Brooklands model, which later had the misfortune to break a chassis member, and had to crawl round gently to finish.



Earl of March beside the winning Midget.

Just after 1 p.m. Braidwood and his mechanic finished fitting the two big ends, and after a couple of anxious laps to see that all was well proceeded to push the Frazer-Nash round at 84 m.p.h. in an effort to make it appear that a race was in progress. Froy on the Invicta seemed to have similar ideas, and chased the Talbots with great vigour.

Interest begin to wane as many of the cars were now out of the race and others were



# The 1931 "Double-Twelve"



**J.C.C. Double Twelve Hour Race**



*For Price Ltd.*

**BROOKLANDS MAY 8-9**

**The M.G. Midgets**  
were  
**1st 2nd 3rd**  
**4th & 5th**

also winners of the Team Prize and  
**1st, 2nd and 3rd** in Class H.

*(Subject to Official Confirmation)*

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ISSUED BY THE PUBLICITY DEPT. OF THE M.G. CAR COMPANY, LTD., ABINGDON-ON-THAMES.

actually hopelessly out of it although still running. Hamilton, who drove his car himself right through both days, came in to rectify a defective induction washer and lost a place, but pulled up later to his original position.

Ashby was in an unchallenged position in the 1,100 c.c. class, and there was little to do but wait for the finish, and watch the larger cars putting on a final spurt. Shortly after 5 p.m. D. A. Aldington's and T. G. Moore's Frazer-Nashes went out with engine trouble, while H. J Aldington carried on with the third of this make in company with the Aston Martins.

With nearly two hours to go Searle's Austin refused, to progress further under its own power and as it had only another lap to cover to qualify, the driver and mechanic set out to push it in the boiling sun, and, achieved the very excellent lap under the circumstances-of 3.54 m.p.h. It was now all over bar shouting, and no further incident occurred to interrupt the steady progress of the victorious Midgets, and at 8 p.m. the maroon banged once and another Double-Twelve was over. The Earl of March's team collected the team prize ; there was much jubilation and stretching of tired limbs. And now for Dublin and Ulster where those defeated may have a chance of revenging themselves.

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



Winning team of the Earl of March and Chris Staniland.



## For Sale

**2013 MG 6 GT** - Orange - Price \$10,000.  
23,767kms, NZ new, 1.6 turbo charged engine. Very good condition, five speed manual gearbox. Distinctive orange colour. Driven to the Hawke's Bay numerous times, It also has a sunroof, hill start assist, cruise control and a service history.  
Sold on behalf of and can be viewed at Karori Auto Services. Contact Craig (04) 476 6547



## MG extends cheap EV offer

12 November - Just two months after it launched its special price offer for orders of New Zealand's cheapest new EV, MG Motor New Zealand has sold all 50.

The special price of \$49,990 for the first 50 pre-orders made MG's ZS EV small electric SUV the cheapest new EV sold in New Zealand, even if buyers won't actually see their cars until the middle of next year.

But don't kick yourself if you missed out because the offer has proven so popular that MG Motor New Zealand is now offering the next 100 pre-sales for a similar price of \$50,100 plus ORC.

The pre-sale discount strategy is similar to one used in other markets for the ZS EV launch, with a special price offered to the first 1000 buyers in the UK where MG will also matching the government's EV subsidy.

MG hasn't actually announced a full retail price for the ZS EV in New Zealand yet, saying it will do that when the EV is actually launched next year, but it says the introductory price represents a "substantial incentive".

"We are delighted to offer our Kiwi customers more choice and affordability with our new MG ZS EV, and it's exciting to see such strong interest in the MG ZS EV after only two months of pre-sale," said Anthony MacLean, business manager for MG Motor New Zealand.

"As we herald a new era of electric motoring in New Zealand, we're making a commitment to ensuring it's a smooth transition for all with our affordable and practical EV model. We're undertaking extensive research and planning into the model's compatibility with New Zealand's electric vehicle infrastructure, and the model is set to make the most of NZ's extensive DC rapid charging network."

Customers keen on reserving a ZS EV can do it either at a dealership or through a dedicated portal at the company's website.

Stuff Motoring drove the ZS EV at parent company SAIC Motor's test track earlier this year. It's powered by a 44.5kWh battery giving 105kW/353Nm and a range of 262km under the official "real world" WLTP test regime now being used in Europe.

