



# Bulletin

PO Box 3135, Wellington, NZ.

Feb - Mar 2015





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Cover: Mickey Mouse travels in style at the Tawa Christmas Parade.

Inside front cover: MGCC Christmas Barbecue. Top L-R: Bob Hulena, Jim Higgins, Ross Armstrong, Paul Chipp. Bottom: Enjoying the fine dining (*Photographs: Dean Gray*).



## Coming Events

Sun 8 Feb	British Car Day - Trentham Memorial Park, Barton Rd, Heretaunga British Car Club - Admission for display vehicle - \$5.00
Wed 11 Feb	Noggin N Natter Details will be confirmed by e-mail.
Thurs 19 Feb	Old Speckled Hen Run - Murryfield Langdale Café & Restaurant, Potts Rd, Levin. Contact: Michael Anderson - e-mail: michael.anderson@xtra.co.nz
Wed 25 Feb	Club Night Dinner - Lone Star, 296/298 Jackson St, Petone. Details will be confirmed by e-mail.
Sat - Sun 28 Feb - 1 Mar	MGF/TF Festival - MG Mangeweka Contact: John and Viv Eames - e-mail: mangaweka@hotmail.com
Sat - Wed 28 Feb - 4 Mar	Pre '56 MG National Rally - Greymouth Contact: George Walter if interested - e-mail: gwalter@clear.net.nz
Sun 1 Mar	Southwards Car Museum Open House - Start time 9am. MGCC car display, details will be confirmed by e-mail.
Sun 8 Mar	Big Breakie Run - The Dish, Masterton Contact: Bob Hulena - e-mail: bobthecalendarman@gmail.com
Wed 11 Mar	Noggin N Natter Details will be confirmed by e-mail.
Thurs 19 Mar	Old Speckled Hen Run - Details will be confirmed by e-mail. Contact: Michael Anderson - e-mail: michael.anderson@xtra.co.nz
Sat 28 Mar	Barbeque lunch - 101 Mountain View Terrace Otaki Beach - 11.30am. Host: Paul Chipp - BYO food and drink
Fri - Mon 3 - 6 Apr	MGCC Easter Rally - New Plymouth Contact: Ross Armstrong - e-mail: arfmg@mgcarclub.org.nz
Sun 5 Apr	The Surgery Sprints - Manfield Contact: Ron Robertson - e-mail: 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. Rosalie Andrews - 027 600 0480 - risf@xtra.co.nz



## President's Note



Firstly welcome to 2015 and another busy MG year or activities for you to enjoy and what a great start with all the sunshine and mid 20s temps.

All the info you need comes to you via our 3 main communication media, The Bulletin, our amazing website that MG Auckland is cloning and Jim's 2nd Gear. In addition there are the updates for Noggin & Natter, Monthly dinners and Old Speckled Hen runs.

By the time you get this we'll have kicked off with British Car Day, BCD, and its V8 theme.

This led me to do some research. According to Wikipedia, my copies of New Harmsworth Self Educator were published too early to cover this; the Rolls-Royce V8 was the first British V8 and went on sale in 1905 however the great history of British V8 cars has a strong link with the American Continent. The Ford V8 Pilot, production 1947–1951 and 22,155 were produced utilised a 2227 cc V8 side-valve engine from the 1939 model. These initial engines were Canadian-made surplus stock from wartime production of Bren gun carriers. The engine was soon replaced: most Pilots were fitted with a more generously powered 3622 cc, 90 hp (67 kW) sidevalve V8 engine. I had some school mates who purchased one of these vehicles around 1966/7 for their post collage holidays; it made it to Otaki before over heating.



1940s V8 Pilot Estate car

While AML, Triumph and Daimler had British V8s a little known fact is that Autovia a subsidiary of Riley, Autovia was launched in 1936 with a 2.9 L (177 cu in) 90° V8 to take on the likes of Rolls-Royce and Bentley. The triple camshaft engine was developed from a pair of 1½-litre Riley engine blocks. (See Triumph Stag later on)

Rover's first foray into V8 engine manufacture came with the Rover Meteorite petrol or diesel engine, which derived from the 60° V12 Rolls-Royce Meteor engine used in British



## President's Note - continued

tanks from 1943. Meteorite was used in trucks and transporters and was suitable for marine and stationary use.

