



Bulletin

PO Box 3135, Wellington, NZ.

Oct - Nov 2020



35TH

CLASSIC

Motor Race Meeting

MANFEILD

FRIDAY - SUNDAY
13 - 15 NOVEMBER 2020



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Cover: 35th MGCC Classic Motor Race Meeting, See page 35 to claim your free tickets.



MG Car Club - Wellington Centre

MG Classic Racing

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



Coming Events

Wed 21 Oct	Club Dinner - Sprig & Fern, Tawa. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Thurs 29 Oct	Old Speckled Hen Run. Coast to Coast (Waikanae to Castlepoint) Contact: Peter & Clare Fleming - email: bounceabout007@gmail.com
Wed 4 Nov	Noggin 'N' Natter - The Backbencher Gastropub, 34 Molesworth Street. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sat 7 Nov	Annual Awards dinner Details to be confirmed by email.
Sun 8 Nov	Coffee & Cars - Southward Car Museum. 10am - 1pm Charity Sausage Sizzle, Tea or Coffee for just \$1.
Fri - Sun 13 - 15 Nov	Annual MG Classic Race meeting at Manfeild Contact: Ron Robertson - email: ron@mgcarclub.org.nz
Thurs 26 Nov	Old Speckled Hen Run, End of Year BBQ – 35 Kohekohe Rd, Waikanae Contact: Michael & Elaine Anderson on 021 620 065
Sun 29 Nov	The Surgery Sprints 2020 - Round 5, Manfield. Contact: Ron Robertson - email: ron@mgcarclub.org.nz
Wed 2 Dec	Noggin 'N' Natter - The Backbencher Gastropub, 34 Molesworth Street. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sat 12 Dec	Tawa Lions Community Christmas Parade Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sat 12 Dec	End of year BBQ - Ross & Anne Armstrong's place, 15 Coates St, Tawa. Contact: Ross Armstrong - email: arfm@mgcarclub.org.nz
Sun 13 Dec	Coffee & Cars - Southward Car Museum. 10am - 1pm Charity Sausage Sizzle, Tea or Coffee for just \$1.
Sun 10 Jan	Coffee & Cars - Southward Car Museum. 10am - 1pm Charity Sausage Sizzle, Tea or Coffee for just \$1.
Mon 25 Jan	Driver Training Day, Manfield. 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.	



President's Column

Those of you who were at the AGM on Sunday 4th October will be aware that I have taken over as President of the club. I have been running things as Vice President since Bill's resignation and it has been a rather fraught few months to say the least. I seem to have spent most of my time booking venues for events, then unbooking them and subsequently, as we went back to Level one, booking them again. Thankfully the venue managements have been very understanding but I have felt very embarrassed with what seemed to be our vacillating about dates. When we went back to level two the Committee decided, after much soul searching and discussion about whether we could manage the social distancing under level two, that we should play it safe and postpone the AGM until we were back in level one.

Looking back, while we have been able to run a number of successful events, especially the Old Speckled Hen runs, we have not managed to schedule a Club Dinner for many months so I am very much looking forward to the October dinner which will be held at the Sprig and Fern in Tawa. This is something of an old stomping ground for us as it was previously the Roundabout and we have had many happy dinners there. If you have not attended one of our monthly dinners I can highly recommend them, it's a great opportunity to get to know the members in a relaxed and convivial environment. There does tend to be something of an overload of car talk but that's what we're here for, right?

One event which has suffered from changing levels was the AGM. We finally managed to nail this down to the 4th October and a good number of Members turned up at Southwards. The new committee for the 2020/21 comprises:

President: Jim Higgins

Vice President: Ron Robertson

Secretary: Margaret Christiansen

Treasurer: Denis Christiansen

Club Captain: Peter Fleming

Committee: Judith Higgins (Membership), Evan McCarthy, Patrick Teagle

In addition to being President, I am the treasurer of the Club's Classic Race Committee or the CRC as we normally refer to it. The Committee is currently in the throes of organizing the November Classic Race Meeting which we hold every year at Manfeild. This year has been a bit fraught as we have been uncertain as to how many entries we might get considering the impact Covid 19 has had on driver's income, however there has been great support so far and we are enormously pleased with the support and encouragement we have received from the drivers. Racing in NZ has been severely curtailed by the virus lockdowns so drivers are super keen to get back on the track again. The meeting is a great opportunity for our Members to enjoy up to three days of great motorsport. Members get free entry to the track and free entry to the Toyota lounge overlooking the start line. In the lounge you can get complementary tea and coffee throughout the day as well as a delicious lunch with refreshments on the Saturday and Sunday. In all this is a package worth up to \$60 for each day you attend – way more than your annual subscription. If you would like to go just contact me a couple of weeks before the meeting and I'll organize tickets for you



Editorial

So COVID19 returned and so there hasn't been much happening locally. What has happened and hasn't happened is reported on by our members, all articles are appreciated by the editor. The AGM was held in early October, see page 36.

On the home front I needed to do some welding on my Morris. The welds on the seat pins on the drivers seat had broken and as pointed out in my WOF inspection. The rear subframe had some rust appearing. Both have been dealt to.

I bought some new centre caps for my alloys on the green MG. The ones that came with them were not centred. The new ones cost \$6 on Ali-express!



Articles

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

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

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

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

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



UK Sales Rocket



4 September 2020 - MG enjoys its best UK August ever as sales rocket by more than 50 per cent.

MG Motor has reported its best August sales figure ever – with 1,010 registrations making for a 52.3 per cent increase against August 2019.

It said it cemented MG's position as the only mainstream car brand in Britain to see sales volume go up in a market that was down by 39.7 per cent because of the pandemic.

So far this year, sales at MG have risen by nearly a third – 32.3 per cent – against the same period in 2019, with a market share of 1.2 per cent. It said the ZS EV, pictured, was driving volume, becoming the fourth strongest-selling fully electric car in the UK.

Daniel Gregorious, head of sales and marketing at MG Motor UK, said: "We're delighted with our August figures as we managed to buck the market trend and deliver a record monthly sales result once again."

This proves just how popular MG's latest models – and in particular our EVs – are becoming, and how hard our dealer network is working to deliver great value matched by excellent customer service.

"We're now aiming for our best ever September as the new '70 registration plates bring more customers into the market."

MG is planning further expansion of its dealer network before the end of 2020.

John Bowman, www.cardealermagazine.co.uk

Model	August			January-August 2020		
	Production	China Sales	export/unsold	Production	China Sales	Export/unsold
MG6	8559	5648	2911	35198	27584	7614
MG6 PHEV	140	17	123	273	480	-207
ZS	3553	2319	1234	48103	20369	27734
H5	2889	969	1920	21627	9792	11835
MG5	2173	0	2173	13287	1	13286
MG3	2036	0	2036	11233	2	11231
ZS EV	1928	56	1872	9170	333	8837

MG August production & sales world-wide.

VCC Wairarapa Daffodil Day Rally - August

It was great to get out in the 'A' again for the VCC Wairarapa Daffodil Day rally. From my counting there were more MGs there than any other marque (well they were the cars I noticed anyway - Mal tells me there may have been more Fords....). The day started in the square at Martinborough, with stops at Featherston, Greytown and Masterton where the public had a chance to engage with the cars and their owners (and donate to the Cancer Society via Daffodil Day).