The CCS Combined and Type 2 charging ports in the grille are compatible with NZ's charging infrastructure. The ZS EV can be powered up to 80 per cent in 40 minutes using a 50kW fast-charger, seven hours with a 7kW charger unit of the type that can be installed at home - or simply trickle charged using a standard three-point plug.

SAIC Motor sold more than 140,000 New Energy Vehicles (NEV) in 2018, doubling the NEV sales of the previous year for the fifth consecutive year.

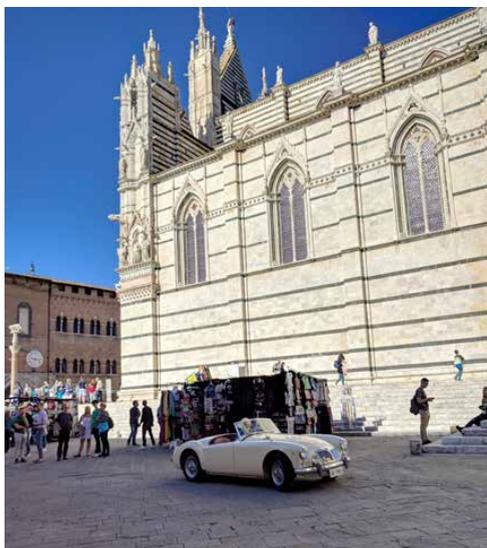
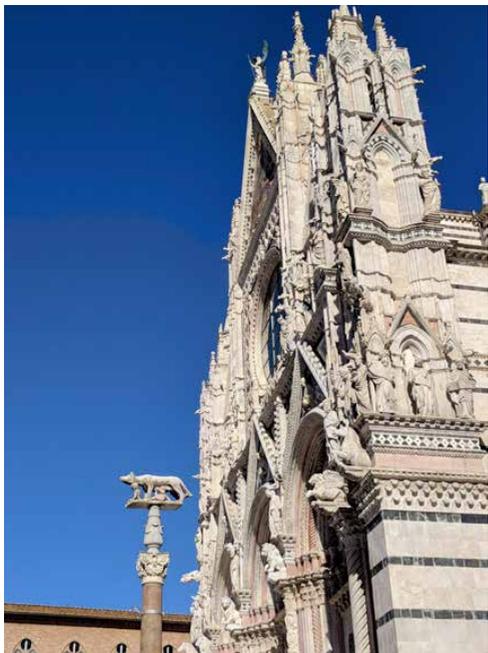
The MG ZS EV will come with a seven-year/130,000km new vehicle and battery warranty.

[www.stuff.co.nz](http://www.stuff.co.nz)



## Trevor Boone's Italian trip

While Trevor was on his Italian trip he visited the Sienna Duomo (Cathedral) in Sienna and this car rally was also taking place.





## Trevor Boone's Italian trip

While on the road trip from Lake Como to Venice, we popped in to the Mille Miglia Museo (Museum) in Brescia; nice diversion. The lighting was tricky with so much sunlight behind the displays. - Trevor



Since there were a few cars you might recognize, I haven't included them as I like the one off specials that show the skill of Italian coachwork - Ed.



# Trevor Boone's Italian trip





## MG Hector Milestone



MG India has reopened bookings for Hector after a temporary halt.

New Delhi, Oct. 22: Underlining another milestone in its journey, MG (Morris Garages) Motor India has manufactured 10,000 units of the HECTOR, its debut offering in India, at its Halol manufacturing plant in Gujarat. The landmark has been achieved within just four months of the Hector's launch in the country.

The carmaker plans to ramp up its production for its second shift beginning in November this year, in line with the increased component supply from its global and local vendors. It has received an overwhelming response for the MG HECTOR with bookings of over 38,000 units.

“With the re-opening of bookings, the MG HECTOR has further gained momentum as the most compelling proposition in the SUV-C segment. Our endeavour is to ensure customer satisfaction through timely vehicle deliveries in the coming months,” said Rajeev Chaba, President & Managing Director, MG Motor India.

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





# Old Speckled Hen Run - October

## Day 1: Wellington to Stratford

The Anderson Tour started on Labour Day. The first group of five cars met at Pauatahanui before linking up with the remaining two at Waikanae. Despite the dismal weather forecast, the day dawned fine with the sun shining. The party was farewelled from Waikanae by Michael and Elaine Anderson who were sadly unable to participate in this run.

