



Bulletin

PO Box 3135, Wellington, NZ.

Aug - Sep 2020





1953 MG TF 1250 - This is a truly lovely example. Professionally repainted a few years ago. Excellent throughout. The current owner has had the car for 36 years, \$55,000.



2005 MG 135 Roadster - NZ new, Has had fanatical owners and there is a full history file. \$12,990.



1963 MG Midget - Paintwork is excellent as is interior. Mechanically great, drives really well. \$17,990.

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Cover: Brian Pope's work in progress MG Metro Turbo project.



MG Car Club - Wellington Centre

MG Classic Racing

MGCC Wellington Centre website: www.mgcarclub.org.nz



Coming Events

Wed 19 Aug	Club Dinner - Sprig & Fern, Tawa. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sun 23 Aug	Annual General Meeting, Southwards, Paraparaumu. Contact: Secretary - email: jhiggins@netedge.co.nz
Thurs 27 Aug	Old Speckled Hen Run. Contact: Andrew & Jill Weeks - email: andrew@weeks.net.nz
Wed 2 Sep	Noggin 'N' Natter - The Backbencher Gastropub, 34 Molesworth Street. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sun 13 Sep	Daffodil run to Gladstone. Details to be confirmed by email.
Wed 16 Sep	Club Dinner - TBA. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Thurs 24 Sep	Old Speckled Hen Run Contact: Bill & Rae Denize - email: billandrae@extra.co.nz
Sun 27 Sep	The Surgery Sprints 2020 - Round 4, Manfield. Contact: Ron Robertson - email: ron@mgcarclub.org.nz
Wed 7 Oct	Noggin 'N' Natter - The Backbencher Gastropub, 34 Molesworth Street. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sun 11 Oct	Club run and breakfast Details to be confirmed by email.
Tue - Sun 13 - 18 Oct	Targa NZ - The Ultimate Time Trial - Vintage Car Club. See page 35. Contact: Rod Corbett - email: rod.corbett88@gmail.com
Wed 21 Oct	Club Dinner - TBA. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sat 7 Nov	Annual Awards dinner Details to be confirmed by email.
Fri - Sun 13 - 15 Nov	Annual MG Classic Race meeting at Manfeild Contact: Ron Robertson - email: ron@mgcarclub.org.nz
Committee meetings are held on the first Monday of the month, 5.30pm, Meeting room, Wellington Bridge Club, 17 Tinakori Road, Thorndon.	



Outgoing President's Column

Most of you will know that both Rae and I have resigned from the Committee. However we will both continue to be actively involved in as many of the club's activities as we can. Having been involved in the club for over 30 years nothing will change and we will assist when required as has been the case for many years now.

So what has been happening in respect of club outings since we came out of lockdown? There have been two very successful OSH runs both of which we have attended. Les and Chris Newman organised the Bill Pyne Memorial OSH run at the end of July and we had 33 participants. Despite a little bit of drizzly rain we had a fun run ending at the Aston Norwood Café at the bottom of the Remutaka Hill for lunch. John and Jenny Jackson in their MG TF took out the first prize for this event.

Early August we had our Big Breakfast run to Masterton with 41 people in attendance. This is probably the biggest group we have had for this annual breakfast on a typical Wairarapa mid-winter day i.e. fine with little wind and around 15 degrees.

The same weekend as the Breakfast run the Auckland Club had their annual mid-winter run based in Taihape and a number of our club members attended that event. Judging from all the photos taken the weather was great with plenty of snow on the ground over the Gentle Annie to Hawkes Bay. Ross and Anne Armstrong went on the mid-winter run and were up early on the Sunday morning to come back via the Wairarapa to join the Big Breakfast contingent.

At the end of August Scott and Joan Stevenson organised a very successful OSH fun run to Ohau where 29 of us had lunch at the Country Kitchen Café. Another great day in the sun with some of us travelling with our hoods down. The winners on the day were Peter and Claire Fleming.

Andrew and Jill Weeks have organised an OSH run to Havelock North for the end of August and we are hoping to meet up with some of our Hawkes Bay MG Car Club members. Those of us who are going will spend two nights in Havelock North at the Village Motels. This will be a lot of fun and Andrew is busy organising a visit to a private vintage car collection whilst we are there.

In September there will be a shorter OSH run which has yet to be organised by Bill and Rae.

Other weekend runs are being planned by your Committee and these will be advised out by email in due course.

The AGM is set down for Sunday 23rd August (Southwards, Paraparaumu 1.30 p.m. for 2.00 p.m.) and there will be an opportunity for any club member wishing to join the committee to put their hands up. We always need willing helpers to organise events and outings. Finally my thanks goes to the Committee for their efforts over the past two years that I have been Club President.

Both Rae and I look forward to seeing you on the next club run.

Bill and Rae Denize



Editorial

Well another couple of months have passed and I had to think hard as to what I have done over those months.

Of course I went on the Big Brekkie run, I was going to take the green MG. But on going out to the garage I found the WOF had expired in May! So I took my red MG and found out when I turned up, that I could have taken the green one anyway, as you are exempted until October. Oh well it was a good run anyway.



I bought a new car alarm from Aliexpress, only when it turned up the instructions were in Chinese! I have figured it out, having scanned the text and then using Optical Character Recognition software to convert it to text and then translated to English. It is hit and miss, some of the translations are amusing.

I also found time to rust proof the welding under the guards of the Morris I did over the lockdown and give it a coat of paint. So hopefully I won't need to do it again any time soon.

Safety  *fast!*



Articles

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



MG's EX186 Prototype

MG's EX186 Prototype: Abingdon
Skunkworks LeMans Project
Owners: Joe and Cathy Gunderson
City: Littleton, Colorado.
Model: prototype (based on an MGA Twin-Cam)
Engine: MGA Twin-Cam
Restoration by: owner

MG Builds a LeMans Prototype

MG's senior management had every intention of winning at LeMans in 1961. Their appetite for victory had been whetted by MG's last-minute three-car entry in the 1955 race. That race went very well indeed: the brand-new MGA model proved itself by placing twelfth overall and fifth in class. Not bad for a underdog and rookie team competing against more highly developed, powerful, and expensive cars!

John Thornley (MG's Managing Director) and Syd Enever (MG's Chief Designer) laid careful plans for developing a very special MGA-based "prototype" for the express purpose of winning LeMans outright.¹ They would utilize the then-new dual-overhead cam version of BMC's "B-Series" engine. Probably recognizing that their engine wouldn't give them a performance edge, because other cars would have a full liter more displacement, they planned to compensate with a specially built, lightweight, and extremely aerodynamic aluminum body. They also planned a highly developed chassis featuring DeDion-type rear suspension.²

"EX186" is the racecar that resulted from these plans. The car was built and test driven. By all accounts its performance was judged successful. For complicated reasons, the LeMans project was cancelled before EX186 was ever raced. This article will take a technical look at the design of EX186.

From even a cursory look, EX186 is clearly a development of the MGA. However, a closer look at design details might help us understand the MGB model better. EX186 and the MGB were designed concurrently and on the same drawing boards. In a presentation at "MG2006," Don Hayter (Chief Designer on the MGB project) indicated that the EX186's DeDion-type rear suspension was so well regarded that he felt it should have been used on production MGB's.



The original center section of EX186's Perspex three piece windscreen was cracked and required replacement, but the windshield extensions on the doors are still original!