We enjoyed catching up with other MG Club members and meeting up with VCC Wairarapa members - while doing something positive for an excellent cause. We were





VCC Wairarapa Daffodil Day Rally - August

feeling very fortunate to be able to be out and about with our Auckland colleagues being in Level 3 lockdown and with other Daffodil Day events being cancelled.

Gina Jones





MG Fox

Possibly the worst kept secret in the MG and VCC worlds - we picked up the latest addition to our family on 29 August, our third from the famed Wilcox Collection (fourth if you count a non-MG trailer).

Pre-pick up we had a few laughs when the Motelier, who knew we were collecting a Midget that day, asked how the car would fit into the trailer (the trailer was for all of the parts and spares that came with the car - we will definitely now need to put the garage on our section).

The car is already attracting admirers – the first in Taupo was a lady who needed a photo as her hometown was Abingdon in the UK. Refuelling in Napier I had a long conversation with a gentleman on the forecourt about the car.

We are looking forward to more MG adventures in MG FOX.

PS Apologies to fellow multiple MG owners – when we first joined the club, we didn't understand why one would need more than one MG. We now have the same addiction...

Gina Jones

P.S. A bonus of the journey home was because of the suspension, I recorded 25,000 steps!





The Surgery Sprints - August

The Surgery Sprints were still running under COVID19 level one.



One competitor ended up in the kitty litter!
Photograph: Jo McCarthy.



Lining up for the start, Evan McCarthy on the left. Photographs: The Surgery.



Annual MG F/TF Festival

Don't miss the 8th Annual MGF/TF Festival at Mangaweka

When: Weekend of 27/28 February 2021

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

This gathering 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. Other MG cars produced in the 1995-2005 era, e.g. MGZR are welcome to attend.

Mark your calendar now for 27/28 February 2021.

Go to 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



The Ulster T.T. Race - 1933

Many Records Broken in Hard-fought Contest. Nine Finishers at over 72 m.p.h. Won by Nuvolari in a M.G. Magnette.

WITH an entry list of only 31, which was certain to be decreased by last minute withdrawals, the chances of an interesting contest in Britain's only road-race seemed rather remote. The distance which the scratch cars had to cover was increased from 30 to 35 laps, or 478 miles, and judging from last year's results this alone might have been expected to eliminate a good number of limping finishers. Happily the cars on the whole showed surprising stamina and the handicapping was well done, so that the issue was in doubt right up to the end of the race.

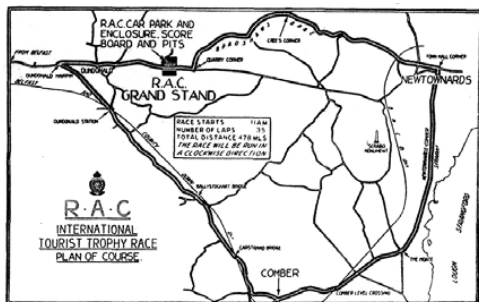
The largest cars in the race were the two Invictas driven by Lace and Field, who had taken the place of the Portuguese driver Sameiro. Then came three 2.3 Alfa Romeos, Noel Rees's car driven by the Hon. Brian Lewis, Lord Howe in the car which he was to have driven at Le Mans, and Rose-Richards who was handling one entered by F. Abecassis, the Portuguese Alfa Romeo agent. This car was the one driven at Le Mans by Chiron and Chinetti. The parts damaged in the crash had been repaired, but the engine was untouched from the 24 hour race.

In the 1,500 c.c. class there was a front-drive Alvis entered by "V. Karachi," but illness prevented him from driving. This left the team of six-cylinder Rileys, driven by Eyston, Whitcroft, Staniland and McClure in possession of the class. The cars differed from last year's entry in several respects. Four carburettors were used, and a roller bearing replaced the white-metal centre main. The engine was set far back in the chassis, and great pains had been taken to reduce weight. The hack of the body was a huge barrel-shaped petrol tank against which the spare wheel fitted, rather like some of the Le Mans Bentleys. A good deal of trouble was experienced with these tanks during the practises, and a complete new set of heavier gauge metal had to be rushed through before the race.

Two 1,100 c.c. Rileys were entered by Cillow



Racing begins, Nuvolari in number 17.





The Ulster T.T. Race - 1933



A broadside snap of the Hon. Brian Lewis at speed in his Alfa-Romeo.



T.E. Rose-Richards (Alfa-Romeo) at Dundonald. He finished Third.



Also at Dundonald. G.F. Manby-Colegrave with his M.G. Magnette.

and had as rival the redoubtable Freddy Dixon. A last minute surprize was the appearance of the great Nuvolari driving Straight's Magnette, with Hall as his most dangerous rival. Matiby Colegrave and Yallop were mounted on similar cars while Horton's absence through indisposition was to be regretted.

In the smallest class were eight supercharged M.(; Midgets, the most dangerous being Hamilton's and Crabtrees entries. Other entrants were Millwood, Fontes, Simister, Attwood, Ford, and Mansell. A Sullivan Special, which was a supercharged Morris Minor with a self-changing gearbox, completed the list, 24 cars in all.

Fine weather prevailed during the practises, and fast times were put up by the Hon. Brian Lewis, T. E. Rose-Richards and P. W. Dixon. Nuvolari sat in a Magnate for the first time in his life on Wednesday and insisted on a high seat cushion Lial a high-backed seat to bring him into his characteristic upright driving position. He soon got used to his new mount and started lapping quickly. The surface of Ulster course which is famous for its non-skid qualities seemed to be rather over-done this year, as the tyres of the Magnette were smooth in two laps.

The course was well swept before the race, however, and nearly all the cars got through with one change, a fine tribute to the wearing qualities of Dunlop.

The practises were unfortunately marred by the accident to G. H. S. Balmain, driving an unsupercharged Midget. He took

Ballystockart Bridge too fast, the car hit the kerb and turned over. The driver was not injured but the mechanic, W. E. Dunkley, was killed.

Rain was falling some hours before the race, but it had stopped by ten o'clock. Half-a-million people were said to have watched the race, hut the efficiency of the traffic



The Ulster T.T. Race - 1933

arrangements were such that there was no difficulty in reaching the course. The cars were drawn up in front of the pits and drivers and pit managers were discussing last minute plans or arranging with their friendly rivals for the maximum of separation in order to give the members of the various groups a Chance of a good start. Lord Howe shrugs his shoulders at the mention of tyres, Whitcroft secures a sprig of white heather on his Riley, and Crabtree tries out the aeroplane speaking tube by which his passenger can communicate with him.

There is a stir at the arrival of the Duke of Abercorn, Governor of Northern Ireland, and Mr. Ramsey McDonald, then the cars are moved to their starting positions and the engines are stopped. The drivers and mechanics sit in the cars awaiting the starting signal. The first group is the 1,100 c.c. unsupercharged cars and in front of them Ebby raises his "national flag." Sharp at eleven o'clock it drops and the 1933 T.T. has begun.

Gillow and Baird are first away, and Freddy Dixon afterwards, looking very cheerful. The second group, M.G. Midgets, start 13 seconds later led by Crabtree, Forster and Mansell. 1,500 c.c. Rileys and Magnettes are dispatched together led by Eyston and Whitcroft and Nuvolari fourth. Staniland got away rather slowly.

