



Bulletin

PO Box 3135, Wellington, NZ.

Jun - Jul 2020





1935 Chrysler Airstream - Ideal Art Deco car, beautiful cruiser, \$27,500.



1967 Jaguar Mk2. - NZ new, manual, black, red leather, chrome wires, overdrive. \$54,990.



2006 Mazda MX5. - Gorgeous in blue, superb condition, great fun car: \$10,990.

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Cover: 2020 MGCC Nationals - Gary Wall's MG SA at the Concours.



MG Car Club - Wellington Centre
MG Classic Racing



Coming Events

Thurs 25 Jun	Old Speckled Hen Run - Bill Pine Memorial Run Contact: Les & Chris Newman - email: leschrisnewman@gmail.com
Sat - Sun 4 - 5 Jul	Auckland MG Midwinter run - Taihape Contact: Paul Walbran - email: mgparts.nz@outlook.com
Sun 5 Jul	Big Brekkie Run to Dish Café in Masterton Contact: John Grant - email: j.p.grant@xtra.co.nz
Wed 15 Jul	Club Dinner - Shepherds' Arms, 285 Tinakori Road. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Wed 5 Aug	Noggin 'N' Natter - The Backbencher Gastropub, 34 Molesworth Street. Contact: Jim Higgins - email: jhiggins@netedge.co.nz
Sun 16 Aug	Annual General Meeting, Southwards, Paraparaumu. 1.30 pm for 2.00 pm. Details to be confirmed by email.
Sun 13 Sep	Daffodil run to Gladstone Details to be confirmed by email.
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
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.	
Members are welcome to attend committee meetings, but please contact the club secretary in advance. Jim Higgins - email: jhiggins@netedge.co.nz	



President's Column

At time of writing this report we are in Level 2 and by all accounts expected to move to Level 1 within the next week. This is great news.

So where to from here? OSH runs are expected to recommence later this month with the first run planned for Thursday 25th of June.

Your committee will have met within the next few days to discuss plans for future activities/weekend runs from early July. Unfortunately it will be winter but we would look to having some events... perhaps a Big Brekkie run to the Wairarapa?

Thank you to those of you who have already paid your subs for the 2020/21 year. Rae has been busy sending out new membership cards.

So what have Bill and Rae been doing during Lockdown, Levels 3 and 2? Staying home with our groceries being delivered to the door. However since we entered Level 3 I have been back and forth between home and our Mitre 10 store in Porirua. In fact I have been quite busy. Some gardening and digging in many bags of compost. When not out in the garden I have been sanding, priming/undercoating/top coating some of the windows inside our house. Fortunately the window frames are aluminium so just the wooden surrounds needed some work. None were too bad at all but it was a good opportunity to get some of them done.

Our MGs haven't had much attention although I did have all the wheels off the RV8 in order to clean the cow manure off the inside of the guards after taking the car on the MG Nationals trip to the Wairarapa. The TF also had a substantial clean after another trip away just prior to Lockdown. We were on a run on some back country gravel roads between Taupo and Wairoa via Lake Waikaremoana. We struck drizzly rain and about 50mm of mud sitting on a hard road surface/base and by the time we arrived in Wairoa it was difficult to tell what colour the cars were...however we did have a great time.

I would have to say that I am missing Formula One. Fortunately it is due to get under way with the first race for this season being held in Austria. Because of Covid-19 there will be no spectators at the early events and this may well be the case for the remainder of the season.

I have also spent some time looking at TradeMe Cars (not that we are looking to buy anything) and noticed that there is an MG RV8 for sale less motor/gearbox/suspension/brakes/fuel tank/computer etc. Rumour has it that someone bought the complete RV8, stripped it and put all the mechanical bits in to an MGBGT. Such madness given that there were less than 2,000 RV8s built with most of them being sold new in Japan. These cars over time will become sought after collector cars. Anyway Rae tells me that I cannot talk as around 30 years ago I purchased an Australian Morris Mini S (Clubman front) which came out with the Cooper "S" motor/gearbox/7.5" front disc brakes and twin petrol tanks. I had the car stripped and put all the mechanicals into the Morris Cooper 998cc we had at the time, effectively converting my existing Cooper to Cooper "S" specs.

Looking forward to some club runs and catching up with some of you in the not too distant future.

Bill and Rae Denize



Editorial

Well I hope you all had a comfortable lock-down. I have used images from the 2020 Nationals for the cover and colour pages, as although there are a number of articles in this issue, the images were not suitable, either too small in size, wrong shape or black and white, which seems a shame to use on a colour page.

As to my lock-down I enjoyed it and was able to paint the front half of my red MG, having welded up the rust prior to lock-down. I then also welded up the rust and painted all of the Morris. I had to wait until lock-down lifted to get a WOF for the MG.

Back at work now. Activity noticeably increased under level three, but it seems even under level two that things have returned to 'normal', cars, people everywhere!

Safety  Fast!



Articles

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

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

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

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

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



How MG helped Ford beat Ferrari

11 April 2020 - At its heart, Ford v Ferrari is the story of two friends – one world-renowned, in Carroll Shelby, the other a hero to motorsport fans in the know, Ken Miles.

Shelby was the all-American hero – a former World War II test-pilot, who in peace-time turned to motorsport, making his debut in May of 1952 at the wheel of an MG TC. Shelby won his first race, which entitled him to a second, and later that day took on bigger, faster cars from the likes of Jaguar and he beat them, too. He would quickly graduate to more exotic machinery, but it was the MG that cemented Shelby's desire to succeed on the circuit. "I still had a lot to learn, but I knew how to go fast. The MG changed my life, because from that point forward, I knew I wanted to be involved with racing and sports cars."

In 1959 he would take an Aston Martin to victory at Le Mans, but shortly afterwards he was forced to retire – a heart condition made it too dangerous for him to compete, so while his career on track had been cut short, a new chapter was opening up for Shelby as a constructor.

Ken Miles' story could not be more different than that of Shelby's. Born near Birmingham, in his early years he raced motorcycles, and at the age of 15 became an apprentice at Wolseley Motors. He too fought in the Second World War – Miles served in the Territorial Army, becoming a tank commander, and was part of a unit that fought on the beaches of Normandy on D-day.

Post-war, Miles demonstrated a huge talent for motor racing, competing in Alvises, Bugattis and Alfa Romeos. In the early 1950s, Miles and his wife relocated to California, where he would find work as an MG service manager and he began to compete with the Sports Car Club of America.

Miles would build his own car, based on an MG TD. It won its first race and quickly drew attention up and down the West Coast of America. The car was simple, but its simplicity only served to underline Miles' talent as a driver. Never one to rest on his



George Eyston (left), Ken Miles (right) ready to attack the 12-hour Class F Records in EX179.



Ken Miles' most successful MG Special, 'Flying Shingle' which he won many a California sports car race in, to the embarrassment of more exotic, supposedly faster, machinery



How MG helped Ford beat Ferrari

laurels, Miles set about developing his next car, a more advanced, MG-based special, nicknamed 'The Flying Shingle' thanks to its swooping body and low ride-height. It was quicker, smaller and lighter than that first special and his success in the US meant Miles found himself as part of the MG team entered the 1955 Le Mans, competing in EX182. Miles and teammate John Lockett would pilot the MG to 12th place, making it the highest placed MG.