The Triumph Stag had 2 Dolomite 4s mated together to produce a 3L V8 yet most of the V8s we enthuse over are derived from America. MG/Rover/TRs 3.5 ex Buick, AC, Sunbeam Tiger and our most recent one the MG ZTT 260 which has a Mustang 4.6 V8.

So we will have a selection of MG V8s at BCD, missing only the Costello version, with real and replica GTs, RV8s and my ZTT 260. Dean was looking hard at a V8 inspired MG 1100 but couldn't quite get the conversion done in time.

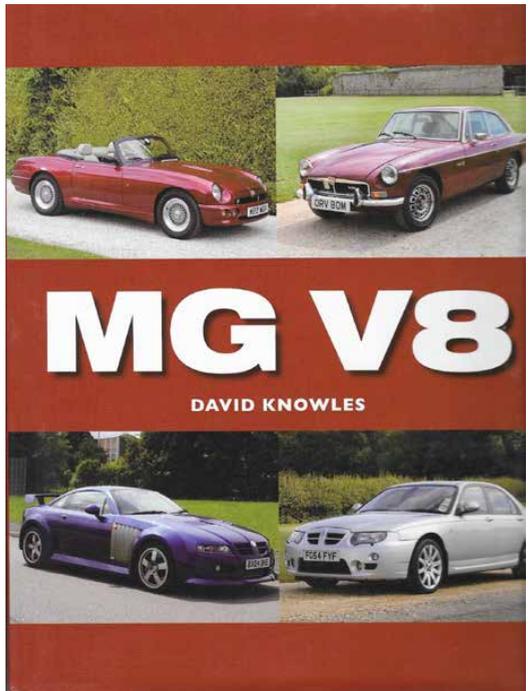
On another note, since I've owned cars I've kept a vehicle log book for most of them, (a bit anal I know) like my 1st 1965 MGB and then Ford Capris. Collins did a very nice hard covered book which fitted into the clove box nicely but they went out of print. Well the Collins Vehicle Log Book No 70 has now returned and can be purchased at Whitcoulls for \$16.99

Reverting back to V8s etc: Jim has the club library up and running and now has a copy of MG V8 by David Knowles plus other interesting MG/British books for you to borrow. I was fortunate to get a copy for Christmas and it's worth a read along with James Taylor's Rover 75 and MG ZT.

Don't forget Easter, we have 6 of our cars committed at this stage so join the fun.

Yours Octagonally.  
Ross

Ross Armstrong





## MG GS revealed

MG have revealed the first full images of the marque's first SUV, the GS in China. Following on from the CS Concept, first show at the 2013 Beijing Motor Show and more recently at MG90 last summer, the production version of the CS is set to be launched at the Shanghai Auto Show this coming April.

The GS will launch with MG's new 2.0 litre petrol engine with almost 220bhp and 260ft lbs torque. Top-of-the range models will feature optional four-wheel drive.

When the GTS reaches the UK, probably in 2016, it's likely to be offered with a broader range of engines including the 1.9 DTi engine currently used in the MG6 diesel.

[mgcc.co.uk](http://mgcc.co.uk)



## E-mail to the Club

Hello to you Ron (Robertson)

Just wanted to say thanks for a great day yesterday (Driver Training Day), I have watched motor sport for many years and to get a chance to drive around the track yesterday certainly provided me with a greater level of appreciation as to how difficult the sport is.

The event was well managed and I am thankful for Malcolm (Glen) taking the time to show me the tricks of the track.

Certainly keen for future events, well done to your club.

Kind Regards

Steve (Evan Pierce)



## Editorial

Well its been a year since I started as editor, doesn't time fly. I hope with the great weather we are having since the start of the year, that those who have roadsters and convertibles have been enjoying 'Safety Fast' top down motoring.