MG's EX186 Prototype

The other key fact to keep in mind as you consider EX186 is that it was a "skunkworks" project. MG wanted so badly to race... but MG was part of a bigger company that adamantly didn't want MG to race! EX186 was successfully kept completely secret from Deputy Chairman and Managing Director Sir Leonard Lord, and from all the rest of BMC management. MG managed to keep the secret from leaking even while all Austin Healey production moved into MG's factory at Abingdon, even while sourcing special components from other divisions and from key suppliers, and even while recruiting sponsors like Dunlop and Esso for the race team.

The very earliest engineering drawings for EX186 are dated 1955, and actual construction of EX186 primarily spanned 1958 and much of 1959. Whether or not additional cars on the same design were scheduled isn't clear, but EX186 was completed and was being race-tuned when the LeMans project was aborted. MG management decided to cancel the EX186 project before the car was ever raced. The final straw that broke the EX186 project was that Twin-Cam production was halted prematurely.

It was normal MG practice to destroy racing prototypes after retiring them, but someone at the MG factory creatively decided to dispatch EX186 to a U.S. dealership, invoiced as "auto parts". Not just any dealership either; EX186 was sent to Kjell Qvale at British Motor Car Distributors Ltd. at 1200 Van Ness Avenue in San Francisco. Probably no MG dealership was more actively engaged in racing, but miraculously EX186 was never raced in California although Qvale would've been perfectly positioned to campaign the car in the active



Left to right: Jaeger fuel level gauge, Smiths oil temperature gauge, Jaeger dual oil pressure/coolant temperature gauge, Smiths chronometer ("tachometer") with tattletale, and Lucas amp gauge.



EX186 is a well-crafted car. The custom aluminum doors feature special aluminum hinges, but they utilize standard MGA latches. The doors fit properly, and open and close quite neatly.





MG's EX186 Prototype

California road racing scene, or to sell the car to someone who would.

Kjell Qvale kept EX186 safely stored from 1960 through 1966. After that it was sold, licensed, and driven on public roads for about two years until its engine required overhaul. At that time, overhaul costs were prohibitive and the car was removed from service and stored in a barn, on a walnut farm in Red Bluff CA. Luckily, the hand-built aluminum body survived intact. MG Enthusiasts Joe and Cathy Gunderson purchased the car in 1982 and they've been carefully restoring it as a long-term project. Tracking down missing original parts has been one of the special challenges of this unique restoration.

Specifications and Features

Note: the following specifications are "as currently configured" unless otherwise noted.

Engine:

MGA Twin-Cam 1588cc inline four cylinder (BMC B-series with a special aluminum head. Note: EX186 was probably originally fitted with an earlier 1489cc version of the engine, although this has not yet been confirmed. Details like compression ratio and cam profiles are also unknown.) The original oil pan has been installed; unlike a stock finned-aluminum Twin-Cam pan, EX186 features a specially fabricated steel pan with approximately 10 quart capacity.

Induction:

dual Weber 42DCOE two-barrel, side-draft carburetors. (MG originally installed Weber DCO carburetors on EX186.)

Ignition:

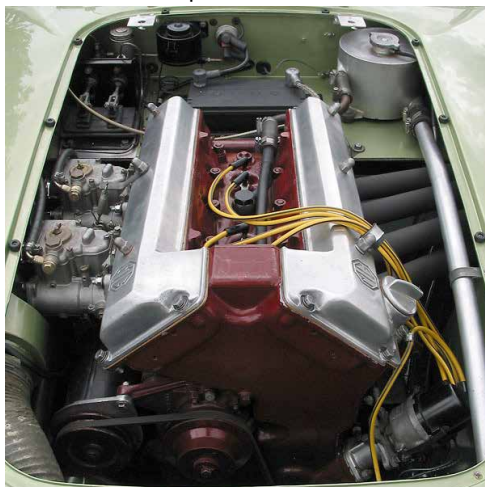
stock MG Twin-Cam.

Cooling:

EX186 features a very thick core special aluminum radiator, marked "Morris". A



EX186 is shown here with its original Perspex headlamp covers, not reproductions.



MGA Twin-Cam 1588cc four cylinder engine



Dual Weber 42DCOE two-barrel, side-draft carburetors. EX186 was never equipped with S.U. carburetors.



MG's EX186 Prototype

matching aluminum oil cooler is bolted to the bottom of the radiator. The original aluminum coolant swirl tank is used for de-aeration. Apparently no coolant thermostat or restrictor plate has ever been fitted. No cooling fan is utilized. After passing through the radiator, airflow is divided and ducted into the front wheel wells. The shape of the wheel arches and the unique "eyebrow" fender flares were evidently engineered in part to manage and increase airflow out of the fender wells. Note: there's no airflow over the engine and in fact the engine compartment is essentially fully enclosed because EX186 features full belly pans.

Exhaust:

custom header and stainless steel muffler built to the original MG engineering drawings. The header is essentially a tri-y design with very long primaries"; cylinders "1" and "4" are paired, as are cylinders "2" and "3". The primary collectors are just above the muffler, and the muffler functions as a secondary collector.

Transmission:

(original) standard MGA 4-speed transmission with close-ratio ("factory option") gear set. Stock MGA-type slave cylinder, except modified with the bleeder in a different position. Shortened Austin Healey 100-6/3000 driveshaft.

Front Suspension:

similar to stock Twin-Cam except with noticeably different upper control arms and with a different (all aluminum) steering rack. The front anti-sway bar appears to be a stock MGA part. The lower control arms have been lightened.

Rear Suspension:

essentially a deDion type suspension, but with some details that are quite different from more familiar production-car deDion suspensions (Rover P5/P6, etc.)



Foreground: the original aluminum coolant swirl tank is used for de-aeration.
Center: a modern Suzuki battery fits neatly in the original battery's location.



Custom stainless steel muffler built to the original MG engineering drawings.



EX186's front suspension is similar to a stock MGA Twin-Cam. Differences include an all-aluminum steering rack, noticeably different upper control arms, and lightened lower control arms.



MG's EX186 Prototype

Specifically, in lieu of coil springs the EX186 suspension utilizes leaf springs. As in all deDion suspensions, the differential is rigidly mounted, and is connected to the hubs with jointed halfshafts. The two hubs are connected by a rigid beam which runs transversely behind the differential; the beam keeps the planes of the hubs parallel in all situations. The leaf springs are specially constructed and are shorter in length but noticeably softer-sprung than standard MGA (or MGB) springs. The design utilizes outboard brakes (with pinch-type, cable-operated emergency brake feature, similar to a regular Twin-Cam system) and knee-action shock absorbers. No Panhard rod or rear anti-sway bar is fitted.

Brakes:

Dunlop four wheel disc brakes. Note: brake and clutch have separate Girling master cylinders, and the brake master cylinder has a remote reservoir.

Wheels/Tires:

15x5.5 Dunlop peg-drive knock-off steel wheels. Dunlop bias-ply historic racing tires. (Note: EX186 was apparently wearing three out of its four original Dunlop tires when the Gunderson's acquired it. The tread was nearly entirely worn off!)

Chassis:

EX186's steel frame is obviously based on the standard MGA design, but all the dimensions are somewhat different, and the MGA's "goal post" was omitted. 94" wheelbase, 49" track. The floorboards are riveted to the bottom of the frame rails. The transmission tunnel is mounted above the floorboards, and is designed to be conveniently removeable for service. A hinged access cover in the transmission tunnel facilitates checking and topping off transmission oil.