Unfortunately, the 1955 Le Mans would be remembered not for the MG's return to the race after a 20-year absence, but for the worst disaster in motorsport history, as 83 spectators and French driver Pierre Levegh died following a major crash.

The events of 1955 led MG to disband its works team and withdraw from racing and



The MGs leaving Abingdon, being driven by the mechanics, and heading to the 1955 Le Mans where Miles et al were to put the EX186 cars through their paces.



Car 41 competing in the 1955 Le Mans, piloted by K Miles and J Lockett, here flat out on the straight.



Miles taking victory in the Flying Shingle at the 1955 Palm Springs Road Race

Miles returned to the US, and following a difference of opinion with MG General Manager and director John Thornley,

moved away from MG. The following year, Miles took MG EX179 to the Bonneville Salt Flats, setting 16 international 1500cc Class 'E' records, including 170.15mph for 10 miles and 141.71mph over 12 hours.

His final race in an MG came in the Flying Shingle, in 1956. As the likes of Porsche began to make their presence known in motorsport, Miles moved with the times, competing in a Porsche-powered Cooper special, racing against another icon in MG's history – Phil Hill.



How MG helped Ford beat Ferrari



Ken Miles (left) with EX179 on the Bonneville Salt Flats

As the 1950s drew to a close, MG's focus was on its record-breakers, something Miles felt to be of little benefit, taking to print in the US magazine Competition Press. He believed that MG still had the potential to succeed internationally, but that the marque was held back, constrained by the management of the British Motor Corporation. "The results of high speed or endurance runs are highly predictable," he said, adding: "The results are in the bag before the car ever leaves the factory."

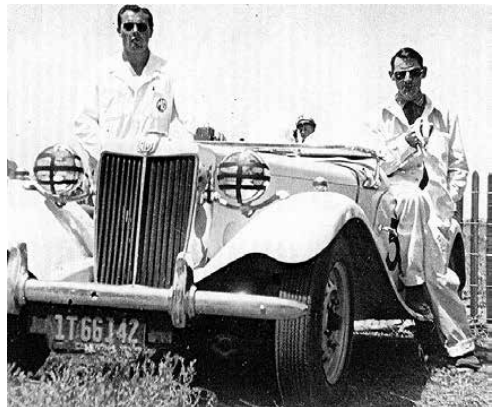
Thornley would respond in the pages of Safety Fast!, reminding all that Miles remained a friend before explaining to Miles that the investment made in a decade of record breaking would not support a racing stable for a single season.

Miles clearly had a passion for MG and a desire to see it racing amongst the best, but in the end, neither the budget nor the political will within BMC existed to push MG onto the global motorsport stage and Miles would move.

In the early 1960s, Miles would become lead test driver for Shelby, playing a key role in the development of the AC Cobra. Other work would see him help develop the Sunbeam Tiger, before in 1964 he would take a key role, alongside Shelby, in completing the development of the Ford GT40 – a car in which he would win the Daytona 24hrs, the Sebring 12hrs and, if not for company politics at Ford, the 1966 Le Mans 24hrs.

Tragedy would strike a year later in 1967 when, while testing Ford's next GT racer, Miles' car flipped, crashed and caught fire. He was 47 years old when he died.

Miles would be inducted into the Motorsport Hall of Fame in 2001 and is considered one of the founding fathers of US road-racing. His contribution to motorsport should not be forgotten and he deserves to be more widely remembered than he has been – hopefully his and Shelby's story, told so well in Le Mans '66, will change that. However his achievements before the 1960s should be noted, too, as should all he achieved behind the wheel of an MG.



Gordon Whitby (left) and Ken Miles (right) with his stock MG TD at the San Francisco Golden Gate Race

By Adam Sloman - www.mgcc.co.uk



MG HS vs Skoda Karoq



10 March 2020 - The new value-for-money MG HS looks to make a splash in the mid-size SUV market. We test it against the Skoda Karoq

MG is going from strength to strength. The brand might be best known for its sports cars in Britain, but under Chinese ownership it's re-invented itself as an SUV brand – and with some success, too.

Its small SUV, the ZS EV, offers great value, low running costs with plenty of kit, and now it's the turn of this HS family-sized model to go up against the best in its class. It's facing the Skoda Karoq, our yardstick for the mid-size mainstream SUV market, and with styling that evokes many of its competitor's designs it's an inoffensive SUV that has lots going for it.

The HS effectively replaces the lacklustre GS model that was on sale for around five years in the UK. The new car boasts more practicality and technology – which are two key elements in this class – so on paper it looks like a stronger contender. It's great value, too. At £22,995, the MG undercuts the Skoda, but where is your cash better placed?

MG HS

MG's trademark good value for money looks like it's still present here because this top-spec HS 1.5T-GDi in Exclusive trim costs just £22,995 with a manual gearbox, undercutting the base-spec Karoq.





MG HS vs Skoda Karoq



Design & engineering

However, the MG's price advantage isn't quite as big as you might think; it's just £885 cheaper than the Skoda.

It comes incredibly well equipped for the cash, with satellite navigation, decent smartphone connectivity, heated leather seats and climate control. There is also MG's safety technology package, LED lights, parking sensors and a reversing camera, and climate and cruise control.



Quality is okay inside, too. Top-spec Exclusive models feature plenty of leather trim on the dashboard and doors, and the cabin feels like it's built well enough, even if there are some cheaper finishes, such as the shiny silver plastic on the storage tray lid in front of the gearlever.



The relatively sporty seats are supportive enough and are a nice touch in a conventional SUV like this, but the MG is no more comfortable or any better laid out inside than the Karoq – but then the Skoda is a very solid entry in the class, so its test rival passes muster rather than wows in this respect.



A new platform has been adopted for the HS that uses MacPherson struts at the front and multi-link suspension at the rear. There's only one engine on offer: a 160bhp 1.5-litre four-cylinder turbocharged petrol unit that drives the front wheels through a six-speed manual gearbox.



While some modern turbo engines tend to have advanced technology, such as mild-hybrid electrical assistance or cylinder-deactivation to help boost efficiency, there's none of that here. The HS's engine features stop-start and that's about it.



MG HS vs Skoda Karoq

Driving

The HS's on-road manners are more than just acceptable. The engine has enough grunt but does feel like it needs to be revved harder than the Skoda's motor to access that power, even though the MG was faster from 0-60mph in our test (by 0.6 seconds, at 8.6 seconds). It was faster in gear, too, despite both cars offering the same peak torque figure of 250Nm at the same point in the rev range: 1,500rpm.

Keep the revs low and the MG's engine is quiet, but the 1.5-litre unit booms if you extend it. The six-speed manual gearbox is fine most of the time, too. The shift action is light and has just enough positivity, but there are some quirks that come up more frequently than we'd like. In our test car it was repeatedly difficult to select first gear when pulling away, which is a pain in traffic.

While the car feels softly sprung, it's quite nicely damped. This relaxed approach means over even bad surfaces the HS does a good job of absorbing ruts and controlling the body. However, it does get caught out over a series of imperfections in quick succession, whereas the Skoda is far more composed.

And the MG also doesn't handle as well as the Karoq. The steering is a good weight and is predictable in corners, but the car does roll and pitch a little too much when driving more quickly. However, this is a family SUV and the comfort on offer is decent. The set-up is a big step in the right direction for MG.