Our party comprised seven cars. The oldest being a 1954 M.G. TF and the youngest a 2019 MG 3: a span of 65 years.

### Participants

Bill and Rae Denize

David and Kate Hector

John and Jenny Jackson

Ron Mitchell and Shirley Kelly

Les and Chris Newman

Chris and Wendy Ward

Andrew and Jill Weeks

### Vehicle

MG TF160

MG A (1959)

MG TF (1954)

MG 3

MG B

MG BGT

MG (BMW) Z4

Heading north we were cheered by the relative lightness of the traffic, although we did encounter occasional showers en route to Bulls and a welcome coffee break. From Bulls onwards, Bill Denize and Kate Hector swapped cars to give David a spell from driving. Yet another example of the camaraderie that the MG fraternity is well known for.

Following the lovely driver's road towards Taranaki we all revelled in the glorious scenery. At Patea our party, led by the 1954 MG TF, courteously pulled over to let some faster moving traffic through. After a good run we turned right at Hawera and stopped at the Tawhiti museum housed in an old dairy factory.

The party was captivated by the place, from the Wind-in-the-Willows themed cafe to the outstanding craftsmanship in the main body of the museum. We were particularly impressed with the displays highlighting the Maori Wars in Taranaki and the visual representations of how the populace lived in past times. Les Newman even managed to get a photo with a Newman tractor!



Mole and Ratty on the river.



The magnificent Maori Pa.



## Old Speckled Hen Run - October



Kiwi long-drop.



Life in New Zealand in past times.

Discrete areas housed a vast collection of farming related vehicles and associated memorabilia as well as a separately themed area devoted to Traders and Whalers and a Bush Railway. A trip to Taranaki is worth it just to visit this attraction.

### Day 2: In and around Taranaki



New Plymouth waterfront.

The programme was deliberately planned as a relatively quiet affair after all of the driving on the previous day. A leisurely start was followed by a forty minute drive around Mount Egmont which brought us to the centre of New Plymouth. Tackling the one-way system, we found long term car parks and headed to the excellent Len Lye Centre which is the home of the New Zealand Museum of Contemporary Art. What a mind and vision Len Lye must have had. The outside of the building is striking with its large corrugations in reflective metal making a striking impact alongside the more traditional architecture of the rest of the building complex.

After a lengthy perusal of the fascinating artifacts in the museum there was the opportunity to either wander along the extensive waterfront at New Plymouth that features many of Len Lye's creations, or to



# Old Speckled Hen Run - October



The dramatic lines of the Len Lye Centre.

sample the excellent range of boutique-style shops on and around Devon Street.

After lunch we visited the Hillsborough Holden Museum: what a wonderful surprise. Expecting a private collection of a maybe a dozen privately owned Holdens, we were dazzled by the collection of almost fifty vehicles, all in absolutely pristine condition and displayed in a most professional and aesthetically pleasing manner. There was a massive investment in the vehicles and the associated infrastructure.



Ron and Shirley admiring the artwork

Many of the exhibits had never been and never will be driven. Rare limited editions, many from the Holden Special Vehicles (HSV) collection. A real sight for sore eyes. There were many references and memorabilia related to the Holden Racing Team and its Bathurst exploits over the years. We really did feel that we had fallen into Aladdin's Cave!

We were particularly touched by the exhibit of a 2019 Commodore: it was a gift to the museum owner by his friend and admirer - Holden New Zealand Limited. Hardly surprising as this facility is an absolute must for any red blooded Holden fan. Sadly photography was banned within the museum, but the following photographs sourced from the internet more than fairly represent the quality on display.



Les and that tractor!

The **Commodore GTSR** was the brainchild of HSV. An order for 85 Commodore GTS's had been cancelled thus surplus stock was available for a special edition, and the GTSR was born. The huge engine was bored out to increase power and massive disc brakes

installed. What a beast! This Commodore GTSR is currently being offered for sale: a snip at \$185,000 when you relate price to performance.

The **Maloo** is equally remarkable in that it is the fastest Ute ever put into production. It



## Old Speckled Hen Run - October



Holden Commodore GTSR.



Holden Maloo.

also features equally enormous brakes!