Body:

hand-made all aluminum body constructed by "Midlands Sheet Metal". 14'5" overall length. Full, smooth, aluminum belly pan. Removeable bonnet (secured by two Dzus



Smooth aluminum panels the full length and width of the bottom of the car minimized aerodynamic drag.

Known as "bellypans", these panels are easily removeable for access to engine and suspension.

(Here, and in the next three photos, bellypans have been temporarily removed for our inspection.)



The rigid transverse beam of a deDion rear suspension keeps the rear wheels parallel in all situations.

Compared to a stock MGA, the rear springs are relatively soft. No rear anti-sway bar is employed.



MG's EX186 Prototype

fasteners at rear). Removeable access panel for the cooling system. Removeable luggage compartment lid. New two-tone paint, carefully matched to the original colors. (Interior paint is still original.) Perspex three piece windscreen. (Note: the original center panel was cracked and required replacement, but the windshield extensions on the doors are still original!) Dual windshield wipers. Original Perspex headlamp covers.

Weight:

1870# (not quite dry)

Fuel System: original specially-constructed 26 gallon steel baffled fuel tank, complete with original specially-modified Lucas fuel level sensor. Two original Jaguar-type (dual-ended) SU fuel pumps. Interestingly, the fuel pumps are plumbed in parallel to the two respective Weber carburetors, without crossover. (If either pump failed, the car would have to stop for repair.)

Electrical:

12V positive ground electrical system. Lucas Generator. Jaguar 140 3-position voltage regulator, mounted on the passenger-side/cabin-side firewall. A modern Suzuki battery fits neatly in the original battery's location. All of the original wiring, switches, and instruments have been maintained. Two Lucas fuse blocks are mounted on the passenger-side/cabin-side of the firewall (giving this racecar twice as many fuses as a stock MGA), and interestingly all four headlamp filaments are separately fused. Regular MGA starter switch and headlamp switch.

Lights:

Lucas "LeMans 24" model 7" round headlamps, as original. Interestingly, these lamps have replaceable bulb elements which can be accessed from the wheel wells. EX186 has always had clear position lights outboard of the headlamps. It also has taillamps with integral brake light function, and it also has license plate lamps, but no turn signal indicators have ever been fitted.

Instruments:

(from left to right, as shown below) Jaeger fuel level gauge, Smiths oil temperature gauge,



From the rear, with bellypan removed, you can see the fuel tank and twin S.U. fuel pumps. (You can also see eight of the Dzus fastener receptor springs that would secure the bellypan.)



LeMans rules required that all cars be fitted with a spare tire. EX186's was located under this cover.



MG's EX186 Prototype

Jaeger dual oil pressure/coolant temperature gauge, Smiths chronometer ("tachometer") with tattletale, and Lucas amp gauge.

The chronometer's function is especially interesting in that the needle rises and falls in discernable "ratchet" steps. The tattletale feature records the highest engine speed registered; it's reset by a button on the back. All instruments are illuminated for nighttime driving. EX186 has never had a speedometer.

Interior:

original seats (constructed from steel tubing with aluminum pans), reupholstered in green vinyl to match the original. The headrest has been similarly reupholstered. The steel dashboard has been repainted in the original dark green color. The aluminum doors feature special aluminum hinges, but utilize standard MGA latches. (The doors fit properly; they open and close neatly.) The doors have cargo pockets built-in. A stock MGA steering wheel was utilized, albeit with the center removed.

Other Notes:

LeMans rules required that all cars be fitted with a passenger seat and a spare tire, although they wouldn't be used in the race. Interestingly, MG used a bungee cord to hold the spare tire in place.

Notes

(1) In researching the history of his car, Joe Gunderson spoke to several former MG employees who made it quite clear that MG aspired to win LeMans outright, not just finish first within their class. Could EX186 have been that competitive? Historically, LeMans rewards disciplined teams that drive reliable cars very consistently, lap after lap. Few successful teams win by racing all out; instead, teams win by maintaining a fast but consistent pace. If overall victory was indeed their goal, MG had to have been betting much faster cars would fail before them because EX186 would have a very large disadvantage in power. The MG Twin-Cam engine can only be enlarged to approximately two liters displacement, so it would have been racing against engines fully fifty percent larger. Even at that, it's a comparatively long stroke / small bore engine. It would have had a substantial technical disadvantage in total piston area and in piston speed. (Large



When MG tested EX186 on public roads, it wore British registration plate number "451 MO".



Endurance racing requires large capacity fuel tanks. EX186 still has its original specially-constructed 26 gallon steel baffled fuel tank, complete with original specially-modified Lucas fuel level sensor.

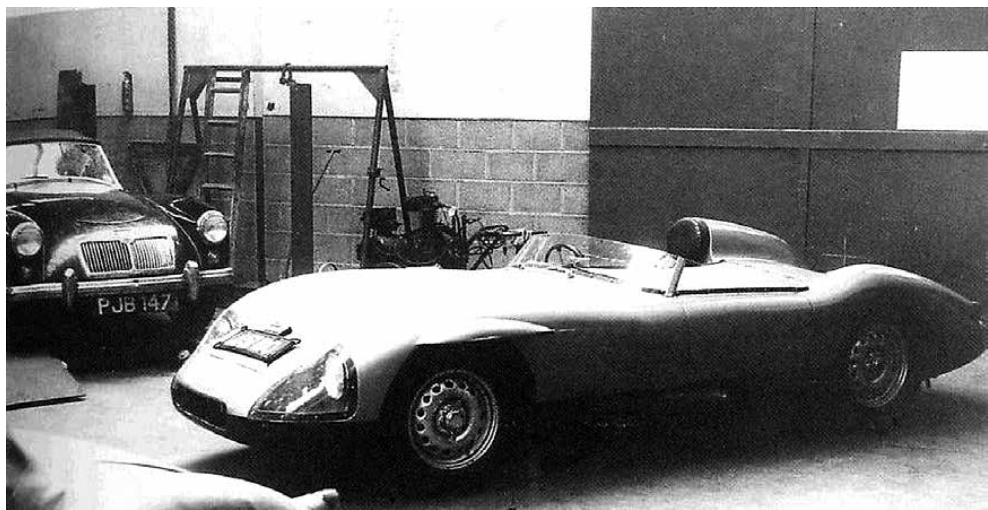


MG's EX186 Prototype

piston area is favorable for making power. High piston speed is associated with durability problems.) Through the mid-fifties, some racing organizations followed handicapping systems whereby a smaller-engined car might be given certain allowances, such as being allowed to run a supercharger or being given a "head start" in terms of laps. LeMans rules didn't aide smaller cars. Through 1958, LeMans classed cars by displacement. Starting in 1959, LeMans added classes for non-production "prototype" cars such as EX186. The 1959 LeMans race was dominated by two Aston Martin prototypes with 3-liter inline six engines; they completed 323 and 322 laps respectively. The next four finishers were all Ferrari 250's with marvelous 3-liter V12 engines. The fastest two liter car at LeMans in 1959 was an AC Ace with a Bristol inline six engine; it completed 273 laps to finish seventh overall, fully fifty laps off the winning pace. The only MG that raced at LeMans in 1959 was Ted Lund's MGA, which completed 185 laps. Had MG won outright at LeMans with MG EX186, it would have been one of the biggest upsets in all of racing history.