Practicality

A 463-litre boot with the rear seats up is okay, but nothing to write home about, especially when the Karoq packs 521 litres beneath its tailgate. The HS will accept a family's luggage fairly well, but SUVs are meant to offer more practicality than a





MG HS vs Skoda Karoq



family hatchback, and in terms of pure boot space, the MG isn't actually that far ahead of some larger family five-door hatches.

At least there's a good degree of room inside and it's high up, too, so strapping kids into their seats should be an easy task. Visibility is also a strong point, but that's the same with most SUVs.



The strong equipment list also helps boost the MG's usability, with parking sensors and a reversing camera included in the specification.

Ownership

Exclusive trim features MG's Pilot Advanced Driver Assistance System as standard.

This includes autonomous braking with pedestrian detection, lane-keep assist and lane-departure warning, blind-spot detection, rear cross-traffic alert and auto high beam for the LED lights, so it's no surprise the model scored a five-star Euro NCAP rating when it was tested last year.



The warranty package is strong, too, with seven years' unlimited mileage cover.

However, despite this, the brand's reputation overall with customers wasn't too good, because they ranked MG the 27th best brand out of 30 manufacturers in our Driver Power 2019 customer satisfaction survey.



Running costs

One area where the MG really loses out to the Skoda is in terms of efficiency. It emits 148g/km of CO₂, which puts it in the 33 per

cent Benefit-in-Kind (BiK) tax bracket compared with the 118g/km Karoq, which sits three percentage points below it.

So, despite the MG's affordable price tag, it'll be the costlier car to run for business users. Lower-rate income tax payers will have to shell out £1,500 a year in contributions for the HS and £1,419 for the Karoq.

This lack of efficiency showed in our fuel economy evaluation, too, with the MG only



MG HS vs Skoda Karoq

managing 32.8mpg during the test, compared with 38.9mpg for the Karoq, which means the Skoda will be £327 cheaper at the pumps a year. The Czech model will cost a total of £1,760 in petrol over 12,000 miles.

Testers' notes: "Exclusive trim features LED ambient cabin lighting, but if you want a usable SUV and good value is a must, then consider one of the lower trim levels. They don't sacrifice much kit and are even more affordable."

SKODA KAROQ

Matching the top-spec MG on price is an entry-level Karoq SE (our pictures show a higher-spec Edition model), which comes in at £23,880 with the 1.5-litre TSI engine and six-speed manual gearbox. But there's more to this test than a simple analysis of the figures, as we'll see.

Design & engineering

For a start, while the Skoda might be £880 more expensive than the MG, there isn't too much difference in the level of core kit. The Skoda gets an eight-inch touchscreen with Apple CarPlay and Android Auto, for example, providing owners with sat-nav through their device. Parking sensors are included, as are cruise control and some key safety tech, while you get DAB radio, too.

However, it is true that the Karoq in SE trim does without some of the MG's more premium features, such as LED lights, a reversing camera, heated leather seats and keyless operation, but you can add all these features as options on the Skoda if you want them, even if it will push the price up.

LED headlights are £1,225, a reversing camera is £310 (and not bad value), heated seats are £205 (again, not bad value, but £1,400 if you want them in leather), while keyless operation costs £435.

Despite the Skoda lacking these features the cabin matches up, with even better build and material quality than the MG.





MG HS vs Skoda Karoq



The ergonomics are also fundamentally better, with more – and more better-placed – storage and a nicer driving position.



The Karoq also gives away power to the MG. The Skoda's 1.5-litre four-cylinder turbo engine produces 148bhp but the same 250Nm peak torque at the same 2,500rpm. There's a six-speed manual driving the front wheels, too, with a dual-clutch automatic available, as with the MG. Neither is offered with four-wheel drive in these engine and trim combos.



There's also a good level of efficiency-boosting tech; the Skoda's engine has cylinder-deactivation that can shut down two of the four chambers on the move under light load to help cut fuel consumption. It does it more often than you might expect – the little 'eco' display on the dash is the only real way to tell, because the changeover is almost imperceptible.

Driving

It's no slight on the MG, but in pretty much every way the Karoq outscores it. While it might have been slower from 0-60mph and lagged behind over some of our in-gear acceleration tests (it was a few tenths slower between 30 and 50mph in third and fourth, but actually quicker by more than a second between 50 and 70mph in top) the engine's flexibility is more than adequate. It's also smoother and more refined, particularly at high revs, where the MG sounds coarse.



The gearshift is lighter and more precise than the MG's six-speeder, but it's not an obvious weak point in the HS anyway, while the Skoda's steering is lighter and more precise, and there's more grip on offer from the chassis, too.



That's because the Karoq's body control is



MG HS vs Skoda Karoq

more resolute, whereas the HS doesn't keep its composure for quite as long. The Skoda feels a little firmer over washboard surfaces, but there's still a nice, silky motion to the way the suspension soaks up bumps, which, even on bigger wheels, makes the Karoq the more comfortable car and the better machine to drive out of this pair of family SUVs.



Practicality

The Karoq is also more practical. Room inside the rear is roughly equal, but the Skoda's larger boot means it's easier to load and can swallow more kit. This could be important if you're part of a growing family and have to ferry around all the paraphernalia that comes with it.



You can add Skoda's clever VarioFlex seating that brings a sliding bench to prioritise either passenger space or luggage room depending on your needs, but it's part of the pack that brings leather upholstery, too, so costs £1,440 and isn't all that necessary.



Ownership

Skoda's results in our Driver Power ownership satisfaction survey were the inverse of MG's, because the Czech brand was a hit with buyers, taking fifth place in the table out of 30 brands in the 2019 edition.



However, Skoda's franchises finished 10th in the dealers' chart, while MG performed more strongly, coming in seventh out of 31 manufacturers. Overall, Skoda just edges it, even if its three-year warranty package isn't quite as attractive as MG's; this might matter less if you're buying on finance though.



The Karoq's safety technology is nowhere near as extensive as the HS's. Autonomous emergency braking is standard, but if you



MG HS vs Skoda Karoq



want blind-spot warning and lane-assist they're part of a £930 pack that could be worth paying for. At least the Karoq gets seven airbags as standard and a five-star Euro NCAP safety rating to match the HS.

Running costs

Skoda is a brilliant example of how a brand's image has changed over decades. Our

experts reckon the Karoq will hold on to 10 per cent more when it comes to used values, at 51.3 per cent over three years or 36,000 miles, compared with 41.3 per cent on the MG. This equates to depreciation of £11,630 and £13,496 for the Karoq and HS respectively, which means used values of £12,250 for the Skoda and £9,499 for the MG over the same period and mileage.

Vehicle Excise Duty costs £145 on both models and insurance will cost our sample driver £499 a year on the Karoq and £541 on the HS. The Skoda was more economical on test and is cheaper to tax for company car drivers, so it costs less to run overall.

Testers' notes: "Skoda has confirmed its upcoming all-electric SUV will be called Enyaq, so if you're considering an EV, hang on. Expect a plug-in 'iV' Kodiaq soon, along the same lines as the Skoda Superb iV PHEV."

Verdict

First place: Skoda Karoq

The Karoq still reigns supreme in the family SUV sector. While it's a little pricier than the MG and doesn't get anywhere near as much kit, it's still the better machine due to its higher-quality and roomier cabin. The slight disadvantage in performance is not enough to really matter, but the Karoq's extra practicality, flexibility, dynamism and comfort are. It'll be much cheaper to run, too.