As this was happening the loud speakers announce that Pontes is stopped on Bradshaw's Brae. He later retired there with big ends gone and con-rods through the crank-case, through over-stressing a cold engine. Of the rest, Brian Lewis had difficulty in starting his Alfa.

On the first lap Gillow was still in front of Dixon, and Hamilton and Crabtree had taken the lead of their class. Hall and Nuvolari (Magnettes) had caught up the slower "750's," and the former actually signalled on his rival after Quarry corner. The Italian ace was getting into his stride.

Lord Howe still led the Alfas, but Brian Lewis was trying to overtake him, with Rose Richards close behind.

Speeds increased on the second lap, and Hamilton, who was again the third to come round, broke the 750 c.c. lap record with a speed of 73.18 m.p.h. Crabtree's car on the other hand



Earl Howe's Alfa-Romeo was not in form.
He is here seen leading
E.R. Hall (M.G. Magnette)



Tazio Nuvolari in full flight. Note his high
seating position in the M.G. magnette.



The Ulster T.T. Race - 1933

was already sounding unhealthy. On his third lap Dixon had decided to step on it and had passed Gillow. Nuvolari was picking up places in splendid style and was close behind Hamilton, Lord Howe had stopped behind the other two Alfas.

Cornering was reported very fast all round the course. At Quarry Corner Dixon, Hamilton and Nuvolari were neat, also Lord Howe. Gillow who met his Waterloo there two years ago grazed the grass bank each time, while Brian Lewis and Rose-Richards were exciting during the first few laps. Dixon on Glen Hill had a peculiar style, seeming to be able to stay in the middle of the road on the corners, while Nuvolari took them closely with an equal reluctance to slow down. These two were also particularly rapid at Ballystockart.

At 11.37 Hamilton again broke the 750 c.c. lap record with a speed of 74.97 m.p.h. and was leading the race on handicap. Crabtree was second and Gillow third, then Dixon and Simister.

Nuvolari then increased his pace, beating Dixon's record lap of last year by no less than 7 seconds, making his speed 77.69 m.p.h. His speed continued to increase, his lap time dropping by 4 seconds to 10 min. 29 secs. after an hour's running. By dint of this speed he pulled up into second place behind Hamilton. Dixon was third, then Simister (M.G.) Gillow (Riley) and Brian Lewis. Crabtree after a pit-stop had fallen right back.

Newtownards and Comber were constantly reporting hair-raising skids and Gillow shot up onto the footpath at Dun don.ald. The first serious incident was reported from the Moate, a fast bend at the end of the Newtownards straight. Simister shot into first one ditch and then the other, his car leapt into the air, landed on the radiator and finally back onto its wheels then modestly retired into a field. The driver and mechanic were miraculously almost unhurt.

Pit stops so far had been few. Sullivan had trouble with his carburation and Whitcroft (Riley) adjusted shock absorbers. The most serious stop was that of Field (Invicta) whose car had been mis firing almost from the start. He twice changed plugs, checked over carburettors and petrol connections and finally retired with supposed piston trouble. Lace, driving the other Invicta, was driving smoothly and well and had the satisfaction



Drawing of the race by by F. Gordon Crosby





The Ulster T.T. Race - 1933

of beating by 1 second the class record put up by the late Sir Henry Birkin on a Bentley, lapping in 10 min. 41 sec, or 76.72 m.p.h.

The four six-cylinder Rileys were running consistently and did not display that unsteadiness on corners which had been observed in practise. Possibly the heavier tanks were keeping their tails down. Staniland was well ahead of the rest of the team and put up a lap of 11 min. 1 sec. or 74.39 m.p.h.

A handicap race is always difficult to follow even for those mathematical wizards who keep a chart of each car as it passes. It was made no simpler by the fact that the laps shown on the score board were actually those which the cars were beginning. For some obscure reason Nuvolari was shown at 12.30 to have dropped back to sixth place, though since he had at 12.22 accomplished a record lap of 10 minutes 25 seconds,• and a few minutes later one of 10-24, it was difficult to account for. Just before 1 p.m. he got down to 10-14, a speed of 80.09 m.p.h., beating the records for all categories except Birkin's Alfa Romeo time in 1932.

Crabtree was making valiant efforts to catch up the ground he had lost and lapped in 10-52 and 10-51. He retired later at Comber with a hole in his crankcase. Faulty mixture and misfiring had caused a connecting rod to go.

Handicap order after 2 hours.

1. H. C. Hamilton (746 M.G. Midget) 5, 74.14 m.p.h.
2. F. W. Dixon (1,083 Riley), 75.96 m.p.h.
3. Hon. Brian Lewis (2,336 Alfa Romeo, S), 81.25 m.p.h.
4. Victor Gillow (1,088 Riley), 75.25 m.p.h.
5. T. Nuvolari (1,087 M.G. Magnate, S), 77.77 m.p.h.
6. T. E. Rose Richards (2,336 Alfa Romeo, S).

The Alfas, driven by Lewis and Rose Richards had gone round for many laps in close company, the latter dropping back a hundred yards and then regaining most of the lost ground. About 1 o'clock however, the red car failed to appear, and it was learnt that Lewis was stopped at Comber with supposed clutch trouble. He worked on the car for some time,



Nuvolari's pit-stop was a model of cool precision. While he fills up with petrol, Hounslow, his mechanic, changes the rear wheels.





The Ulster T.T. Race - 1933



but the complaint was found to be back axle and could not be remedied.

Gillow, who had been wild several times rounding Quarry Corner, hit the grass bank at the outside, dropped into the ditch, and then brought up short against a telegraph post, smashing up the car. The driver and mechanic escaped with cuts.

Nuvolari now came into third position, but Hamilton and Dixon had increased their speeds and still retained the leading places.

It was now getting time to re-fuel and Lace (Invicta) filled with petrol and oil and adjusted brakes and shock absorbers in the good time of 1 min. 15 secs. Lord Howe came in next and with smart handling refuelled and changed four wheels—really heavy ones—in 4 minutes. Nuvolari's tyres were also showing wear and he changed the wheels and refuelled in 3 minutes 9 seconds.

Hamilton was in shortly afterwards but lost a considerable time through his starter failing to operate. Dixon pulled in a few minutes afterwards and saved some valuable seconds by lifting in turn first each back wheel, and then the front axle onto the jack. The gap between Dixon and Hamilton had widened by nearly a minute in the last half hour, so he needed all he could get to keep within striking distance.

Actually Hamilton had put up two more records 10-45. and 10-44, but on one occasion at Comber hit the kerb at a speed which could not have failed to have damaged his car. Just when Dixon needed his utmost speed his exhaust pipe came adrift at Ballystockart and his mechanic lost considerable time securing it. These misfortunes allowed Nuvolari to take the first position followed by Hamilton, Rose Richards and Dixon, the latter now being over 6 minutes behind Nuvolari.