(2) Although a deDion suspension utilizing leaf springs would have been quite uncommon for MG, this configuration was de rigueur for top-flight international racing in the 1950's. Until Lotus introduced their "Type 16" in 1958, coil springs and independent rear suspension were extremely unusual features in purpose-built racecars. However, technology was changing especially quickly in this era. By the early 1960's, racecars with deDion rear suspensions were generally uncompetitive against racecars with unequal/unparallel wishbone independent rear suspension systems.

www.britishracecar.com. Photos by Curtis Jacobson.



EX186 at Abingdon c1959.



OSH Bill Pyne Memorial Run - June

With Covid 19 disrupting our OSH programme it was a welcome return to a degree of normality that saw 32 Club Members and their cars at Motukaraka Point for the first OSH run of 2020 other than our February planning trip and lunch at Murrayfield Café.

The day started with the weather looking doubtful however luck and weather gods were kind in that the Show and Shine was completed in dry but cold conditions. This is a low-key part of the event and gives people time to catch up while the judges inspect the cars.

The second stage of the event commenced at 10.00 am with cars departing at one minute intervals to complete an observation trial which took in some very scenic country roads, little travelled by the public, yet are only minutes from four city centres. As if to underline this point many of the participants had never driven the Moonshine Road or had been to Maymorn. In fact, a few declined to drive the Moonshine Rd as they thought it was a gravel road however it has been sealed for a number of years and is a delightful drive.

The trial, although not difficult, managed to sort the field out with the really keen ones tightly grouped all within 4 points while the rest were spread widely. The winners of the William Pyne Memorial Cup for 2020 were Jenny and John Jackson.

The lunch was at Aston Norwood Café at Kaitoke and was met with universal acclaim so a place to call into again with great coffee and good food.

*Les & Chris Newman
Photographs
David Francis*





Back Country Adventure #1 - July

We almost broke the record with 35 cars and 66 brave MGBers attending the 11th Back Country Adventure (BCA).

This event was conceived in 2010 over a couple of beers at Nationals and Easter Rallies by Paul Walbran (chief organiser) and myself. It has proved extremely popular ever since.

2010, the first saw 57 entries with 29 cars so what a great start.

Over the years we have done all points of the compass by spreading out from home base at the Aspen Court Taihape. Paul arranges the maps which are AA and Topography with sealed or gravel/mud options, your choice.



Sleeping cars at Aspen Court Taihape.



Walbran ZS tow starting Paul in Joseph Saturday morning.



Gental Annie is a great road.

Friday night is the gathering, they come from the 4 corners of the North, at what was the Gumboot Manor, now Rustic Steakhouse. Greeting old friends and meeting new ones which is all part of the MG camaraderie. Paul does the safety briefing and then we are on our own or in our friendly MG clusters. These tend to roll over into Saturday.

BCA Saturday 2020 was no different. Fortunately, no ice on the windows of the MG3. Duff back and old legs issues meant the F stayed at home. The sun was up and no sign of more snow which had closed the roads on the previous days.

The groups headed off and we were sort of last to leave after Paul received a tow to start Joseph the reluctant B to get away.

Weather was perfect and we were soon up in the high-ground, snow to the left and snow to the right, but dry and clear in front. What fun. Just suited the MG3 with long flowing corners and lovely tight 2nd gear ones. Only squark meter registration was when a lone sheep came out of the shadows to run across in front of us. A lucky ewe I'd say as we missed it.

A photo stop then on to The Silky Oak Café near Taradale for coffee and more MG gathering. Paul and Bronwyn arrived next then a whole lot whole lot more who'd done



Back Country Adventure #1 - July

some of the gravel stuff, see pics. Great coffee and some war stories before we departed to catch up with some Bay friends for lunch.

Paul had organised a WhatsApp group for us so we were all in the loop all day with amazing pics circulating around the team.

Everyone arrived back at base for Team dinner at the Rustic, booked out for the MGers. Great roast beef dinner was enjoyed by all and Paul did the usual de-briefing session with chocolate fish (do we have to rename then now?) and wine awards.

So, the 11th BCA was another great success. Many thanks to Paul and his Walbran team for making it happen.

Next day we set off early to crack the 100 MGers for the weekend total with a delightful big brekkie and 41 more MGers from Wellington at Dish in Masterton.

Cheers Ross Armstrong



Paul W happy as pig in muck.



Anne & Ross's MG3 on Gentle Annie.



Hector's A in element.



More BCA gravel



Walbran lot enjoying snow for 1st time.



Auckland team sorted.



Back Country Adventure #2 - July

The middle of winter so it had to be the time to head for Taihape, iced up windscreens and great roads.

According to my information there were 35 cars entered – you can perhaps imagine the scene in the Aspen Lodge car park.

Mark and I took our respective Fs and travelled up on the Friday, leaving Highway 1 and taking the back roads from Marton out to the Turakina Valley Road which then winds its way up to Papanui Junction. A super driving road, much of it unpaved but smooth and well maintained. Glorious scenery and, of course, no traffic. From Papanui Junction the route turned east and delivered us back onto Highway 1, just north of Taihape. Statistics? The direct run to Taihape would have been 175km and 2 ¼ hours. Our route was 225km and took us 4 ½ hours.

A constant stream of MGs was arriving at the motel and from there we walked down the road to the re-vamped Gumboot Manor, now the Rustic Steakhouse and a considerable improvement on the old establishment.

Saturday dawned with no ice on the windscreens and all the signs of good weather for the day. Mark and I just took my car and we tagged onto Colin Minton and Darryl Bretherton from Auckland, who were in Colin's BGT V8. The aim of the day was to head east and, ignoring the initial 50kms of tarmac of Gentle Annie, we picked up the gravel road via Pungataua and Pukeokahu to the Matawhero Road, eventually crunching out onto Gentle Annie above the snow line. Always a breathtaking run, in the midwinter with the surrounding peaks covered in snow it was a glorious experience.

Down through Havelock North and out for a quick look at the Pacific at Ocean Bay before using every back road we could find for some fun driving, emerging onto Highway 2 at Waipawa. Plenty more back roads then, heading north to Bridge Pa and finally to Omaha



En route to Gentle Annie.



Darryl and Mark above the snow line.



A nice name for a road.



Back Country Adventure #2 - July

to rejoin Gentle Annie for the run back to Taihape, using tarmac all the way. A round trip of 450kms, but not quite enough to earn us the prize for the most kms that day.

Saturday evening was the usual convivial buffet dinner, back in the Rustic Steakhouse, comparing experiences of the day and talking MG talk.

Sunday morning was very cold and saw us scraping ice off the windscreens. Mark and I headed up to Taupo on Highway 1 before going south east on Highway 5. As soon as we could we left the 5 and its traffic and headed south on Glengarry Road, putting place names into the satnav as we went and avoiding all the main roads until we found ourselves in Havelock North. From there our 'planned' route was diverted due to road closures for the NZ Targa being run that weekend, but we navigated down through Elsthorpe to the pub at Patangata for a welcome beer. A short hop then to Waipukarau for a night stop. Another 400km.

Monday was the home run but still reluctant to use the main roads we headed down to Wanstead, Porangahau, Wimbledon and Weber to loop back up to Highway 2 at Dannevirke. All fabulous roads devoid of traffic and surely designed especially for the MGF. Also several inviting looking hotels so must spend more time in the area. We then came home through Woodville and the Pahiatua Track where we experienced the only rain of the four days.

Total distance travelled was 1350 kms, much of it off the beaten track. Mark and I have found the annual BCA to be a great opportunity to explore roads that look dubious on the map but which always turn out to be driveable, even in the F. What a fabulous country this is! Many thanks to Paul Walbran for organising another great MG weekend.