Second place: MG HS

The HS shows MG has made some decent improvements with its tech and set-up, to the point where you'd now even consider it in the same group as cars like a Nissan Qashqai, given its value for money. Yet compared with the Skoda it's lacking in a few key areas, although they certainly don't include price and kit. We're looking forward to seeing an EV version, if the smaller ZS EV is anything to go by.

Auto Express - www.autoexpress.co.uk

MG HS

Model: MG HS 1.5T-GDI Exclusive

Price: £22,995

Engine: 1.5-litre 4cyl turbo, 160bhp

0-60mph: 8.6 seconds

Test economy: 32.8mpg/7.2mpl

CO2: 148g/km

Skoda Karoq

Model: Skoda Karoq 1.5 TSI ACT SE

Price: £23,880

Engine: 1.5-litre 4cyl turbo, 148bhp

0-60mph: 9.2 seconds

Test economy: 38.9mpg/8.6mpl

CO2: 118g/km



Terry Collier

It is with sadness that I advise that one of our Life Members, Terry Collier, passed away Easter Monday.

Some of you will know that Terry had been battling cancer for several years and was admitted to Wellington Hospital a few weeks before his death.

Terry was a Club member for many years and during that time held a number of positions within the Club including President and Chairperson/Treasurer of the Classic Race Committee.

For years Terry raced at both our November Classic Race meetings and Charity Classic Race meetings, initially in his lovely MGBGT, then in several Midgets and latterly in his fabulous Formula Junior which he imported from the USA a number of years back. The Formula Junior required major restoration and Terry was assisted by his brother and nephew in the rebuilding of this car.

Terry's knowledge of racing cars and drivers who raced at the Levin Motor racing circuit was legendary. He was a former Chairperson and member of NZ Motorsport's Classic Race Commission for a number of years.

His first car was an MGA hardtop coupé which is still owned by Club members who are retired and living in Carterton. In more recent years he owned a very nice 2003 MGTF and only last year purchased an MGZR which he was tidying up as and when his health permitted.

It was only about three years ago that I learnt from Terry that he had been a founding member on percussion with the Roger Fox Big Band. Terry also played drums in some of Wellington's early show bands and rock groups. During 2019 Terry published a memoir of his 50 plus years in jazz and R'nB music titled 'Skins in the Game'.

Terry is survived by his wife Anne, and their son, Simon and his family who live in Auckland.

Bill Denize



Terry's first MG, MG A, 1967.



Terry's MG TF, 2018.



Terry Collier

We are deeply saddened to learn that Terry Collier passed away on Monday.

Terry was deeply involved in motorsport and had a life membership and was a former president of the MG Car Club (Wellington). He was a driving force behind the popular MG (formally Whittaker's) Classic event and instrumental in Formula Junior for many years.

Terry also served on the MotorSport New Zealand Historic and Classic committee as a member and chairperson.

In 2015 Terry was awarded the Sybil Lupp Trophy which recognises someone who embodies the very spirit and values associated with Historic and Classic Racing in New Zealand.

“We are deeply saddened to hear of Terry’s passing,” said Wayne Christie - President of MotorSport New Zealand.

“Everyone at MotorSport New Zealand and I’m sure the wider Motorsport community has Terry and his family in their thoughts at this difficult time.”

MotorSport New Zealand Facebook page

Motor race photographs: Barry Styles



Terry with the Sybil Lupp trophy.



Huffacker Mk2 - MG Classic, 2017.



MG Speedwell Midget - MG Classic, 2010, led by Bill Denize, Mini Cooper.



MG BGT - Charity Classic Manfeild, 2007.



MG Midget - Charity Classic Manfeild, 2004.



Sir Stirling Moss

The MG Car Club are sad to hear that Sir Stirling Moss has passed away, aged 90.

Honorary member of the MG Car Club and motor racing legend, Sir Stirling Moss passed away following a long-term illness. Lady Moss was by his side at Mayfair House until the early hours of Easter morning. Lady Moss said that Sir Stirling “died as he lived, looking wonderful.”

Although never managing a Formula One World Championship, he won 16 of the 66 Grand Prix that he raced in. In 1955 he became the first Englishman to win the British Grand Prix at Aintree fending off another legend, one Juan Manuel Fangio. Fangio would later go on to be his teammate at Mercedes and an arch rival, but also a friend and mentor to Moss.

Sir Stirling Moss was an incredibly versatile driver and won 212 of his 529 races in his professional career. Sir Stirling was associated closely with Formula One racing, but in 1957 also secured himself a place in MG history when he smashed the class F (1100 – 1500cc) world land speed record at Utah’s Bonneville Salt Flats in the streamlined MG EX181.

Moss beat the previous record set by Goldie Gardner to set the bar at an incredible average over two runs of 245.64 mph.

Sir Stirling Moss’ top – level career came to an abrupt and tragic close in 1962 when he crashed at Goodwood in 1962 and was left partially paralysed and in a coma for 6 months.

Following his forced retirement from top-level motorsport, he remained close to motor racing either via his broadcasting commitments or many guest appearances driving or speaking at historic events.

Moss is widely regarded as one of the greatest racing drivers of all time, but more importantly he will be a sadly missed member of the MG Car Club family.

MG Car Club (UK) Facebook page





MG Cyberster Concept



11 May 2020 - MG has revealed a new concept that uses electric power in an open-top sports car, harking back to the brand's sports car roots. Called the MG Cyberster, the new car only exists in a series of official sketches for now and was created by China's SAIC design department. It looks a bit like an updated, synthwave version of the classic MG B. The clue's in the name: it's a Cyber Roadster, or an MG B-EV, as it were.

Featuring a long, low swooping bonnet - thanks to its EV powertrain - and rounded, retro lights, it's clearly supposed to be a distant cousin of the original MGB, and it even features supercar-style nacelles behind the passengers.

At the rear, the concept seems to eschew the classic finned lights of the original model, and replaces them with a lightbar array, seemingly lifted straight off the Polestar Precept concept. There appears to be a hint of Union Jack LED details like on the Mini hatchback at the rear, too.

Will the MG Cyberster be a real car one day? In a challenging development climate which has seen the delay of the Tesla Roadster and the cancellation of the next BMW i8, it's hard to say.

MG has become an unlikely contender in the EV marketplace, with its affordable crossover, so it's possible an EV roadster could work as a halo car to get people to notice the Chinese-owned brand.

The company has also suggested the Cyberster's styling points to the look of its future models.

Curtis Moldrich - www.carmagazine.co.uk





MG Classic Competitor?



I am really proud that in every Surgery Sprint I have entered last season I have come last! Despite this I came second in my class. Just shows the value of just turning up.

Many years ago when my son was a teen I used to take him the MG Classic in November each year, I used to tell him that it was a part of his birthday present. The MG Classic is something I have always wanted to enter, got close to it a few time but never did, life kept on changing.

Now I'm getting close to 70 and I thought if I don't do it now I never will. So what did I need to do? Ron Robertson and a couple of MGCC people who are experienced in these things gave me some really good advice.

I needed to upgrade my M licence to a C licence. After a lot of study slotted in during down time while glass blowing I thought I was ready. I booked the test with an assessor in Levin, I got a few questions wrong but after revisiting them got them right. I'm very literal and if there is any chance of looking at something the wrong way I will. A family trait. So I passed OK. It was November 2019, unfortunately the assessor forgot to send the results in to Motorsport. This was sorted in January but there were a few administrative issues to be sorted before I got my class c in the mail in February.