The front hub on Lord Howe's Alfa Romeo collapsed as he rounded Dundonald Hairpin, without causing any damage. Eyston's 1,500 c.c. Riley had developed clutch slip and he stopped several times at the pits to dose it with fire extinguisher fluid. Staniland's car was running splendidly and he did a record lap of 10' min. 57 sec. or 74.85 m.p.h., and Whitcroft replied with one of 10-54. To everyone's regret, Lace's Invicta came in slowly and retired with main bearing trouble:

Handicap leaders at 3 p.m.

1. T. Nuvolari (1,087 M.G. Magnette, S), 77.43 m.p.h.
2. H. C. Hamilton (746 M.G. Midget, S), 72.48 m.p.h.
3. T. E. Rose Richards (2,336 Alfa Romeo), 77.87 m.p.h.
4. F. W. Dixon (1,088 Riley), 72.74 m.p.h.
5. E. R. Hall (1,087 M.G. Magnette, S), m.p.h.
6. C. S. Staniland (1,486 Riley), 73.84 m.p.h.



The Ulster T.T. Race - 1933

Records continued to fall, Staniland (Riley) reaching 75.54 m.p.h., while Nuvolari made the apparently impossible speed of 80.48. Hamilton continues to increase his speed and if the amazing little cars can stand the "caning" they are getting it seems impossible that any of the others can hold them. Hamilton is only a second behind at 3.30, and after an anxious moment at Dundonald at 4 o'clock is only 3 seconds behind the leader. Dixon replaces Rase-Richards, whose petrol pipe has come adrift. Hall hit the bank at the Moate, avoiding the Italian, but only buckled his front wheel. Dixon was still having trouble with his exhaust system.

Nuvolari with a supreme effort lapped in 10-8 and finally in 10-6 or 81.05 m.p.h. and thus had pulled ahead 36 seconds on Hamilton.

His victory was made certain when he passed his rival filling up, with only five laps to go. Hamilton slung in three gallons in 20 seconds and actually caught up three seconds on one lap, but realising that it was hopeless to try to catch Nuvolari, finished steadily 40 seconds behind the Magnette.

Had the course been a mile longer, or if Hamilton had not lost so much time at the pits, the outcome might have been different, for the Magnette cut out 20 yards over the line with a dry petrol tank.

The new Rileys, though not as fast as had been hoped, were reliable, and all four would have finished had not Stainland cornered too closely at Quarry Corner during the last few laps. He damaged the steering box and was unable to proceed.

Dixon was actually fourth man home, but was disqualified for running with a faulty exhaust system. sir William Morris generously decided that he should still receive the £100 which went with the third place in his class.

www.motorsportmagazine.com





MG launches new ZST compact SUV

2 September - MG has launched its latest SUV offering, the compact ZST.

The British-Chinese brand took the covers off the new SUV yesterday in Australia, ahead of confirming the ZST will go on sale here in September.

MG has given the ZST a fresh look based on the styling of the MG HS from earlier in the year. The front grille has a new black grille and restyled bumper, flanked by new smoked LED headlights, which have 21 individual lighting units in each pod. The rear bumper has been given a similar styling treatment, as have the rear lights, which have eight LED units.

Inside, MG says, is “superior shoulder, hip and headroom throughout the cabin.” There are high-quality soft-touch materials everywhere, including synthetic leather upholstery and seats, a leather-wrapped perforated steering wheel and gear selector, front leatherette centre armrest and two rear ISOFIX attachment points.

Two variants will be offered, the Excite and the Essence, both using a 1.3-litre turbo-charged engine paired with a six-speed transmission. Power is rated at 115kW with 230Nm of torque, a sizeable jump over the existing 1.0-litre’s output of 82kW/160Nm. Fuel usage is a claimed 7.1L/100km.

Both ZSTs get the MG Pilot safety suite, which includes forward collision warning, automatic emergency braking, lane departure warning, adaptive cruise control, blind spot detection, rear-cross traffic alert and lane-keep.

Also coming as standard is a 360-degree camera with integrated parking monitor to help navigate those trickier parking spots.

The Excite model kicks off the ZST range, starting at \$30,990, while the Essence adds a panoramic sunroof, fully digital instrument cluster, heated front seats and redesigned wheels for a starting price of \$33,990.

Both will dot down in New Zealand in September with a five year unlimited-kilometre warranty and five-year roadside assist package.

Additionally, MG is expected to launch a fully electric version of the ZS this year. Keep your eyes peeled for that.

Nile Bijoux - www.stuff.co.nz



The MG ZST gets styling cues from the HS SUV and it looks rather sharp



Like the exterior, it looks like the interior of the ZST has been largely lifted from the HS. Not a bad thing, mind, because the HS has a surprisingly high-quality cabin.



OSH Run To Hawke's Bay

August 2020: the run that never was.

As they say “the best laid plans of mice and men!” The lot fell to me to organise a two day run to the Hawke's Bay. It was designed to build on the May 2019 visit and to once again seek to catch up with MG car club folk domiciled in the Hawke's Bay.

Planning went well. There was an excellent response with sixteen locally based members seeking to participate. Bookings had been made but then the government lifted the country to Alert level two with Auckland in Alert level three. Covid-19 had raised its ugly head.

Should we stay or should we go? The question was left open for as long as possible then, acting on the sage advice of respected members of the club, the decision was made to cancel the event. We all wanted to go but had to be cognisant of the age profile of our participating members – three were in their eighties! I believe that the decision to cancel was correct and, perhaps the only responsible choice for both the participants and the good name of the MG Car Club. I am saddened that a good trip was lost.

On the first day we were intending to travel to Cartown in Palemerston North to get an update on the “about to be released” MG ZST: a vehicle that has stirred quite a lot of interest amongst club members.



A happy looking George Walter trying the MG ZST for size



OSH Run To Hawke's Bay

Finally SAIC were delivering a new MG that has the power and performance that can live up to the well known MG motto "Safety Fast". This new SUV is a little over-powered rather than a little under-powered: just how we like it.

The party were then to proceed through Ashhurst to Woodville for lunch. Here those who were only doing the first day would head home via the Wairarapa. A leisurely trip along some of New Zealand's best driver's State Highways would have taken the remainder of the party to the Hawke's Bay. After our long drive we were looking to have a quiet and relatively early dinner before retiring.

The planned highlight of the second day was a morning visit to the home of Craig Hickson to view his collection of cars. Craig is a member of the Vintage Car Club and a regular supporter of the MG Car Club's pre 56 Rallies with his 1950's MG TF.

The afternoon was kept clear so that folk could follow their own instincts to visit wineries, go sightseeing or shopping in Napier etc. etc. Jill and I had planned to drive to the top of Te Mata Peak and then enjoy a leisurely afternoon-tea at the stunning Craggy Range Winery. The evening would culminate in a dinner with local MG folk. We had had several acceptances for the dinner proposal which boded well for that wonderful camaraderie that the MG marque is renowned for.

Our trip home was planned to deviate into the natural countryside to the south east of the State Highway to once again savour the benefits of real rural New Zealand before the run back through Shannon to our respective homes.

Hopefully we can re-organise this trip in 2021. I certainly hope so.

Andrew Weeks



Short Road test

Photo taken on a short road test of the new MG ZS 1.3 turbo, seen here just out of Palmerston North.