Peter Fleming



Somewhere in NZ!



Time for beer.



Ocean Bay.



Back Country Adventure #3 - July





Back Country Adventure #3 - July



Photographs - Gina Jones



Big Brekkie Run - July



Meeting at Upper Hutt.



Bruce McCaw and Andrew Weeks.



Bill Denize and Lindsay Lancaster.



John Grant briefing the group.



Evan & Jo McCarthy lead the cars away.





Big Brekkie Run - July



Neville Milby joins the convoy at Featherston

Queued up in Featherston.



Arriving at Masterton.



Big Brekkie Run - July



Big Brekkie at the Dish, Masterton.



Outside the Dish, Masterton.



Willie's MG Magnettes.



On the drive of Brian and Julia Pope's.



Brian's MG Metro Turbo project. Photographs: Dean Gray.



Old Speckled Hen Run - July

Another very successful OSH run organised by Scott and Joan Stevenson on a beautiful mid-winter day. Some 29 members in attendance starting at 10.00 a.m. with morning tea at the Longbeach Café at Waikanae Beach. It was good to see Steve Higgison and Neil Morris down from the Manawatu and also Gay Baxter who is about to relocate to Waikanae once she has sold all of the MG car parts that husband Bill collected over many years. Gay mentioned that the day before the OSH run Bill's beloved MG TC was sold and collected by someone residing in Hawkes Bay... so that is good news for Gay and less to be moved from Bulls to Waikanae in due course. So if anyone is looking for MG parts please contact Gay on Mobile No. 0272 799 399 and she will tell you what she has for sale.

Scott ushered us out of the café around 11.00 a.m. where we all lined up in our cars to get our instructions leaving in one minute intervals from beside the tennis courts in Tutere Street travelling north.

There were a total of 14 questions to be answered with the first part of the journey around roads on the western side of State Highway One. It was interesting to see a number of cars turning around to go back to find missed clues. Not too many hoods down although the Jacksons (old MG TF) and the Denizes (new MG TF) made the most of the fine weather.



Silver-grey MGs meet face to face:
Wendy reverses the Ward TF into a park
at the café while Bill enters in the Denize TF.

Chris and Wendy Ward had their new MG TF out on the run. This was a car they bought late last year which they had seen in Havelock North when on the October/November OSH run.

Finally we arrived at the Country Kitchen Café in Ohau about an hour after leaving Waikanae. Scott and Joan checked off the

quiz sheets and there were several people who had the first 13 questions correct. However the 14th question was the decider with a photo of an MG run taken at Pak'N Save in Paraparaumu where our round rear wheel arch Midget was in the background. Peter and Claire Fleming guessed the correct date which was 1993 making them the overall winners for the run.

The Ohau café provided us with our own room and we were soon ordering our meals and drinks with plenty of chatter about the questions missed or perhaps the wrong answers recorded.

By 2.00 p.m. everyone started to head off to their respective homes with Ross Armstrong and Mike Burnside following us back to Papakowhai where we had another coffee/tea and a pleasant chat.

All in all a great day and our thanks must go to Scott and Joan for a well organised day.

Bill and Rae Denize Photographs: Scott Stevenson





Auto Trader New Car Awards



MG named as **Best Value Brand** at Auto Trader New Car Awards
Awards decided by the votes of 180,000 new car buyers
MG ZS EV recognised as the affordable route into zero emissions electric motoring
London, 3rd July 2020. MG has been named as the Best Value Brand 2020, according to a consumer vote featuring the views of over 181,000 car owners for the fourth annual Auto Trader New Car Awards.

As consumers continue to seek the best new car that they can get for their money, survey respondents highlighted MG's overall value, with the all-electric MG ZS EV earning

special praise. One consumer commented, "It's a cost-effective electric car and the first real affordable option", whilst the EV range, speed of charging, spaciousness and specification also earned praise. MG also finished in the top three for Best Value New Car, for MG ZS EV, and Most Loved Brand.

Daniel Gregorious, Head of Sales & Marketing at MG Motor UK said "We're really pleased to have won this important award, especially as the results come from real world new car buyers. To be recognised in this way is an authentic endorsement of our core brand message of value-for-money. On behalf of the MG team, I'd like to thank Auto Trader and the survey participants for this great recognition".

The first truly affordable, family friendly electric car, MG ZS EV is currently available from just £25,495 OTR after the Government's plug-in-car grant. Until the end of September, retail buyers can also enjoy a Finance Deposit Allowance of up to £2,500 plus the Peace of Mind Promise which offers three years' free servicing, a free type 2 charging cable and free installation of a home charging unit. The Peace of Mind Promise adds even more value to the MG ZS EV's overall package, making it even better value than ever.



New Members

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

Bruce & Colleen McCaw

Plimmerton

Deanne Stewart & Alan Price

Lower Hutt



MG E-Motion Patent Drawings

2021 MG E-Motion: electric coupe rendered from patent filings

New renderings provide a glimpse of how the new MG E-Motion fully-electric coupe could look.

Earlier this month patent filings of a new MG sports car emerged online, showing the fully-electric coupe known as the E-Motion taking shape.

CarAdvice can give our readers an exclusive look at renders based on those patent drawings, the result of which is a sleek and attractive MG sports car.

The upcoming E-Motion may be the first model truly worthy of the iconic MG badge since the brand came under ownership of the Chinese manufacturer SAIC Motors in 2009.

MG has previously claimed the E-Motion will do the 0-100 km/h sprint in about four seconds and will have a driving range of 500 kilometres, sitting atop SAIC's 'all-electric' platform.

Based on our renderings, the 2021 MG E-Motion will be a beautiful yet understated coupe with more than a passing glance at British sports cars of recent times.

Ben Zachariah, www.caradvice.com.au





2020 Targa Rally



INVITES YOU TO



THE ULTIMATE TIME TRIAL 2020 13 - 18 OCTOBER 2020



PHOTO: PROSHOTZ PHOTOGRAPHY — 1957 MGA

Outstanding opportunity to drive iconic North Island roads as a Time Trial

This is not a race, but rather an exercise in precise driving and time keeping to maintain a set average speed through all closed tarmac stages, (similar to a regularity trial, but with the safety of knowing that all participants have staggered start times, drive in the same direction, on the same road, with nothing coming towards them!)

Entry: “Super Early Bird” discount entry fee is available until 16 December 2019 for VCC members in VCC eligible, road-legal cars (30+ years old), with a VIC (Vehicle Identity Card), and minimum third-party insurance. (“Early Bird” discount entry fee is also available to VCC members from 17 December 2019 to 31 January 2020). No special car modifications (roll cage etc), are required.

Refer www.vcc.org.nz “National Events” for details.
For more information check out www.targa.nz “2020 Events”
Rod Corbett rod.corbett88@gmail.com 027 433 8772



Why now is the time to buy an MGF



Blog - 21 July 2020 - Every time I hear another tale about someone picking up an MGF for a song, £500 or so, I feel pangs of regret about it.

Sure, the low price makes the F a great starting place for the entry-level classic-car lover – as we rightly point out in this month's Classic & Sports Car buyer's guide – but the suggestion that the low price means it's not a very good machine sticks in my craw.

I remember the launch of the F very well, and I've driven them from time to time ever since.

And even against its most popular rival (and I own a Mazda MX-5, so I know), the MGF is pretty damned good. Or perhaps I should say pretty and damned good.

In my view, two things harmed MGF values early in the car's life.