I have got a single layer race suit, I need a double layer. Gosh they are expensive, hunting through Trademe there was a second hand one that might fit me. Strange enough it was being sold in Otaki. Yep it fitted so I bought it for \$250.00.

Ron had suggested I fit a four point harness, I had the choice of getting my existing seat modified to accepted the shoulder pockets or fit a race seat. I have a MX5 for those who don't know, so after taking out the original seat and test fitting a race seat I decided I did



MG Classic Competitor?

not want to drill holes on the floor pan to fit the race seat. So I took my seat back to an upholsterer in Whanganui (which is where I do glass blowing), this was finished the day before lockdown, so it's still there waiting for me to pick up, perhaps next week.

I'll trial fit the harness and get it checked out by a helpful local scrutineer. I still have to make up my mind whether to swap between my three seat belt and four point harness on race day, or get an authority card so I can keep the four point in all the time. My MX5 gets used on a regular basis on the open road. Once the modified seat in I'll have a better idea.

I wanted to enter my MX5 as a classic sports car, to do this I needed a 'certificate of description', so a few days into lockdown I gritted my teeth and did the paperwork. Motorsport were very helpful as my computer skills are not good, can you really attach more than one photo to an email? I just had to give them one more photo of my exhaust manifold and they were happy, my script was surprisingly OK. A few days later I was told my car now has a CoD. I used my last stamp to post in my log book. I'm sure I'll get it back when things are back up and running.

So now I have no excuse not to enter. I'm 70 next year so I'm on target.

I really don't care if I come last, I just want to enter.

David Etchells



'New' race suit.

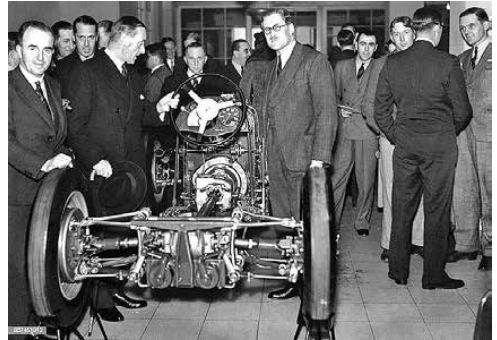


Modified race seat.



1935 - MG R Type - Racing Car's

There has been a fascination with this 1930's Racing Car built by MG for a number of reasons, not the least being, it was the first British car to feature all-round independent suspension and the first MG to be offered for sale, built as a single seater racing car designed by H.N. Charles and the last Triple M car to be developed. Ten were built and offered for sale in April 1935, to allow customers to use then, in the International Trophy Race at Brooklands. Priced at GBP795, the R Type, offered fantastic value and nine were sold, as soon as the model was announced.



Cecil Kimber, Malcolm Campbell (left) and George Eyston (centre) with a demonstration model of the R-Type MG.

Some of the basic technical details included:

Engine: Four-cylinder in-line overhead camshaft – some had DOHC fitted which increased power output to 140bhp from the same cc rating

Cubic capacity: 746cc

Power Output: 113bhp @ 7,200rpm based on using a methanol fuel

Carburettor: Single SU HV8, 1.875in diameter

Clutch: Two dry plate

Gearbox: Four speed and reverse, ENV Wilson-type preselector

Chassis: Steel-box section frame, Y-shaped welded construction

Wheelbase: 7ft 6.5in

Suspension: Independent on all four wheels using equal length wishbones Luvax vane dampers all round

Steering: Bulkhead mounted steering box, operating twin gears independently attached to a drop arm for each wheel

Brakes: Girling four-wheel drum brake system, mechanically operated by cables

Drum: diameter 12in

Wheels: 18in, centre-lock Rudge splined hubs, 60 spoke.

Tyres: 18 x 4.75

At the beginning of the 1935 racing season an MG “works” race team consisting of the first 3 MG R Types produced – RA0251, RA0252 and RA0253 was formed and run by Capt George Eyston a director of Wakefield Oils (Castrol) and a keen racing driver and successful speed record breaker in the 1930's. However, at the end of 1935 season, soon after MG had made a decision to pull out of racing and race development – because William Morris had reservations about motor racing, two of the three team cars were purchased by Bellvue Garages (Racing) Ltd – RA0251 and RA0253.

Bellvue Garages Ltd were the MG Agents in Wandsworth, South London hence the connection. The racing company was run by the Evans Family and three of them, Kenneth,



1935 - MG R Type - Racing Car's

Denis and Doreen were regular competitors at Brooklands, Donington Park and at Shelsey Walsh hillclimbs and trials which were very popular at the time. To some extent, this was what a series of early MG's Triple M's were developed for. Having said that, it was a rich man's sport and became a place for socialites to be seen, with the result a number of them became successful competitors.



Doreen, Kenneth & Denis Evans.

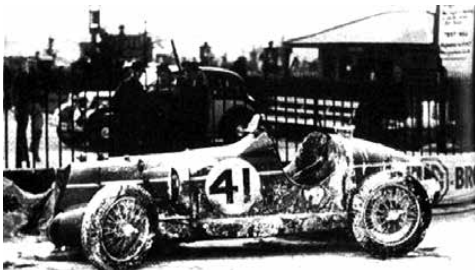
At the end of 1935 Bellvue owned RA0255 which they had bought new, together with the ex-Eyston team cars as mentioned above, plus a MG Q Type which was in a way, the forerunner of the R Type.

During the winter of 1935, Bellvue commissioned Pomeroy & McEvoy to develop a DOHC head for their R Types, in readiness for the 1936 season. They also fitted a Zoller supercharger, which boosted performance.

Over 1936, the three cars competed in a number of races, with mixed results and RA0235 was on a number of occasions, driven by Doreen Evans until it caught fire, at the JCC International Trophy Race at Brooklands, on the 2nd May. It was repaired for a later race however at the end of the 1936 race season. Bellvue put the three R Types up for sale, as the 750cc international race category (Class H) had collapsed. RA0235 was sold to Ashmores



Doreen Evans in the R-type at Brooklands.



Aftermath of the Fire.



Doreen Evans.



1935 - MG R Type - Racing Car's

Ltd, a transport company based in the Midlands and run by two brothers, Fred and Joe. They raced RA0235 during 1937 at Brooklands and Donington, but without apparent success.

With the outbreak of WW2, the Ashmore Brothers together with Reg Parnell, arranged to store many of the racing cars including RA0235. After the war, RA0235 went through a number of hands and various body changes, but in January 1957, RA0235 was advertised for sale in the Autosport magazine and Peter Stevens a RNZAF officer stationed at Henlow, on a three-year secondment to UK, purchased the car sight unseen for GBP200. Peter Stevens had owned a MG P Type in New Zealand, which he sold before going to UK, but always wanted to own a Pomeroy & McEvoy twin cam R Type. He then proceeded to fit the car with a "Microbond" fibreglass two-seater body. In June 1960 RA0253 was imported into New Zealand, at the end of his secondment and whilst he used the car, in the end, following a series of engine problems he decided to sell it to Len Southward at the Southward Trust Museum, together with all the drawings for NZ400 in late 1965.