The MG ZS went very well, nice to drive, great ride and handling, good brakes, good power, good economy. No trouble going up the hill. Very good infotainment set, GPS Maps, reversing camera, etc. All in all a nice place to be I recommend it to one and all

George Walter





MG announces cheapest EV in NZ

17 September - The emerging MG brand has lowered the New Zealand entry point to new EV ownership by announcing a \$55,990 price for its first electric model.

The MG ZS EV – an electric version of the MG ZS compact SUV – has been highly anticipated in the local market.

And for early customers there's been a chance to cash-in at even sharper prices with the first 50 deposits securing the ZS EV at \$49,990 while the next 100 units are selling at a \$50,100 introductory price.

MG says over 120 Kiwis have already secured a position in a limited number of introductory price spots. Deliveries of MG's first electric model are set to begin in November.

Before the announcement of the MG ZS EV the lowest priced new EVs in the New Zealand market were the Nissan Leaf and Volkswagen e-Golf, both currently listed at \$61,990.

In place of the 1.5-litre and 1.0-litre turbo engines powering conventional MG ZS models, the ZS EV boasts a 44.5kWh, water-cooled, lithium-ion battery and synchronous electric motor. It achieves a driving range of up to 262km using the WLTP combined cycle test.

MG Motor New Zealand has set a slightly lower range expectation of 250km based on real world testing, conducted in Auckland urban traffic (excluding motorways).

With AC on and driver and passenger, MG achieved in excess of 250km on one charge (calculated including range to empty of 30km).

The electric powertrain develops 105kW with 353Nm of immediately available torque that delivers 0-100km/h acceleration in a claimed 8.5secs.

There are three levels of kinetic energy recovery and three driving modes - eco, normal and sport - allowing drivers to adapt to their everyday driving needs, and levels of energy conservation.

Charging is via CCS and type 2 ports located in the front grille and the vehicle is equipped with a 7kW on-board charger. The MG ZS EV can also be rapid charged to 80 per cent in just 40 minutes from a 50kW rapid charging point.

Locally MG have partnered with TransNet to supply and install the Wallbox range of home chargers (available as an option) which fully charge the battery in seven hours. About 80 per cent of EV charging is typically done at home and the home charger is therefore recommended.



This is the cheapest electric vehicle you can buy in New Zealand, the MG ZS EV.



MG announces cheapest EV in NZ

“MG ZS EV is the most exciting product to join our rapidly expanding portfolio,” said Anthony MacLean, the business manager for MG Motor New Zealand.

“Kiwis love SUVs and so it is important to offer an affordable SUV that is also electric. Some customers put down a deposit 12 months ago; that is a testament to their foresight and patience.”

Along with its compact SUV design the MG ZS EV boasts a five-star Euro NCAP safety rating and a high level of standard specification.

MG designed the ZS from the outset for conventional and EV applications. As a result, interior space is almost identical on both versions with the EV offering 470 litres of luggage space. The single ZS EV trim level launching in New Zealand includes a panoramic sunroof, 8-inch colour touchscreen with integrated Apple CarPlay and Android Auto, a six-speaker Yamaha audio system and satellite navigation.

Heated front seats, an electrically adjustable driver's seat, proximity key and keyless start, 17-inch alloy wheels - in a unique aero style for EV models - and tyre pressure monitoring are standard.

The ZS EV boasts a full advanced driver assist suite called MG Pilot which includes forward collision warning (AEB), adaptive cruise control with traffic jam assist, lane keeping assist, blind spot detection, speed sign recognition, rear cross traffic alert, high beam assist and a rear parking camera with sensors.

There is a seven year/130,000km transferable new vehicle and battery warranty for the MG ZS EV.

Colin Smith - www.stuff.co.nz



Thankfully, it looks like the batteries haven't eaten into boot space too badly.



Inside looks to be akin to the combustion-powered ZS EV, which is to say, more premium than you might expect.



The outside also looks just like the ZS. Those wanting a more discreet EV will like that.



Road test review: MG HS Excite

30 July - MG HS EXCITE

Base price: \$34,990

Powertrain and economy: 1.5-litre turbo-petrol four-cylinder, 119kW/250Nm, 7-speed dual clutch transmission, FWD, combined economy 7.3L/100km, CO2 168g/km (source: RightCar)

Vital statistics: 4574mm long, 1876mm wide, 1685mm high, 2722mm wheelbase, luggage capacity 463 litres, 18-inch alloy wheels.

We like: Fantastic build quality, eager and flexible engine, impressive value for money.

We don't like: Driver's seat too high for taller drivers, transmission can occasionally dither, sluggish navigation.

When China's Nanjing Automobile (later acquired by SAIC Motor) relaunched its newly-acquired MG marque back in 2007 it tried to convince the world that MG stood for 'Modern Gentleman'. That didn't work, but it still comes as a surprise to some people that A) MG is Chinese-owned and B) the company now primarily makes SUVs.

So does that mean that MG is now an insulting facade cashing in on an illustrious past?

Well, only if you consider "an illustrious past" to be either building wheezy crapboxes that couldn't keep oil in or rain out, or increasingly awful rebadged Hondas. If you do, you also probably consider unreliability in a car to be character-building.

No, the fact is that you can dismiss both rose-tinted nostalgia (MG was only every really great pre-WWII, everything since was somewhere on the "average to bad" spectrum) and lazy generalisation/casual racism (all Chinese cars are cheap, nasty and badly built) as far as the modern incarnation of MG goes and the HS is the most compelling argument for that so far.

Okay, so to start off, it is cheap: at \$34,990 the HS Excite we test here is particularly cheap in the medium SUV segment that it plays in – the, shall we say, 'visually similar' Mazda CX-5 starts at \$40,995 for the GLX, although to get something with similar levels of equipment you would need to look at the \$43,495 GSX – but that doesn't mean it is in any way nasty or badly built.

Quite the opposite, in fact – the HS boasts an eager, flexible and characterful engine, a comfortable and well-equipped interior and deeply impressive levels of build quality.



MG's HS is a handsome thing that is packed with standard equipment.



A very traditional badge on something you wouldn't have associated with. No, not an SUV, a vehicle with excellent build quality.



Road test review: MG HS Excite

Did you forget to add ‘for a cheap Chinese car’ to the end of ‘deeply impressive levels of build quality’?

Absolutely not. The HS has impressive build quality by the standards of any modern car in its price range. And several notches above its price range, for that matter.

Good quality materials are used throughout, while soft-touch materials dominate in contact areas. Everything you see, touch or operate is of an equal or higher quality to any of the competition from Japanese or Korean manufacturers, even if the styling is still quite derivative of a number of them. And the Euros too – check out those circular air vents lifted straight from a Mercedes-Benz...

But derivative styling doesn’t matter much when it is good, and the HS’s interior is a pleasingly modern and ergonomically sensible place to spend time. Comfortable too, with its nicely supportive seats.

So no grizzles then?

Let’s not go too fast there, because those comfortable and supportive seats are a sticking point, particularly for someone my height (184cm) and taller. Well, the seats and the mirror.

The seats are set quite high, even adjusted down at their lowest setting, while the mirror and its base that contains all the radar and camera bits for the driver aids and rain-sensing wipers, etc, come quite a way down the windscreen, with everything conspiring to create a wonderfully irritating blockage in the middle of your vision.

Moving your head to look around it quickly becomes second nature, but it shouldn’t have to. Although a fix for this is as simple lowering the seat height, so is something the factory could conceivably amend quite quickly.