One was the ignominious failure of the Rover Group that built it for the second half of its life. People came to think that if the company was badly run, the cars couldn't be any good either. (That sort of thing also hurt the Rover 75.)

The second big issue was the almost universal head-gasket trouble that dogged the MGF's 1.8-litre K-series engine. In global



Why now is the time to buy an MGF

terms this was a fairly small thing, easily fixed and no longer an issue today, but back then if it wasn't spotted it could result in an owner ruining a perfectly good engine. And such stories were manna to the 'here we go again, Rover' brigade.

I remember very well the atmosphere that ruled when the MGF was new. A few years earlier we'd had the fabulous MG EXE, the wonderfully exotic mid-engined concept penned by Gordon Sked and a youthful Gerry McGovern (now Land Rover's chief designer).

When a few years later it became clear that Rover was not only bringing back a proper sports roadster (to balance all those warmed-over Metros and Maestros with red seatbelts and octagonal badges), but that it would be mid-engined and carry clearly recognisable styling references to the EXE, we got excited.

The first cars didn't disappoint, either.

For pre-launch stories I was in touch with McGovern (who was Rover's man supervising the car's styling development at the Coventry-based MGA consultancy) and also with project chief engineer Nick Fell, nowadays a bigwig at the Horiba Mira car development group.



And I became more and more excited that so much sophistication – on both the technological and the styling fronts – was being put into the hands of owners who'd previously had to make do with archaic (if tough) MGBs.

When the car appeared in production, like most people we, at C&SC's sister title Autocar, gave it an enthusiastic review.

Even the then-youthful Top Gear TV critic Jeremy Clarkson reckoned Rover "deserved to be applauded" for the car. Perhaps he was more of a pushover in those days.

We liked the fact that cabin access was easy, the interior was spacious and well protected, the driving position was low and sporty, there was decent boot room, the whole car was reasonably light because the K-series engine was too, and even the gearchange (the sort of thing Rovers in previous years could be relied on to mess up) worked well.

Sure, it wasn't in the MX-5's class, but back then there were even Ferraris that didn't have gearchanges as sweetly precise as those affordable little Japanese roadsters.

What most impressed was the MGF's ride and handling, because it struck compromises outside most British roadster owners' experience.

Because the car used Alex Moulton's interconnected Hydragas set-up it rode amazingly well, quite softly, and free from pitch. There was some body roll, but it wasn't excessive as you can soon see if you look at road-test videos of the time.



Why now is the time to buy an MGF



Moulton was delighted to see his invention used for so unusual a purpose (some said he'd made so many for other Austins, Morris and Rovers that the component costs were actually lower than springs), but his comment was that Hydragas "defidgets" the car, and he was spot on.

The F worked really well on Britain's peculiar roads. The steering wasn't quite as sharp as the very best, but perfectly acceptable.

I can remember driving the first road-test car away from the launch site and back to the office, convinced in the privacy of my own head that they'd aced it this time. Looking at the car's sweetly proportioned styling out of our office window for the next few days did nothing to change my opinion.

One irony of the current low prices is that, unless the MGF you find in today's classifieds has been badly bodged or crashed at some point in its life, it's unlikely to suffer from terminal corrosion.

This seems a minor miracle, if you consider the fortunes and fates of British cars a decade earlier, but Fs simply weren't particularly prone to rust.

Which is one reason for the low values: if not totalled or simply worn out, MGFs are mostly still with us.

Why not grab one now, and help this rare example of a long-lasting British car stick around for many years more.

Steve Cropley - www.classicandsportscar.com





2021 MG6



15 April 2020 - New MG 6 2021 detailed: Facelifted Mazda 3 sedan rival gets aggressive styling.

Chinese-owned British brand MG is preparing a midlife facelift for the second-generation MG6 small sedan, the first details of which have now been made public ahead of its official debut later this year.

Initial images and information sourced from the Chinese government and published by Xincheping indicate the new MG6 will adopt an angrier look, mainly up front.

As per the example depicted here, the grille will adopt a honeycomb insert and black surrounds, while the headlights will get redesigned clusters.

The front end will also get a fresh X-shaped bumper with prominent side air intakes, helping to round off the much angrier look.

Changes to the sides will be limited to new sets of alloy wheels, while the rear end's tweaks will include redesigned tail-light clusters and a fresh bumper with a black diffuser-style insert and twin oval-shaped exhaust tailpipes.

Under the bonnet, the Mazda3 sedan rival's optional 1.5-litre turbo-petrol four-cylinder engine is in line for a power boost, rising from 124kW to 133kW.

Whether or not the MG6 returns to Australia remains to be seen, with the first-generation model axed locally last October due to low demand.





2021 MG6



The second-generation MG6 was revealed in November 2016 and is yet to make it to Australia, with local MG spokesperson Danny Lenartic telling CarsGuide in February “the scale just isn’t there to bring it in”.

Critically, MG doesn’t currently build the second-generation MG6 in right-hand drive, leaving markets like Australia out in the cold.

And “there’s no desire to do the right-hand-drive conversion”, according to Mr Lenartic, although he did note that stance could change if Australia adopted EV-friendly policies, given the MG6 would only return locally as a plug-in hybrid or a battery-electric vehicle.

For reference, the plug-in hybrid version of the pre-facelift second-generation MG6 combines a 1.0-litre turbo-petrol three-cylinder engine with an electric motor a combined peak power output of 170kW. Details on the facelifted version are yet to be released.

Justin Hilliard - www.carsguide.com.au

MG6 mk3 gets 10,000 orders in two weeks.

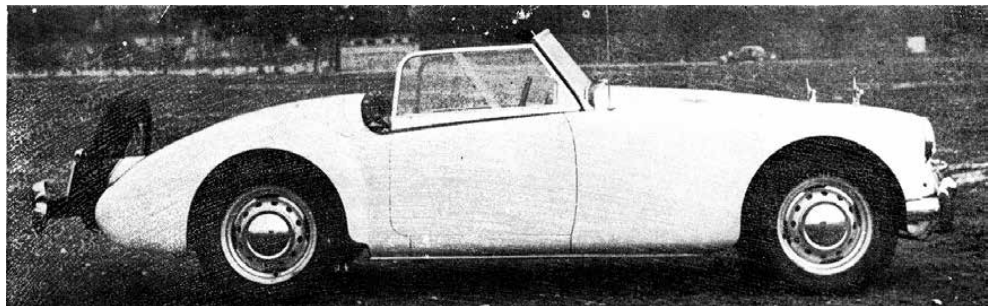
- 1/3rd of new owners born after 1999.

- 35% of orders are for the new MG XPOWER green.





MG Judson Road Test



'Continental' kit nullified performance benefit gained by blower installation.

For nearly 10 years we have been taking the attitude if that the performance of a given sports car must be evaluated with due allowance for its engine size. The only trouble is that everyone seems to want more. The MG is a perfect example: no sooner had they come out with the 'A', offering truly competitive performance for a 1.5-liter car. when along came our readers asking for more. Personally, we feel that 0 to 60 in 14.2 seconds and a top speed of 97-100 honest mph (which the stock MG-A does) should satisfy anyone.

The truth is that although sports cars are gradually becoming accepted for what they are (maximum performers for a given class), there are still many people new to the sport who do not understand. Inevitably, since the MG is the lowest-priced sports car, it becomes susceptible to the wiles of the sorcerer, in this case Judson of Conshohocken. Pa.