Then there was the Granddaddy of them all: the 1949 FX: the oldest registered Holden in the country.



1949 FX Holden.

### Day 3: Taranaki to the Chateau Tongariro

The day dawned clear with the sun glistening on the snow capped Mount Egmont: what an encouraging start to our day. The planning of this day had been

fraught with difficulty. Our original plan was to retrace our steps to Whanganui and then head north to Raetihi on SH4. There was also the option for the more adventurous to take the glorious road via Jerusalem. Sadly there had been a large slip on SH4, so we adjusted our plans to traverse the Forgotten Highway through Whangamomona. Again we were foiled with the road being closed for the Targa Rally.

The third choice proved to be an absolute winner, heading through Inglewood to the west coast and an initial run to Mokau. What fabulous scenery, so reminiscent of the best of the South Island. Ninety minutes into the run we reached Mokau for morning coffee and the option of whitebait fritters. Does it get any better than that? Tracking inland on SH3, we had a lengthy wait at major roadworks and found ourselves well and truly locked into a lorry convoy. Commonsense prevailed and we dropped back and adjusted to a more modest pace: suddenly we had the road to ourselves and we able to luxuriate alone in the wonderful scenery.

Following lunch at Piopio, we headed to Taumarunui. We remained blessed with glorious scenery and very few other vehicles on the road. As tail-end Charlie, I had the pleasure of following John and Jenny Jackson in their lovely 1954 MGTF. It looked magnificent on the road as it effortlessly tackled the topography - with the paucity of traffic we could have been forgiven had we envisaged that we were travelling in the 1950's or 1960's. At Taumarunui we offered David Hector the opportunity for a rest. He travelled on to the Chateau with Jill in the Z4 whilst I had the opportunity to drive the MGA and to enjoy the



# Old Speckled Hen Run - October



The Chateau Tongariro.

company of Kate Hector. She worked hard when the rain came, to minimise the impact of one or two leaks: not unexpected in a car some 60 years old.

We all arrived at the Chateau Tongariro for our dinner and overnight stop. For several in the party it was their first visit to this New Zealand icon. It was a good job our schedule had been set to maximise our time at the hotel.



Rae Denize sent me this photo of Ngauruhoe at its best.

Dinner was an excellent affair, followed by an extended stay in the lounge. A comfortable area for a jolly good chat and the opportunity for snooker for some of the party. A full-sized table is a tough challenge and I was amused to learn the following morning that one or two had “retired hurt”!

## Day 4 The Chateau Tongariro to Hawke’s Bay across the Gentle Annie



Introducing the Gentle Annie.

Many of us had deliberately missed breakfast as we left the hotel. The first half hour provided us with vistas including the snow capped Mount Egmont as well as the stunning Ruapehu. By 10.30 we had reached Taihape for our planned brunch at Le Cafe Telephonique. Running repairs were completed and cars refuelled before we started on the day’s highlight, the crossing to Hawke’s Bay on the Gentle Annie.



Team photo excluding Chris and Wendy Ward.

This was also a “first” for several in our party and it did not disappoint. We had planned to make a couple of stops en route, to enjoy the changing scenery and also to give the drivers a chance to stretch their legs. Our first stop was at the bottom of a long hill by a disused old single-file suspension bridge. As with the previous day, we were overwhelmed with the scenic splendour of this road: a real sensory uplift. We all had a wander onto the bridge and we fortunate to find another traveller who snapped a team photo.



## Old Speckled Hen Run - October

After a suitably refreshing break, we once again headed towards the Hawke's Bay. We encountered a small number of vehicles as the countryside became more rugged and dramatic. The road became a little narrower and the bends more pronounced, particularly as we crossed the top of the Kaweka ranges. Part way down we had our second stop where we had the chance to view the pristine scenery including a slow moving crystal clear stream.

The balance of the run to Havelock North was uneventful. Several members of the party took the opportunity to have a wander around the town before gathering for nibbles and drinks to celebrate birthdays for Chris Newman and Shirley Kelly. Afterwards we were joined at the Maina restaurant by recently relocated club member Sue Forde. It was good to catch up with an old friend, not to mention the ex Bill Denize MG ZR Scruffy. The meal was superb and all have noted this restaurant as one to revisit in the future. Back at the motel we gathered in Les and Chris Newman's unit for birthday cake in lieu of dessert.