Southwards then set about rebuilding RA0235 to its original monoposto form, using drawings and information supplied by Bob Milton and the body rebuilt by Steve Roberts of Whanganui. The completed restoration, has been done extremely well and now this magnificent MG racing car, is on display in its BRG livery.

On the 9th November 2019, a visit was made to the Southwards Car Museum by Graham Phipps and his wife Carol from US, along with Geoff Broadhead from the MG Car Club Auckland, Bill and Rae Denize and Michael Anderson from the MG Car Club Wellington and accompanied by John Bellamore of Southwards Car Museum. The purpose of the visit, was to look at RA0235 as this was the car, his mother Doreen Evans had raced during 1936 in the UK. It was a somewhat emotional visit for Graham, as up until recently he had no idea his mother, had raced cars and to sit in RA0235 was a really poignant moment.



Graham Phipps Doreen Evans's son.



Southward's MG R-type cockpit.

Geoff Broadhead, has done a tremendous amount of research on this MG R Type and has written an extensive article "1935 R Type MG RA0235 – The most interesting MG in New Zealand" published in the Triple M Magazine in 2018. He now is in the process, of writing



1935 - MG R Type - Racing Car's

about the life of Doreen Evans, with Graham Phipps help and assistance.

Footnote: The connection of RA0235 with the MG Car Club Wellington goes back a number of years, including it being on display at our 90th MG celebrations in Wellington in 2014. More recently, at the 2020 MG National Rally Concours D' Etat and Display at Southwards on the 24th February 2020, RA0235 was on display in the foyer of the museum.

Another interesting point in relation to MG R Types is that Pip Bucknell of Queensland and member of the Pre-War MG Register of Australia owns RA0259 which is the only one in Australia and which he has owned for many years.

Michael Anderson - 5th May 2020

Acknowledgments:

- The Pre-War MG Register of Australia Newsletter No 1/2020: March
- Various articles from the MG Car Club UK including Wikipedia
- Various articles from the MG Owners Club including Wikipedia
- Geoff Broadhead Article – 1935 R Type MG RA0253 – The most interesting MG in New Zealand
- Southwards Car Museum
- Photos by Bill Denize



Card presented by Graham Phipps.



Doreen Evans in the R-type, Brooklands pits.





'DASH' the MGBGT

Reviving a practical classic

When the Asquith family moved to New Zealand, they brought with them an MGBGT. Aiming for a useable everyday classic, they set about a rebuild with the help of Kiwi experts



DEFINITELY AWESOME SUPERHORSEPOWER

At it's launch in 1965 the MGB GT was hailed as an affordable and very practical sports car, but it's not often described as having definitely awesome super horsepower. However this 1968 MG earned that name when James Asquith and his 8-year old son were driving home soon after buying the car in the UK. James's son (Caeden, now 10) saw his dad flick up the overdrive switch – and when he felt the modest surge of road speed, he christened their new car 'Dash' (short for 'definitely awesome super horsepower'). Dash was initially garaged at James' parents house in Yorkshire, England before being shipped to New Zealand to join the family in late 2018.



'DASH' the MGBGT

KIA ORA 'DASH'

When the car arrived in Wellington in December 2018 it was taken along for entry certification. Vehicle Inspection NZ (VINZ) found some wrongly wired lamps and switches - but more significantly some poor welding repairs. As the structural problems were investigated closely, it became obvious that the previous owner's restoration needed an upgrade. 'Dash' had made it into NZ, but it became apparent that some time and money would be required to bring him up to standard for the New Zealand Roads. The Asquith's brought the car to their new home in Johnsonville (in the northern suburbs of Wellington) and James looked over the car in detail to figure out what was next. There were lots of new parts on the car - and a very perky reconditioned drivetrain - but the chassis needed a lot of work. Seeking help, James met up with members of the MG Club of Wellington at the British Car Day in Upper Hutt. The show has become an annual celebration of all British and European Cars held at Trentham Memorial Park each February. There were lots of offers of support from the friendly club members manning the stand. James got chatting with Michael Anderson (Rally and Regalia Director, MGCC Wellington) who was quick to understand the situation and willing to help figure out how best to progress the project.



Several MGBs on display at the British and European Car show in Trentham.



Arrival at VINZ for entry inspection

SELECTING THE BEST PARTS

Michael connected James with Ray Hartley motors in Wellington. Ray and his crew are specialists with classic cars and have a long history of repairing and racing MGs, so when James called for help Ray was sure he could assist - and visited Dash to assess the project. Ray suggested that the simplest path would be to strip down and salvage all the best components from the imported car and find another NZ chassis as a basis for the restoration. James began the process of dismantling the donor car while Ray looked for an NZ registered BGT. A suitable chassis for the restoration was quickly acquired (from a Telescope Engineer in Lake Tekapo) and Ray's team set to work on preparing the panels



'DASH' the MGBGT

and chassis for repainting. In his spare time over the next 6 months, James continued to prepare the interior and mechanical parts for the rebuild while Ray and team readied the chassis. The plan was for Ray's team to deliver a rolling chassis for final assembly in James' home workshop. The Lucas Type45D distributor was serviced with new inertia springs and an electronic ignition conversion. This was in preference to a full electronic timing system as that would have required modifications to the rev counter (it relies on a pulse from the coil LT circuit) plus James wanted the option of switching back to the points if need be – thinking of roadside emergencies in the rain! The dashboard was also cleaned up and repainted in the original wrinkle paint finish – seen in the picture below next to the reconditioned prop shaft (with new UJ bearings).



The car was carefully stripped down for restoration.



Soda blasted and primed chassis.

ENTERING THE GREY ZONE

The chassis was extensively rebuilt and repaired - including new floors, inner and outer sills on both sides and repairs to the firewall and heater box. The doors, tailgate, bonnet and guards were all in great shape and only required sanding, priming and preparing for paint. Grampian Grey – an original 1968 GT paint that matched the donor cars original specifications – was chosen for the respray. Fast forward to February 2020 and, on a sunny and blustery Wellington afternoon, Dash returned home looking as handsome as they day he left Abingdon in the newly painted Grampian Grey. As you can see in the picture opposite, James' Son was excited to see the car home and ran out to give Dash a hug!





'DASH' the MGBGT

THE REBUILD

By this stage of the project most of the refurbishment work was complete and what was really required was some spare time to progress the rebuild. This was March 2020 and the news was all about Covid-19 and the possibility of a lockdown in NZ. James realized that if he could get some help with fitting the motor and gearbox, he might be able to do the rest of the work at home during lockdown. So, on what turned out to be the last Saturday before Lockdown, Ray spent a day helping James to fit the motor and gearbox back into the chassis. The



Welcoming 'Dash' home with a hug.

The drivetrain installation went smoothly but - as those that have done this will know - there's not much space to move a spanner in the area where you must tighten up the the gearbox mounts to the crossmember and onto the chassis rails. It took most of the afternoon to get these in tight! Over the next 8 weeks work progressed at home. The fuel tank, brakes, interior, wiring harness, fuel and hydraulic lines, lights, bumpers, seals, glass, and chrome were re-fitted. It was slow and careful work but gradually 'Dash' was taking shape. Since James is intending to use the car as a practical classic (rather than a showcar) he decided to make a few concessions to modern motoring including key fob activated central locking, a period styled modern radio, and an aluminium radiator with automatic auxiliary cooling fan. Reconditioned black leather seats with red piping and a new gear knob finished off the refreshed interior. By early May two milestones were reached - NZ started to ease Covid-19 lockdown and Dash was ready to go back to Ray's garage for final commissioning and a WOF.