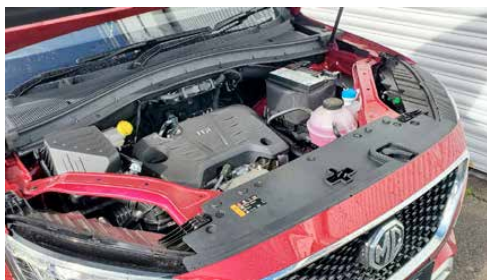
Another niggle is the infotainment touchscreen that, while brilliantly minimalist (with nice, large virtual ‘buttons’ on screen) is a tad sluggish, while the embedded sat nav takes



The HS’s interior is extremely well made from high quality materials.



The HS offers all the space, comfort and practicality you would expect from a mid-size SUV.



MG’s 1.5-litre turbo engine is a delightfully flexible unit.



Road test review: MG HS Excite

an age to boot up.

What about on the road? Any whinges there?

Not particularly – at least nothing specific to MG.

The HS's 1.5-litre turbo petrol engine is a little gem, and is hooked up to a six-speed dual clutch transmission that displays all the excellent qualities of this type of transmission, as well as a few of the foibles – slick and fast in its operation, it can be caught wrong-footed in lower speed situations, much like all of its kind do.

But overall, the nicely flexible engine works impressively well with the transmission and even finds time to sound decent, with a pleasantly characterful growl up in the revs.

Handling wise, the HS is pretty much what you expect from the segment, with pleasantly predictable handling that will ultimately default to understeer when pushed beyond its comfort zone, but feels nicely sharp and responsive when kept within it.

Ride comfort is up there with the segment standards as well, with a particularly pleasant ride around town.

Any other cars I should consider?

There is no shortage of options in the medium SUV segment, but if you are looking in the MG's price range you will struggle to find much that will match it for quality and levels of standard equipment.

The Suzuki Vitara Turbo comes the closest, with the FWD model starting at \$33,990 and packing roughly equivalent levels of kit, but with 103kW and 220Nm it is down on the MG's power and its interior quality is nowhere near what the HS offers.

While from the 'we haven't driven it, but it looks good on paper' file, fellow Chinese manufacturer Great Wall offers the H6 medium SUV from its Haval brand, with similar levels of equipment and a considerably more powerful 145kW 2.0-litre petrol engine.

Damien O'Carroll - www.stuff.co.nz



Nice big touchscreen 'buttons' are fantastic, but the system is a bit laggy though.



While it still makes a few sedans and hatches, MG is mainly about the SUVs these days.



MG 5 electric estate

9 September 2020 - UK's first affordable electric estate will be available in two trim levels with a range of 214 miles.

The planned prices of the new MG 5 electric estate have been revealed ahead of sales starting in the next few months.



New pricing information supplied to Autocar by the Cap HPI trade body shows that the 5 will go on sale from £23,995 - after application of the government's plug-in vehicle grant - and be available in two trim levels: Excite and Exclusive.

Specification details are not yet known, but the 5 will likely follow its ZS EV stablemate in offering sat-nav, DAB radio and keyless entry as standard, with Exclusive trim, priced from £26,495, bringing extras including radar cruise, leather seats and a panoramic sunroof.

A 52.5kWh battery pack will give a WLTP-certified combined range of 214 miles and can be charged to 80% capacity from empty in 50 minutes. Official performance figures show the 5 can accelerate from zero to 62mph in 7.7sec and reach a top speed of 115mph.

It was previously understood that the 5 is effectively an updated and rebranded version of the Chinese-market Roewe Ei5, but a power output of 156bhp represents a 42bhp boost and suggests the 5 has been updated for the UK market. Torque output is up slightly, too, from 188lb ft to 192lb ft.

The 5 is expected to retain the Ei5's dimensions, though, at 4.54m long, just under 1.82m wide and 1.54m tall. That would make it around 10cm shorter than the Ford Focus Estate, although its 2.67m wheelbase is only 43mm shorter.

When it arrives, the 5 will be the first electric estate of its type on sale.

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 of the 5 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 will 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 and is 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."

Lawrence Allan - www.autocar.co.uk



Old Speckled Hen Run - September

A run into classic countryside: September 2020

The appalling virus COVID-19 has done its best to decimate club activities this year. However, a fine piece of foresight resulted in a late invitation to this month's Old Speckled Hen (OSH) run. Bill and Rae Denize devised the trip that encompassed well known cafés with a trip over the Remutakas and a glorious drive through the Wairarapa countryside. In turn the government obliged by moving our region to alert level one the day before the run: well that's one thing that they got right!

This was another OSH run with a difference. We started with morning tea at the much improved Aston Norwood café at Kaitoke. Folk came from miles around: Palmerston North, Waikanae, the Eastern Bays as well as central and suburban Wellington. Some could only stay for morning tea due to other commitments, others joined just for lunch: the common theme was our collective love of the MG marque. What a great turnout:

Bill and Rae Denize - MG TF160

David and Kate Hector - MG3

Valerie Hellberg and Carl Friis - MG (Honda) Jazz

Rob and Sandra Illingworth - MG ZR160 (Scruffy)

John and Jenny Jackson - MG (Riley) 1500

Willie and Sharyn James - MG (Mercedes) ML350

Tim Johnston- MG Magnette

Shaun Leahy and Stephanie McGreevy - MGC Roadster

Bruce McCaw - MG (Fiat Abarth) 124 Spider

Ron Mitchell - MG (Mazda) MX5

Les and Chris Newman - MGB Roadster

Brian and Julie Pope - MG (BMW) X1 Motorsport

Richard Taylor and Bob Shannon - MGB GT

Liz Sutton and John Melville - MGF Abingdon

Chris and Wendy Ward - MG TF160

George Walter - MG TF160

Andrew and Jill Weeks - MG (BMW) Z4



John and Jenny Jackson (photos Bill Denize) Andrew Weeks, Chris and Wendy Ward



Old Speckled Hen Run - September



Jaws working overtime! Photo Bill Denize

Meeting a little before 10.45, our party enjoyed a convivial session at the Aston Norwood café. The large party was more than adequately accommodated and the service was first class. Some members took a stroll outside to glance at the developing gardens and the lovely spring blossoms whilst others just let “their jaws do the walking”.

Before leaving there was an opportunity to admire the smart MG TF160 that Chris and Wendy Ward have been restoring. It was parked close to Bill and Rae Denize's similar model - both looked resplendent in their superb grey livery.

Then it was the drive over the hill. It is always good to see the OSH cars wending their way onwards in loose formation, watching their speed and driving with the gentlemanly courtesy that is synonymous with this group. We re-gathered formation at the usual spot in Featherston before travelling beyond Greytown and turning left into Matarawa Road.

The next half an hour was an absolute revelation highlighting how fortunate we are to live in such a diverse and beautiful country. For once the cars stayed in a disciplined “crocodile” as we traversed some gorgeous countryside. This was real rural New Zealand at its very best. The sun had come out to play and several cars had their soft tops lowered. Our eyes and other senses were almost overwhelmed by the countryside as we slowly forged our way towards Masterton. Lovely green pastures, a wide variety of animals



Shaun Leahy's MGC Roadster (photos Les Newman) Bruce McCaw's Fiat 124 Spider



Old Speckled Hen Run - September



All eyes on Tim Johnston's 1958 MG Magnette which he recently purchased from our club member David Neale.