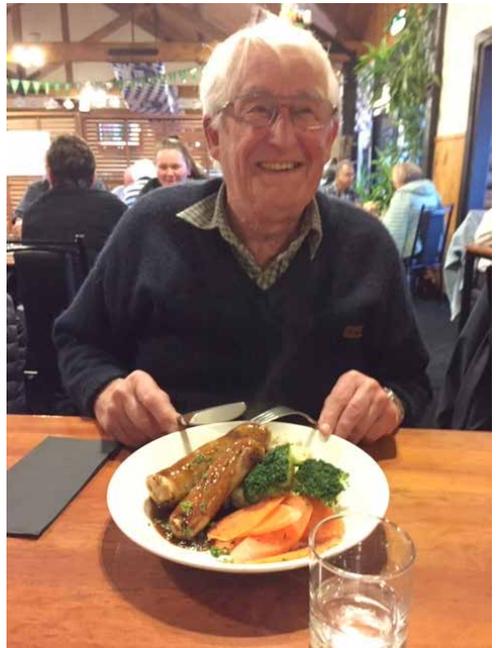
### Day 5 In the Hawkes Bay

After the travelling of the last two days, we had planned a relaxing day in the Hawke's Bay. A free morning provided time to peruse the local shops or visit friends, whilst three cars took the run to the summit of Te Mata Peak. The views were superb, but the wind rather biting; definitely jacket weather despite the sunshine.

At noon we gathered at the motel for a wine tour. Vince provided us with two buses, thereby facilitating the opportunity to enjoy some tastings. We visited four wineries but perhaps the standout visit was to Hawkes Ridge winery. Here we were met by the



The birthday girls Shirley and Chris.



Who said David Hector doesn't eat sausages?



## Old Speckled Hen Run - October



Our cars at Te Mata Peak.



Craggy Range Winery from Te Mata Peak.

owners Bob and Caroline, later briefly meeting their son Douglas who is the winemaker. Entering the winery through a mature olive grove we were treated to some lovely wines interspersed with anecdotes, local wine history and humour. Bob was an absolute classic. The winery visit lasted about an hour and three quarters and the degree of our delight was evidenced by the several purchases made by most of our party. Definitely a winery to visit again in the future.

Back at the motel we were delighted to catch up with Willie and Sharyn James. Then Vince and his wife dropped several of us off at the restaurant. After a good meal, we once again sampled birthday cake before witnessing a local firework display. We then gratefully retired after an exhausting day, certainly too tired to watch the rugby.

### Day 6 Hawke's Bay to Feilding

We awoke to a classically sunny Hawke's Bay morning and to the news that the All Blacks had won their match. Soft tops were dropped and the group left the motel as and when ready, with the intention of meeting up at the Nibbley Pig in Woodville for an early lunch. Some tried SH 50 whilst others took either Middle Road to Waipawa or just headed off down SH2. The run to Woodville was uneventful, other than to note a relative paucity of traffic and, of course, the lovely scenery. Once at Woodville we found that the much reputed Nibbley Pig was no longer, but now reopened as The Junction. Sadly the fare was not as good as in the past.

It was at Woodville that we bade a fond farewell to Ron and Shirley who had to head home. The balance of the group then headed for Feilding, traversing the Saddle Road through Ashurst. Once again I had the opportunity to drive the MGA and give David a break from driving. The Saddle Road was a classic although I have on good authority that it has been substantially improved since the Manawatu Gorge was closed. The final run to our motel in Feilding was pleasantly uneventful

Our programme for the afternoon was to meet up with Gary Nicholls of "primer-painted" Daimler and Bentley fame. He is also a great stalwart of British Car Day helping to



## Old Speckled Hen Run - October

manage the entry processes wearing a union-jack decorated top-hat! However, it was in his professional capacity as Engineering Manager of the Feilding and District Steam Railway that we were visiting him. We were also pleased to be joined by Steve Higgison of the Manawatu MG Group: Steve is the proud owner of a 1971 MGB Roadster.

Some two and a half hours later we had been given a wonderful overview of the works at their depot. Like so many other clubs/societies the Feilding Steam Railway Group struggle for volunteers and members as well as trying to minimise the impact of the general ageing of the existing membership. A familiar story to that of our club.



Gary and Trevor with diesel power.



Gary addressing wheel studs and steam power.