‘DASH’ the MGBGT

BACK ON THE OPEN ROAD

The car was finally ready for shakedown by mid-May 2020 and around lunchtime on a crisp autumn day Ray called James to say the MG had sailed through the WOF and was ready to get back onto the open road. There’d been a scary moment when Ray first took the car for a test drive as he heard an unusual noise coming from the engine bay under braking. Luckily, this turned out to be a slight catch of the fan on part of the radiator housing so with the addition of a spacer plate all was well. At the time of writing James has had the car on the road for about for just over a week and has done a few hundred kms in shakedown testing. It starts easily with full choke and quickly warms to operating temperature. James has been enjoying driving the car and says that “there’s nothing better than the sound of the SUs breathing deeply as you blip the throttle and change down!”. The handling is surprisingly taut and balanced and very predictable. It’s perfectly suited to NZ main roads and keeps up easily with the modern traffic – and with overdrive engaged in top gear, the car will cruise all day at motorway speeds with the motor burbling at 2 – 2,500rpm. As with all classic cars the project is never really finished. James is already making a list of jobs to do as time allows including work on the bonnet and tailgate panel gaps and a possible LED headlamp upgrade and the addition of rallying spotlights.



James’ daughter enjoys a ride – Safety Fast!



Engine bay features a few modern parts.

USEABLE EVERYDAY CLASSIC

So does ‘Dash’ live up to his name? James’ Son certainly thinks so. Not only is the car a practical and useable everyday classic (benefiting from refinement including extra sound deadening, remote central locking, modern aluminium radiator and auxiliary fan to cope with any traffic jams, hands-free iPhone connectivity) – but, crucially, when you flick the overdrive switch, the B-series engine splurts into life and offers Definitely Awesome Super Horsepower.

James Asquith



MG Future Strategy



14 May 2020 - MG aims to sell one million cars globally by 2024.

New strategy outlines MG's plans to enter more than 100 markets worldwide
MG plans to enter up to 100 global markets and generate annual sales of up to one million units by 2024.

The move comes as MG makes sweeping changes to its operations as part of its 'Mission 100' brand strategy. Parent

company Shanghai Automotive Industry Corporation (SAIC) said the strategy aims to prepare the British-born car maker for its 100th anniversary in 2024.

The new MG brand strategy calls for the marque to become more internationally focused and details of the plan were announced less than a week after sketches depicting a new electric-powered MG roadster concept were revealed.

Yang Xiaodong, vice president of SAIC, said: "We have planned this for a while. We now feel the company has the necessary maturity, and the conditions are right."

Xiaodong, who oversees SAIC's passenger car operations, said he sees MG as an international brand controlled by the Chinese but operating globally. "The products and business plans are already thought out," he said.

In 2019, MG sold 298,000 cars worldwide, including 139,000 in export markets, ranking it number one on exports of a single car brand, according to SAIC.

To help drive sales in potential key markets such as the UK, MG said it will expand its current line-up with seven new models within the next 18 months – three of which are described as being all-new, with the rest being updates of current models. Included are a range of electric-powered models to complement the MG ZS EV, according to Xiaodong.

As part of the Mission 100 strategy, MG also said it will place greater emphasis on attracting younger buyers to the brand through the adoption of new digital infotainment functions, 5G connectivity features and level three autonomous driving technology – all of which are set to be developed in co-operation with SAIC sibling company, Roewe.

Further changes are set to be focused on MG's sales network, which the company said will offer a "new digital retail experience". As part of this, MG is preparing to reveal a new logo based on that already depicted in the sketches of its new electric roadster (see page 19).

Greg Kable - www.autocar.co.uk



Six weeks of Lock-down

A day trip to Kaikoura

Late afternoon on Friday 20 March we boarded the ferry towing the MGA, off on another MG adventure. Although the Classic Alpine Tour <https://www.classicalpinetour.com/> that we had registered for had been cancelled, we decided we would continue with our holiday, which incorporated four days cycling of the Alps to Ocean mountain-bike trail and catching up with lots of family and friends – as well as touring the Classic Alpine route, incorporating some additional highlights such as 24 hours in Milford Sounds and a drive through Dansy’s Pass. We arrived late to Blenheim having been on a very empty ferry, the hotel had coned off a double carpark for the trailer and Prado for us, the carpark was surprisingly full. The traffic on the roads was very light – we felt we were having a bit of a retro holiday with 1950’s traffic levels in a 1950’s car. We had a dinner date in Christchurch the next day, which we didn’t make – we listened to the Prime Ministers Saturday noon announcement having arrived at Kaikoura. We promptly did a U-turn and rebooked on the ferry that evening. The ferry was quite full and almost scary with the number of tourists on it (although we managed to maintain 2m distancing)!



Six weeks of (Virtual) Rallying

This would have to be the most intensive six weeks of car rallying we have done – and we didn’t even set foot in a car (although Mal went out to the garage a few times to lift the dust cover on the MGA...).

At the beginning of the lock-down we signed up for the HERO Virtual Table Top Rally (check out the HERO website – they have some great videos - <https://heroevents.eu/>) with



Six weeks of Lock-down

proceeds going to the UK NHS charities (sorely needed by the sounds of it). We heard about this from having signed up for the Hero Summer Trial in the UK, which was to occur in July and becoming HERO members. Each week we were sent daily emails with clues and maps to plot routes on. At the end of each week we were sent a conversion table onto which we plotted out results to reveal a word to unscramble – or a phrase. Results needed to be sent in by 11.59pm each Sunday.

Who knew there were so many ways a route could be plotted! We had herringbones, letters representing junctions of types of roads (e.g. YyY YyY YYy yyy yYYy etc – we had to post a question on what that all meant!), map symbols and features, gridlines, and a poem. That was just week 1, each week presented new challenges (certainly ones we could adopt for our club trials) – it was definitely a good brain challenge! It was also a challenge in looking, thankfully we had magnifying glasses and were able to enlarge the maps on our screens.

Even so, there were a couple of weeks where we had plotted the correct route, though missed some of the clues we were looking for. Mal decided early on that I needed to be the navigator and he would just do the driving (he was also inundated with the amount of work he needed to get through during this period). My favourite week's answer was from week 5 – 'the navigator is always right' (long may Mal remember that one! Ask him about Venice sometime).



Auckland Club Trials

In addition to our 30 Hero challenges, the MG Auckland Club arranged several trails which we also signed up for – which includes searching for checks, just like the real thing. Tuesday evenings were set aside for trials. The first week was set on Waiheke Island, with Paul emailing the trial link at 7.30pm – we needed to text Paul when we thought we should get a check and he would respond with the check and any handouts – this was all done via Google Street View, which took quite a bit of mastering, especially for those of use who have never played computer games. Scorecards were sent in with the finish time being the time of receipt. It was great being able to catchup with MG friends for a wine (or in our case, for dinner) via zoom at the end of the trail.



On the Friday we went rallying – again using Google Street View - Special Stage 1: Stelvio pass – one which has definitely been added to the bucket list, Special Stage 2: Finestre Pass (which we didn't finish as we kept ending-up facing the wrong way – even though we did it more than once), Special Stage 3: Gavia pass, and Special Stage 4: Tende. Some great roads and spectacular scenery. Definitely a different way to spend a Friday night.