(Photo Bill Denize)

including dairy herds, steers being raised for beef, flocks of sheep and a number of horses - one suspects being kept as pets. The topography was stunning, particularly as we got closer to the Tararua ranges. Then there were the stands of trees, both deciduous and evergreen: there was even evidence of a stand of silver birches, having been felled and chopped for future sale as weathered firewood.

All too soon we re-emerged onto State Highway 2 just south west of Masterton. We passed through the town, turning left onto the main road towards Woodville and the Hawke's Bay. A short drive delivered us to the well known Dish Café in First Street.

It was here that we were joined by several local club members, Willie and Sharyn James, Brian and Julie Pope and Tim Johnston.

Don't you just love those lazy easy-going two hour lunches? The food was good and the company even better. The conversations were varied, some about cars and some, for reasons unknown, on matters other than cars! I certainly enjoyed catching up with Brian Pope and asking after his MG Metro restoration project. We had seen the car at the time of the Big Brekkie run and I was interested in progress. Brian showed some photos and I was particularly impressed with the stunning new wheels that had just come back from the restorers, resplendent with a lovely bright red MG motif in the centres. The car will soon be ready for painting and hopefully back on the road in the near future. If it is anything like Brian's past restorations, it will be stunning. Some club members moved around the larger group whilst others migrated outside to look under the bonnets of some of the cars.

Soon it was time to once again move on. Some folk simply headed home whilst others followed a route down the eastern side of the Wairarapa through Gladstone and on to Martinborough, once again passing through lovely countryside. Here a relatively small group gathered at the Martinborough Hotel for late afternoon drinks - mainly soft drinks or coffee: no doubt having consideration for the forthcoming drive over the Remutaka Hill.

From Martinborough the group finally dispersed with folk making their own ways home. A good long and successful day had been enjoyed by all. It had been a real pleasure to drive through such wonderful countryside in the company of fellow MGers. Here's to the run in October.

Andrew Weeks



Annual General Meeting - October

The MGCC (Wgtn) AGM was held at Southwards Museum, a good number of members attended and elected a new Committee as follows:

President: Jim Higgins

Vice President: Ron Robertson

Treasurer: Denis Christiansen

Secretary: Margaret Christiansen

Club Captain: Peter Fleming

Committee: Judith Higgins (Membership), Evan McCarthy, Patrick Teagle.



Elaine & Michael Anderson receive their Life Membership award from Jim Higgins.

Margaret Christiansen, Jim Higgins, Ron Robertson and Richard Whitehead (out going Treasurer) ran the meeting.



Dean Gray receives his Life Membership award from Jim Higgins.



Denis & Margaret Christiansen receive their Life Membership award from Jim Higgins.

His and Hers – double header weekend

Daylight saving weekend saw a double header for the Fleming-Jones household at Manfeild.

Saturday 22 September saw the MG Classic Racing & Constructors Car Club Track Day – a perfect event for me to take Mr Fox to the track for the first time. (Mal wasn't so sure and thought it was highly risky taking two MGs and only one trailer). After an early morning start from Greytown I drove Mr Fox over (and Mal trailered his MG) for the track day.

The morning had a couple of training exercises – the first was zigzagging around the cones – this was a good exercise so that I could become accustomed to the lack of power steering and the amount of upper body work needed to turn tightly (I had sore back muscles the next day). The second exercise was about taking the right lines on the corners, I found this one a bit harder as we had a very short (and slow) approach to the corners – but the purpose became apparent once we were on the track.

After this we were split into three groups, according to experience and speed. In the morning we drove around the circuit at road speeds with no overtaking allowed on the corners, although we could pass cars on the straights. The big bonus was being able to have an experienced track driver with me (Mal in my case) to give me tips on how to handle the track at speed. I was feeling a bit freaked out after the first time around as I was working on my lines rather than speed – there were a lot of cars on the track and many had an interesting view of what road speed was.

Bill Denize gave me a bit of a pep talk over the lunch break – and thankfully the numbers dwindled so that in the afternoon I became more confident, and even performed my first overtaking manoeuvre (recorded by the wonderful photographer Jarod Carruthers). By the end of the day I knew I would need to get my racing licence and the full racing kit of clothing (we just needed helmets and cotton overalls for this event). Mal enjoyed



Malcom with both track MG's



In the stables at Manfield



His and Hers – double header weekend

getting his car out on the track for only the second time this year. There was a great a contingent of MGs and a classic sight of one MGBGT towing another home at the end of the day. I had an awesome day.

Sunday was the day of the big storm – and the start of daylight savings, for which I was very thankful to have stayed overnight at Feilding. Feilding has its own microclimate and seems never to be as wet as forecast. Sunday was Round 4 of the Surgery Sprints and Mal's first Surgery outing for the year – Round 1 was cancelled, Round 2 his car was undergoing repairs from his January outing, Round 3 he took the Surgery name a bit literally and on the way to Manfeild managed to have an altercation with his boot lid and ended up spending the morning in Palmerston A&E.

Numbers were down for the event due to the weather; the rain came and went all day. There were only two MGs - Eric Heycoop in his MG Midget K and Mal in his MGF. Eric finished the day first in the M2 class – with Mal finishing second – an excellent result for MGs. I spent the day nice and dry doing some time keeping!

The Surgery Sprint Series has become a legendary event – and has been a feature of the local club racing calendar for 20+ years – it is now sponsored by The Surgery as in the car surgery. As far as motorsport goes it is fairly low-key, the format is simple: a pair of cars are released onto the track at 10 second intervals and they complete 3 laps from a flying start. (This is what I am aiming to do when I get the right gear!).

A great fun weekend to signal the start of summer – and both cars came home unscathed.

Gina Jones

Photographs: Gina Jones & Jarod Carruthers.



On the track, Gina with MG Fox.



On the track, Malcom with the MG F.



From Junk to Gem

Getting a ZR back on the road.



At last year's British Car Day I was admiring Denis' ZR160 and said to long-time friend George Walter that I had always liked the look of them and thought they were a great car on paper.

George replied that he knew where there was one sitting neglected and he thought could make a good project. He followed up the lead and sight unseen George did the deal and bought the car on my behalf!

The car was relatively low mileage with less than 160 ks. It had been "resting" at Ray Hartley's farm for 18 months after a head gasket failure had caused the owner to abandon it and transfer ownership to Ray given the cost of repair was considered too much.

George generously offered the use of his garage and it lived there for 2 months or so during its renovation.

It is a top spec ZR 160 VVC and has the same K series motor and gearbox as the F and TFs. the suspension has a lot of Honda Civic components and really decent brakes and is a potent little package when in good condition.

George prepared a shopping list and ordered all the parts from Brown and Gammons in England. Included was an upgraded head gasket, oil rail and engine thru bolts. We also took the opportunity to replace the water pump and all belts etc.