Judson say that their supercharger offers 50% more Power. "Though the car does indeed take on a new character, the truth is closer to 25%. However, even that much of a boost is well worthwhile, as shown by the tabulation which appears in the next column. This order of improvement, plus a comparison of other data, indicates that the Judson supercharger gives the MG a very close equivalent to 25% more torque and boosts the peak horsepower from 72 to 90, and no more. But the point is that performance is improved as if the 1.5-liter MG engine were enlarged to 1.9 liters.

	stock	Judson
0-30 mph	4.5	3.8
0-60 mph	14.2	12.5
0-80 mph	29.0	25.0
Standing start 1/4 mile	19.6	18.1

So, the advantages of a Judson supercharger are stated factually in terms of performance gain—what are the disadvantages? In the first place, supercharging is a matter of degree. It can give fabulous power gains by using plenty of boost, but it is high boost pressures which have given supercharging a bad name. The Judson MG kit is designed to give modest manifold pressures of about 5.5 pounds per square inch maximum.

Then we must consider the fundamental principles involved. Judson superchargers are the vane type, which means positive displacement. This type of supercharger gives its performance gain at all speeds, which is important. The disadvantage of vane-type

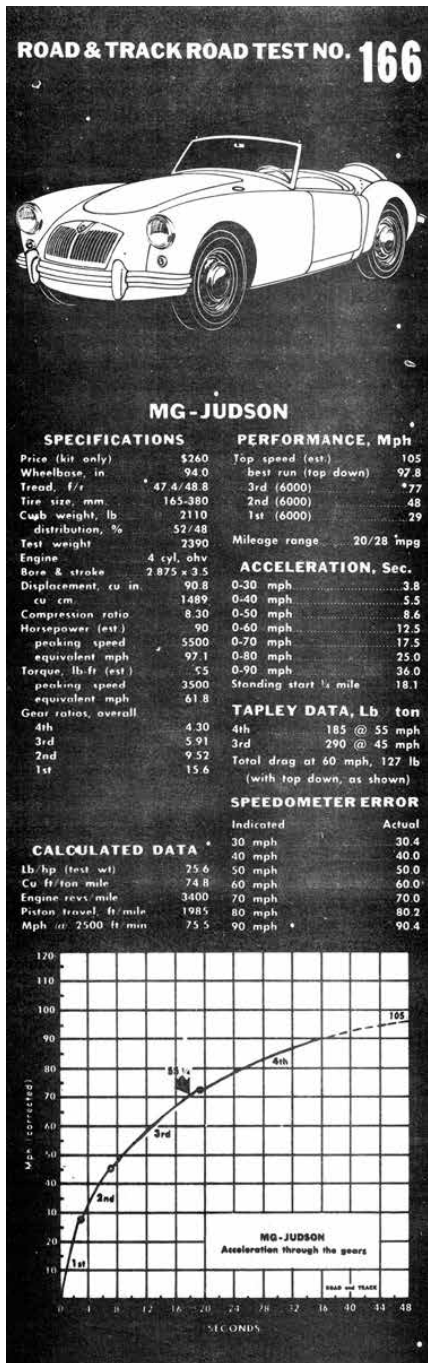


MG Judson Road Test

superchargers has always been the rubbing friction of the vanes. Here, Judson have shown excellent engineering know-how by mixing good common sense with the very latest techniques. The Judson's vanes are at an angle (not radial), so that the centrifugal forces are virtually, but not quite, cancelled. Additionally, the vanes (or blades) are made from a laminated plastic material which weighs half as much as aluminium and which is dimensionally stable at all temperatures from 50° below zero to 300° F.

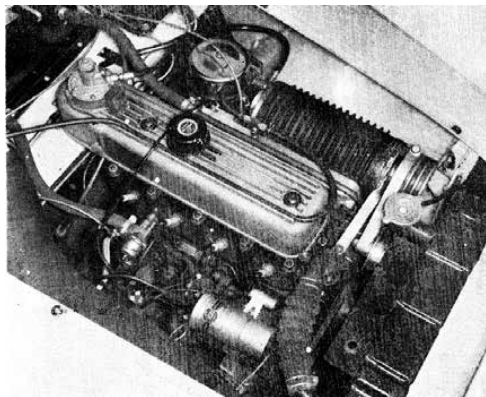
Similar vanes are used commercially by Ingersoll-Rand (portable air compressor) and Thor Power Tool (air-powered grinder). A small amount of lubricant is used (about one quart per 1000 miles) but the exact amount is not at all critical. For this purpose, Judson supplies with the kit an aluminium rocker arm cover which incorporates a metering valve, readily adjustable to give one drop of oil every 4 to 6 seconds at idle. Incidentally, the lubricant is SAE 10, or Marvel Mystery oil. Judson warns, "Do not use any other type or brand of upper cylinder lubricant, as most top oils are primarily a cleaner and not a lubricant." To which we can only add "Amen." Insofar as the driver's job is concerned, there is absolutely no difference in any way. We did encounter some clutch slip after five consecutive "all-out" standing starts. For the flat-out, always-on-the-floor type of driver, the special competition clutch is necessary. But we honestly feel that most MG owners will not need, or want, the heavy-duty clutch.

The engine itself sounds no different when supercharged. Peak bearing loads are actually decreased, because the higher combustion pressure opposes the inertia forces which tend literally to throw the piston up into the cylinder head. Occasionally there is a faint noise (a sort of clatter) from the vanes. This is normal and no cause for concern.

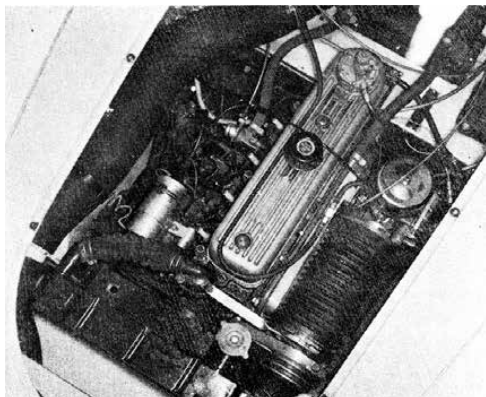




MG Judson Road Test



No alteration of panel was necessary to install blower.



Kit contains everything needed for owner installation.

The car tested is the property of Bill Corey, who writes our monthly "Tune-Up Clinic." It received no special tuning at his shop and is, according to its owner, not so good a performer as some other examples which have received the same treatment. Judson recommends that a Bendix fuel pump be used for speeds over 90 mph, and we discovered this to be good advice. The test car starts to run out of fuel at about 95 mph, and we were not able to get a true timed speed better than 97.8 mph (one way). However, this run was with top down and with the continental kit shown. The latter item may not seem important, but we ran parallel tests for drag losses on the Tech Ed's MG-A and got the following data with the Tapley meter at 60 mph:

	stock	test car
Test weight, ton	1.080	1,195
Calculated rolling resistance	20	22
Tapley drag, top and curtains up, lb/ton	90	-
Same, lb force	97	-
Tapley drag, top down, lb/ton	100	107
Same, lb force	108	127
Net air drag, top down, lb force	88	105

From this it is obvious that the continental kit makes for considerable extra air drag and has a marked effect on the timed top speed. However, stock MG trunk space is almost a joke and the continental kit is certainly a useful accessory, even if it does take a supercharger to bring back the original top-speed capability. Actually the supercharger makes an MG with continental kit and top down about as fast as a stock machine with the top up and side curtains in place. Accordingly we rate the true top speed of the supercharged roadster as 105 mph; the coupe, with its radiused wind-shield, might be able to touch 110 mph when well tuned and equipped with a Bendix fuel pump. According to a power-required curve supplied us by the MG company, a speed of 98 mph requires exactly 68 bhp.