The technical knowledge of the team of volunteers that we met was just remarkable. As was the degree of enthusiasm shown by, not only the older stalwarts, but also by a couple of new young volunteers. Young Joel was our tour guide and he did a remarkable job, exhibiting a great deal of knowledge of the Society and its assets.

This society has a massive renovation job in front of it and will tackle that mountain with the same determination and enthusiasm that our members tackle the maintenance and rebuilding of our MGs.

Putting a railway visit into the programme for this tour was somewhat high risk, but I was gratified with the degree of interest and knowledge shown by many of our party. It was a visit rather more for the lads, but several of our ladies came along and clearly enjoyed the experience.

We ended our day with a final dinner at a local Irish Bar. We were joined by Bob and Sandra Illingworth and John Eames from the Manawatu Group which clearly enhanced our evening.

### Day 7: Time to go home

There were one or two weary looking faces this morning, no doubt as a result of watching the World Cup Final.



## Old Speckled Hen Run - October

Once again we were joined by Steve Higgison as we headed into the centre of Palmerston North. The idea was to make a courtesy call on Cartown, the dealership from which several of our members have purchased or ordered new MGs. Sadly whilst the yard was open, there was no sign of any of the sales staff. Nevertheless we managed to get a good look at MG3s and MG ZS.

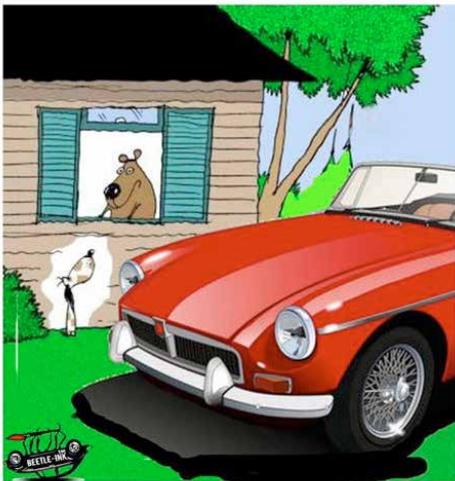
Our final call was at the Murrayfields Museum and Cafe for either a late morning coffee or an early lunch. Then it was time to say goodbye. John and Jenny Jackson had already departed as we parted company for our respective trips home.

This fourth lengthy Old Speckled Hen run has lived up to the traditions of past tours. Everybody has got on really well and there simply hasn't been a cross word from anyone. In short it has been a pleasure and a privilege to enjoy the company of each and every member of the tour. It has been so good to see participants helping each other out in anticipation without the need for a request for assistance. That is just what one expects from our MG family. Roll on next year and the next extended OSH run. I hope that you will consider joining us.



Steve Higgison's MGB with the residue of our travelling party.

*Andrew Weeks - November 2019*



"I can't come out to play with you today. I have to guard my owners MGB. It's the curse of your owner being smart breed and buying nice cars"





# MG Classic Motor Race - November

The 34th MGCC Classic Motor Race Meeting, ran like clockwork as per usual, thanks to Ron and Naomi. This year saw a record number of MG's attend, twenty two. Following is a number of photos from the event, including the 'MG Challenge'.

*Photographs: Dean Gray & Gina Jones*





# MG Classic Motor Race - November





## MG Classic Motor Race - November



## 7th MGF/TF Festival Mangaweka

Don't miss the 7th Annual MGF/TF Festival at Mangaweka

**When:** Weekend of 29 February / 1 March 2020

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

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

Mark your calendar now for  
29 February / 1 March 2020

Go to [www.mangaweka.co.nz](http://www.mangaweka.co.nz) to check out the fantastic venue

For full entry information and accommodation options contact:

*John and Viv Eames*

Phone: 06 382 5717 Mobile: 027 782 5717

Email: [mangaweka@hotmail.com](mailto:mangaweka@hotmail.com)





## Old Speckled Hen Run - November

We all know that feeling of impending doom when no matter what you do your fate is in other hands, well that's the way we felt looking at the weather forecast a week or more out from the annual Old Speckled Hen BBQ which we were holding at our home in Tawa as every time we looked at a forecast the weather was just fine right up to the appointed day of the said BBQ when it said RAIN. However the weather gods were kind and the day dawned fine with clouds which soon faded away to give us a great day.