The head went to Ray's to get reconditioned and George and I replaced everything else ourselves. Working on the engine is far easier on a ZR than an F access wise and with the help of YouTube and some downloaded manuals it was all straightforward. Fitting the



From Junk to Gem

head and timing belts wasn't too hard and it started first crack running rough due to me running the plug wires wrongly from the coil packs. A number of other small jobs like handbrake adjustments and wheel bearings and a new set of Michelins and it flew through its warrant.

Ray drove it and exclaimed it went really well which is mechanic speak for "crap I sold this too cheap!!"

Driving it for the first time was hugely satisfying... they perform really well, with great handling and plenty of go when the VVC kicks in.

I have now had it on the road over a year and only suffered one problem having the alternator fail, but a quick disassemble I replaced the bearings and a rectifier and it's good as gold.



Originally I brought the car with a plan to have it for my daughters to drive.. it turned out they weren't keen on the bright Trophy Yellow and I wasn't sure the little rocket was the right first car!!

So I use it as a daily driver, I occasionally see Denis out and about in his identical car and there is another yellow one currently for sale. According to Car Jam there are still 11 of them in use. If you are looking for an MG that is a bit different, highly practical and a mighty good car for the occasional sprint or spirited driving, I would highly recommend getting one... they deliver the goods...

I really enjoy driving it and it was great to work on a "new" MG with my long time mate GW.

Thanks to George and Ray for making it all happen...

Wayne McKinnon.

PS. The Girls did get a car to drive an old Ford.





National MG Rally 2022



1924–1927: MG 14/28
1927–1929: MG 14/40
1928–1933: MG 18/80
1929–1932: MG M-type
1931–1932: MG C-type
1931–1932: MG D-type
1931–1932: MG F-type
1932–1934: MG J-type
1932–1934: MG K-type
1933–1934: MG L-type

1934–1936: MG P-type Midget
—1955: MG T-type Midget
1955–1962: MGA
1961–1979: MG Midget
1962–1980: MGB
1967–1969: MGC
1973–1976: MGB GT V8
1992–1995: MG RV8
1995–2002: MG F
2002–2005: MG TF
2007–2011: MG TF

Invercargill

24th February to 2nd March 2022



Hosted by MG Car Club (Otago Southland Centre) Inc.

Enquires To – mgrally2022@gmail.com

Rally Information

The MG National Rally for 2022 will be hosted by the MG Car Club (Otago Southland Centre)) in Invercargill from the **24th February to the 2nd March 2022.**

Rally Venue & Headquarters

Rally headquarters will be at the Ascot Park Hotel on the eastern side of Invercargill. All types of rooms are available from motel type to superior suites. If you wish to make early bookings for accommodation contact details are <https://ascotparkhotel.co.nz/> and quote MG Rally 2022 with your enquiry.

Rally Programme

A programme of activities to suit all MG owners will be provided. These will include subject to final arrangements such activities as;

Concours d'Elegance – To be held in Invercargill Gardens

City & Surrounds Time Trial – Part of the competitive section of the rally will explore the City and surrounding countryside.

Bus Tour – To visit a number of collections and places of interest close to Invercargill.

Touring Day – Day tour through western Southland on the Southern Scenic Route and return through Central Southland.

Teretonga Race Circuit – A range of activities to utilise the Southern Most Race Circuit in New Zealand.

Free Time for Visits to – Transport World, Motorcycle Mecca, Bert Monroe Collection (E Hayes & Sons), Stewart Island, Milford Sound etc.

Post Rally Tour - At the present time a short post Rally tour to Central Otago finishing at Highlands Motor Sport Park Cromwell on the 5th March 2022 is being planned. The final breakfast would be at Highlands Park including track laps. Final details to be confirmed.

Contact Details – An early indication of interest would be appreciated. The organising group can be contacted by;

Email - mgrally2022@gmail.com or

Lead Contact – Russell Hawkes – 021 970 997

Alternate Contact – Barry Mills – 021 205 9686



Odds & Ends



Tantalizing image of an electric Midget posted on The Surgery Facebook page.



Covid19 engine protection.



MGCC Classic Motor Race Meeting

35th annual running of our Classic Motor Race Meeting like the last year's meetings, there will be two days of full racing, with around 40 races over the weekend. Unlike other race meetings, variety is the name,

Admission is **FREE** for members, please contact Richard Whitehead to get your complimentary tickets. These will be posted out to you, so **BOOK EARLY** as you know how slow NZ Post is these days, **DON'T** leave it to the last minute.

Email: richardw1953@gmail.com Phone: (04) 235 8928 Mobile: 027 258 9694

Members will have the use of the Toyota suite, but you must show your Membership card on entry to the suite.



New Members

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

Kathryn Jenkins
Peter & Robyn Crow
Philip & Hellen Swales
Graham Taylor

Palmerston North
Whitby
Silverstream
Brooklyn



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

SEBRING COWLS FOR MGB

2 x Unused plastic Sebring cowls for MGB racing car. \$20.00 the lot.

Contact: John Richardson Phone: 021 1844144 Email: johnr@actrix.co.nz

MG PARTS

Anyone interest in second hand MG motors and car parts. I have a selection of cam shafts, gasket sets, brake drums, thermostats, drive shafts, crown wheel & pinions, clutch plates, rear axles, rocker covers, tins of springs, wire spokes, bearings and a assortment of smaller items.

Gay Baxter,
Phone. 027 2799399 or email: mg.baxt@xtra.co.nz

MG MIDGET CAR COVER

Just found a car cover from 70 MG midget if anyone is interested. For free if you want to pick it up, Masterton.

Jill lamb - Email: L.j.lamb@xtra.co.nz



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



1275cc Spridget Short Block Wanted.

I'm having my Austin Healey Sprite restored at Classic Auto Services and we are looking for a good 1275cc spridget block for sale in the Wellington or lower north island area.

Contact: Brett Young - email: faminz@gmail.com



Letter to the Editor

Hi MG-ers

A few months ago on the run to Shannon golf club's big car day, on the way into the event there was a long line of vehicles bumper to bumper, with a couple of MG Bs getting close to boiling point mine included, she didn't like idling for such a long time.

When we got back home I thought I should do something about the overheating issue, so with tablet in hand I started looking at thermostats, new expansion tank, radiator cap. Then got a bit carried away & ordered a selection of radiator, heater, fuel & vacuum hoses in red, as pics. This took several weeks to acquire all the items to renew & replace the existing hoses etc. After flushing the engine & radiator I started cutting hoses to length & installing as tidily as possible. Then decided to get a battery kill switch & wire this & an earth under the bonnet to make jump starting & charging a the battery a lot easier access rather take the back seat out etc. Being an Ali Express-aholic I found an oil catch tank with a gauge & some Y connections installed this & looks good, well to me anyway. The last things I have done & started are: I used a back of an old toaster & attached this over the fuse box & wiring loom to tidy this area up & an Oil & Temp gauges not working yet. I still have a couple more little projects I will be doing over the coming months.

Cheers Lindsay



Found

MG Key Fob FOUND - 5 July 2020



Part of an MG key fob was found outside of the Featherston toilets on the way home from the Big Brekkie run on Sunday 5th July 2020.

If it's yours please contact Richard Whitehead.

Telephone: 04 2358928 for its return.



Rear cover

Inside rear cover - Photographs of Lindsay's engine bay.

Rear cover - MGs lined up at the VCC Daffodil day. Photograph: 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