MG Judson Road Test

A few calculations with the aid of a slide rule show that a speed of 110 mph would require 90 bhp.

The biggest change noted on- first driving this car is the improved high-gear flexibility. This was borne out by the Tapley meter, which shows nearly 25% better pulling power (torque) in the gears. Grades which formerly required 3rd gear can now be climbed rapidly in high, although this is not saying that high gear supercharged is as good as 3rd gear unsupercharged. Incidentally the speedometer error was virtually nil because Corey has substituted 165 x 380 mm. Michelin tires which turn 792 revs per mile, as compared to the standard equipment 5.60 x 15's which give 810 revs per mile. This change actually reduces the high-gear ability : the net result is just as if a 4.21 axle ratio were being used.

Fuel consumption suffers surprisingly little in normal driving. Under quite variable conditions we got 26 mpg consistently. However, during the test the extra horsepower used more fuel—we got 19 mpg. We might also mention that this car was 90 pounds heavier than a purely stock MG-A because of various accessories and undercoating.

The price of the Judson kit as given in the data panel includes a properly calibrated carburetor (Holley) and a special exhaust manifold, as well as all necessary small parts. Installation would take an owner about five hours with the manufacturer's very explicit instructions. The flat rate for installation at Bill Corey's shop is \$35.00, but this includes a dynamometer tune-up. If you like your MG-A but want more go, this is the answer.

Road & Track - May 1958



Odd bits

Her : I bet he's thinking about
another woman ...



HIM: It has spark.
It has fuel.
Why won't it start???





MG 5 electric estate headed to UK

27 July 2020 - MG Motor will introduce a new electric estate model in the UK later this year, named MG 5, to sit alongside its ZS affordable EV.

Daniel Gregorious, the brand's sales and marketing boss, previously told Autocar: "It's exciting because it'll be our first model that's truly unique in the market. We expect success but it'll be fascinating to see how it plays with fleet and business customers."



Following the recent reopening of UK dealerships, MG remains on track to begin deliveries to customers in the fourth quarter of 2020 and is inviting prospective customers to register their interest now.

Gregorious also confirmed that a plug-in hybrid version of the HS SUV would become available this year.

If the plug-in HS and new electric estate sell well, Gregorious said MG's next move will be to launch a production version of its handsome E-Motion high-performance four-seat sports car, unveiled as a concept at the Shanghai motor show in 2017. It's a twin-motor, all-electric design with 3.0sec 0-60mph acceleration aimed at moving it into Porsche or Jaguar territory.

"The car is still in our plans," said Gregorious, "and it will make a great halo flagship car. We're only planning one model like it at present. But if we can do well with mainstream models, there could be plenty of opportunity for more sporty models in the future."

It's understood that the MG 5 is effectively an updated and rebranded version of the Chinese-market Roewe Ei5.

That car, which has been on sale since 2018, uses a 52.5kWh battery pack and a 114bhp electric motor for a claimed NEDC range of 261 miles and a top speed of 93mph. MG has confirmed its version is capable of 214 miles on the stricter WLTP emissions cycle.

It's possible power could be boosted to the 141bhp of MG's only current electric offering in the UK, the ZS EV crossover.

The Ei5 is 4.54m long, just under 1.82m wide and 1.54m tall, making it around 10cm shorter than the Ford Focus Estate, although its 2.67m wheelbase is only 43mm shorter.



Expect similar levels of equipment and quality as on the ZS and HS.

When it arrives, the 5 will be the first electric estate of its type on sale. Pricing will increase considerably on the 130,800 yuan (£15,000) base price of the Ei5 in China; expect it to be closer to the £25,495 (post-government grant) of the ZS EV.

Lawrence Allan - www.autocar.co.uk



Membership Fees

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

2020 all subscriptions \$35

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

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

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

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



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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

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



MG90 Car badge.
75mm - \$43.00.



For Sale

FOR SALE - MG PARTS

2 x 1622 cc. Block (no head).	\$150. Ono
2 x MGA. Gear boxes.	\$100. Ono
3 x XPAW. Engine. Blocks.	\$50.
1 x Morris gear box (TC).	\$100 ono
1 x MGB. 1800 cc. 5 bearing ?	\$250 ono
1 x MGB. 1800 cc. 3 bearing block.	\$300 ono
1 x MG Metro block and gear box.	\$150 ono
Contact: Gay Baxter Phone: 027 2799 399 Email : mg.baxt@ xtra.co.nz	
Address: 4 Pain St. BULLS	

FOR SALE - 2005 MG ZR 160 - \$7,500 ONO.

142,000 km - 3 Door in trophy yellow

1.8 VVC Engine that has had 2 engine rebuilds by Paul Walbran Motors in Auckland.

Engine is in excellent condition and runs very well, no oil leaks and no strange noises.

Body work is in very good condition with only some minor curbing on the wheels, hairline scratches and some minor stone chips.

The car has been garage kept and cleaned almost every weekend.

In the last few months I have changed the rotors and brake pads, clutch cable, Suspension bushes and full ignition system (including leads). All of this work was done by Bristol's in Upper Hutt and I have full receipts for all work done.

The cons of the car are that the driver's window regulator is broken and the window no longer goes down, I have a replacement part for this but have had no time to install. The fan speed 1 and 2 do not work but 3 and 4 do, I have the kit to fix this as well.

All in all the car is in very good condition with only minor things to get sorted.

Contact: Jacob Hepburn Phone: 027 5264147 Email: jcnhepburn@gmail.com

Welcome to any questions as well.



Wanted

WANTED. 1973/74 chrome bumper over-drive MG BGT.

Must be stunning original condition. Prefer NZ new. Would consider restored car or UK car. Must have lots of receipts and history and original paper work. Would consider V8. Even if not selling i would like to register interest if you ever do. Thank you so much.

Roger Flatz

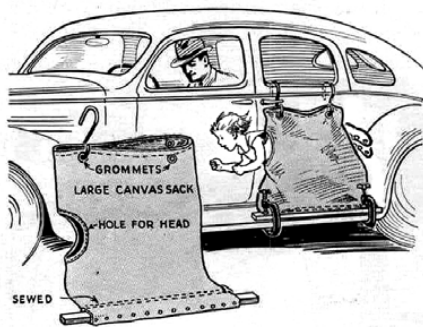
Email: roger.f@ballebros.co.nz Mobile: 027 6049606





Last Word

Child Rides Comfortably in Sack on Running Board



Your kid will ride safely in this sack, which is quickly attached or removed

When you take your kid along for a ride, but prefer not having him inside the car, he can ride safely and comfortably in this sack, which is carried on the running board. The bottom of the sack is clamped to the running board and the top is fastened to the lower part of an open window with hooks, covered with small rubber tubing to prevent marring the car.



"I know you've been helping dad fix the MG, but let me put this in terms you will understand. Go and get a mop and bucket and erase your browser history off my floor!"

How to safely transport and isolate small children.



For Sale

FOR SALE - MGF VVC Engine - \$300, and will throw in the car for free.

Andrew Fox has a TradeMe posting and if any members are interested here is the link.

<https://www.trademe.co.nz/a.aspx?id=2724350405&rewritten=true>



Rear cover

Inside rear cover - Back Country Adventure. Photographs: Peter Fleming, Ross Armstrong.

Rear cover - Back Country Adventure. Photographs: Gina Jones.



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