Six weeks of Lock-down

From week two onwards Paul (and his team) had mastered putting up virtual checks, so it became very much like a MGCC Trail – week two was at Waiuku which incorporated the Otatau Hill Climb. We even had similar arguments (about going too fast to see the checks)!

Mal was becoming busier and busier at work so unfortunately, we were missing the starts (and having to do the trials at a later date) so we missed the zoom catch-ups. Following trials have been in Somerset (Subsection 1 in Bath and Subsection 2 in rural Somerset), a beautiful rally in France - Special Stage 1: Pra d’Astier to Beuil, Special Stage 2: Col de Turini, Special Stage 3: Col de liseran and Special Stage 4: Combe Laval. We were due to be travelling in France in July – this certainly added some roads we would like to travel on when we get to reschedule our trip. Trial #4 was somewhere in the UK down country lanes which we needed to do over two nights, due to Mal’s availability, causing great mirth from CR with us taking 23 hours and 57 minutes, which had to be a record. We started Trial #5 a few days late and Mal somehow got us onto the wrong version of street view after the first check, so we did the whole trial the MuGs route with only one check. So, you can imagine that we were more than a little horribly confused! Nice roads though.

We are looking forward to the next one – or even better doing a real one (Mal told me he went out and had a peek at the car yesterday). Fingers crossed for a successful and quick transition to normality.

Gina Jones (with Malcolm Fleming)



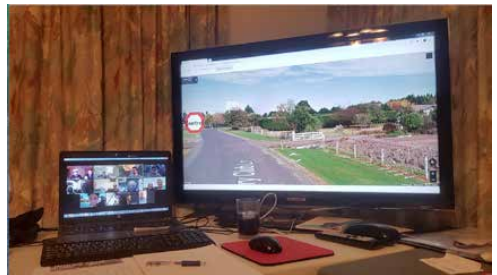
Start of a trial.



Mal – a cup of tea is never far away...



Darryl Bretherton getting virtually sideways.



End of a trial.



2020 Targa Rally

INVITES YOU TO



THE ULTIMATE TIME TRIAL 2020 13 - 18 OCTOBER 2020



PHOTO : PROSHOTZ PHOTOGRAPHY - B57 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**



Care home resident visited by MG cars



11 Feb 2020 - Millers Grange: Witney care home resident visited by MG cars

A CARE home resident who designed the MGB sports car was paid a special visit.

Don Hayter worked for MG cars for 42 years, becoming the chief design and development engineer, and led the team that created the MGB and Roadster models.

These became some of the most iconic British sports cars of the time – with the MGB even being featured in the James Bond film, *The Man With The Golden Gun*.

Don Hayter, a former MG car designer is visited by members of the Abingdon MG Car Club and their cars.

Picture: Matthew Power Photography

The care team at Millers Grange, Witney discovered that Mr Hayter sketched the original concept and was responsible for the design of the MGB body, and so arranged for him to take a look at his proudest achievement once again.

The team arranged for the MG Car Club, from Abingdon, to visit the home.

Mr Hayter reminisced with members of the MG Car Club and swapped stories about his time working there.

Steve Reader, home manager at Millers Grange, said: “It was a pleasure to see Don revisit one of his biggest career milestones, especially as he had not seen the car for some time.

“We firmly believe that life in a care home doesn’t have to be predictable, and it was lovely to celebrate and reminisce about Don’s incredible achievements – it clearly meant a lot to him.

“We would like to thank the MG Car Club for coming down with their cars, it was a really special day.”

The December visit isn’t the first time the team at Millers Grange has granted a wish – the care home has a Wishing Tree initiative which allows residents to suggest ideas for activities they would like to do.

Liam Rice - www.oxfordmail.co.uk



New Members

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

Anthony P Holland
Scott & Mark Travis

Pirinoa
Lower Hutt



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



1965 MGB Roadster - \$8,000

- 172,000 miles.
- Reconditioned engine (at approx. 168,000 miles by previous owner) —bottom end from donor car and head from original.
- Original non-reconditioned engine bottom end is included in sale if desired.

- Original mechanical overdrive gearbox replaced with Toyota 5 speed manual gearbox by an earlier owner.
 - Paintwork in reasonable condition, though some blemishes.
 - Interior has been re-upholstered at some point. Dash has been brush painted.
 - Ragtop roof in good condition. Cabin tonneau cover available but requires fitting.
 - Runs well and reliably — a great fun driver and looks the part, but won't win any classic car show prizes.
 - Detailed vehicle history (receipts etc) available.
- Contact Peter on 027 252 0139.



1967 MGBGT - \$19,500.00 ono

Recent repaint. New front guards, sills, door skins, tail gate skin.
New leather upholstery, new door cards, headlining, carpets etc.
I have owned this car 26 years. Near new Michelin Tyres.

Contact: Shaun Leahy on 027 600 4960. Email : mcgreevyleahy@xtra.co.nz.
Shaun Leahy, 70 Jellicoe St. Greytown. MG Car Club Member 0007.



1978 MG Midget - \$11,000 ono

One owner from new. 135,000 miles.
1500cc, British racing green.
Always cared for and serviced. Recent service. Recent WOF. Handbook & workshop manual. Two spare used front shock absorbers. Instruction leaflet for radio. The car only spent about 6 months

in the UK before being shipped to NZ when I came to work here. Still has the original underseal underneath the car. The car served as my main means of transport until 2011. It has always been serviced – for the last thirty years by Nick's garage in Masterton. The car was repainted in the original colour a few years ago. There is no rust to speak of. Interior is sound with carpets having been replaced in recent times. Carpet colour is not as per the original colour, but tidy and presentable.

Contact: Michael Eckford. Email: eckford1@yahoo.com.hk
Landline: 06 378 9399. Mobile: 027 921 9060.



Last Word

**PEOPLE KEEP ASKING
"IS COVID 19 REALLY THAT SERIOUS?"**

LISTEN UP

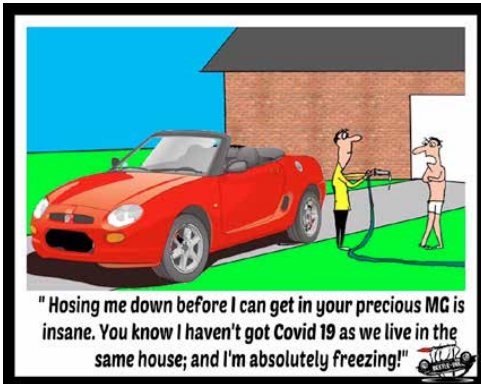
CASINOS AND CHURCHES ARE CLOSED

**WHEN HEAVEN AND HELL
AGREE ON THE SAME THING**

IT'S PROBABLY PRETTY SERIOUS

**If you receive an email
with the subject "Ding
Dong", don't open it.**

**It's Jehovah's Witnesses
working from home...**



Rear cover

Inside rear cover - 2020 MGCC Nationals - Motorkhana. Top: Malcolm Fleming.
 Middle: David Hector. Bottom: Peter Clarke.
 Rear cover - 2020 MGCC Nationals - Concours, Southwards. Top: MG Bs
 Bottom: MG F & TFs. Photographs: Dean Gray



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