The food was your normal BBQ fare but with a couple of boneless legs of lamb to keep the Kiwi flavour and a selection of desserts including a slowly dissolving cheesecake due to a fruit topping that included Kiwifruit which any hint of dissolves gelatin upon the slightest touch, however it still tasted good and as some wit said "well it all ends up in the same place" which is of little consolation to the panicking cooks however apart from that minor miscalculation the day went well. and our last guest left at about 3 pm

We were pleased to see that we attracted members from far and wide with Steve Higginson coming from the Manawatu.

We look forward to seeing everyone at our first OSH run in February 2020 at Murrayfield for our planning lunch.

*Les and Christine Newman*





## For Sale

### 1967 Mustang Convertible - Licence plate negotiable - \$67500 ONO

Born 12th April 1967 at Ford Dearborn Plant, Engine 289ci-2V (4,700cc)

4 Barrel Holley with mild cam. C-4 Cruise-O-Matic Transmission.

Colour Candy-apple Red

Full restoration in Paraparaumu by well-known Mustang aficionado and registered here 17-Oct-2003. Has 3 concours awards from NZ Mustang conventions over 2010-11 & 12.

Current owner has been fastidious in maintaining and improving the vehicle over 11 years of ownership. Adding, electronic ignition, spare wheel to match other 4, height adjustable Monroe GASRiser adjustable rear air shock absorbers. Replaced external mirrors, new heater core and rebuilt auto transmission.

The 67 Mustang was a complete redesign, receiving a jazzy new body, a wider track for better road grip. This configuration was only produced for 2 years, 67 & 68. They are quite rare in New Zealand.

This unique vehicle is 1 of the 6 that featured in the Lord of the Rings: Return of the King - premiere 1st December 2003. With Sean Astin (Sam the Hobbit), John Rhys-Davies (Gimli the Dwarf) and Elijah Wood's (Frodo) mother Deborah riding in it.

Has also been used numerous times as a wedding car and supported local charities to raise funds through calendar photo shoots and Xmas parades.

Reluctant sale but too many cars and another on order means this one has to move on to hopefully another enthusiastic owner who'll get the same amount of joy from it.

Contact Ross Mob: 0274438826 or email [arfmg@actrix.co.nz](mailto:arfmg@actrix.co.nz)

Full range of photos on TradeMe

Ref <https://www.trademe.co.nz/Browse/MotorsListing.aspx?id=2425801408>



### MGB for sale, offered to club members only.

1969 MGB Roadster, registered, new WoF, great condition, will be sad to see her go but I just aren't driving it enough to justify keeping it (travelled less than 200km in the last 12 months). It's too good to just sit in my garage. Very reluctant sale. Comes with soft top and tonneau cover, paint in good condition, engine is peppy, Wire wheels, near new tyres, Chrome on great condition, always garaged and I have never driven it in the rain, Personalised plate "MG1969".

Price by negotiation, call James on 021-274-0730.



## 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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# 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.



**New Item**

Expedition Jacket with MGCC Logo (Ultra-light hi-loft quilted jacket).  
In Black or Navy in both Men and Ladies Modern Fit Sizes.  
Cost \$150.00 including MGCC Logo embroidery - orders only



MG90 Car badge.  
75mm - \$43.00.

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



## Last Word



Did you know? The Vanden Plas 1.5 and 1.7 (as they were officially called during 1979-1980) were produced at Abingdon in their final phase after the Kingsbury Vanden Plas works closed in 1979. The 1.5 was manual, the 1.7 (in fact 1750cc) was automatic.



## Rear cover

Inside rear cover - 2019 MGCC Classic Motor Race Meeting - November

Top: Gaggle of MGs at speed.

Middle: Jamie Warn getting rescued from the kitty litter.

Bottom: Club member Sam Lyle's Jaguar XK120 special in the Allcomers race.

Photographs: Dean Gray

Rear Cover - 2019 MGCC Classic Motor Race Meeting - November

Top: Race MGs group photo.

Middle: Lining up to race, Grant Kern ahead of Malcolm Fleming.

Bottom: Race MGs, LR: Geoff Brader, Neville Thompson and John Palmer.

Photographs: Gina Jones.



## Advertising specifications for display advertisements

Prices for 12 months

Full Page                 \$300

Half Page                 \$200

Quarter Page            \$100

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

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