On my home front, I was hoping to make great progress over the break, I did replacesome of the chrome and light fittings, but rewiring has been taking a lot longer than I thought. That said there are 16 relays, and 15 multi-plug connectors in the dash area keeping things interesting, but should I need to remove the dash again, it shouldn't be too bad a task. So far I haven't been able to source any ether, which is a bit of a pain, I blame 'Huffers', sadly I may have to buy a new guage!

*Safety*  *fast!*



## Articles

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

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

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

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

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



## Captain's Ramblings

The New Year is well and truly on us with the first month gone already. I hope everyone had an enjoyable festive season and relaxing holiday.

Pippa and I have a busy year ahead with our daughter in Portland Oregon expecting our 2nd grandchild in June and our son in British Columbia, Canada getting married in August. Needless to say we will not be organising any events for the month of August.

However, we will be organising another Coast to Coast run later in the year, with the hope that it will become an annual event. We are also thinking about a Dawnbreaker outing on the weekend closest to the shortest day, just to test the hardiness of a few.

After a slightly slow start the summer weather has been excellent for the past few weeks – great for classic cruising, especially those with ‘soft tops’, however don’t forget the sunblock! Events worth getting your car out of the garage for over the next few weeks include:

- **Feb 8 – British Car Day** – to me this is the highlight of the Classic Car calendar because you get to see the ‘best of British’ in one great display
- **Feb 22 – Shannon Auto Spectacular** – this event has grown tremendously over the last few years, incorporating a swap meet and a good selection of American Classic Cars. It is certainly a worth a day out.
- **March 1 – Southwards Open Day** – this was a huge success last year. You do need to be there early to get a decent park.

Happy motoring.

*John*



## Committee Member required

With the resignation of Michael Shouse there is now a space free on the committee for a new committee member. If you feel you can bring enthusiasm and ideas to the Club, we welcome your interest in the position. If interested contact Ross Armstrong.





# Spotters Guide - MG M Type Midget

**Introduced 1928 - 1932**

**Number built – 3,235**

The MG M Type Midget was undoubtedly the first of a long line of MGs that were to make the sports car so popular throughout the world and it is almost impossible to overestimate the importance of the little car in this respect. The introduction of the Morris Minor in 1928 by William Morris obviously got Cecil Kimber thinking, especially as another rival; Herbert Austin had his Austin Seven well established in the market place. The Seven was introduced in 1923 and was doing well in racing events. The Morris Minor appeared five years after and was seen to be a worthy competitor with an overhead camshaft engine based on a design originally introduced on Wolseleys, whereas the Austin simply had a sidevalve engine.



Cecil Kimber soon grasped the idea of producing an MG sports car based on the Morris Minor, since a lot of forerunners were Morris derivatives; this was hardly a surprising move. The M Type Midget was launched at the Motor Show at Olympia in October 1928, it was evident that the car would be a success with the tremendous initial demands at the Show and indeed it sold well for the ensuing three years. The car did not go into full production until 1929, utilising mainly Morris components with slight modifications. The narrow two seater body and its exterior fittings were the main differences. The reason for the similarity was the pressure to get the car on show at Olympia and there was not sufficient time to allow more individual components to be designed and manufactured. The body was a very simple affair being very light and of fabric construction on a wooden frame. The distinctive boat tail design was fabricated separately by Carbodies of Coventry and mated with the chassis at the MG factory in Abingdon.

The engine was a four cylinder unit with a two bearing crankshaft and had an overhead camshaft driven through two sets of bevel gears and a vertical shaft. This shaft passed through the vertically mounted dynamo and doubled as the armature, with a flexible coupling transferring the drive from the armature to the cylinder head via a short shaft. The sturdy little 20 horsepower engine proved to be very reliable and the same basic design of engine was incorporated in the subsequent Magna and Magnette range of the era and was contributory to the success of these cars.

The axles, chassis and clutch were all ‘borrowed’ from Morris, although the springs had decreased camber and the steering was modified with the steering column being more steeply raked. The remote gear change was angled downwards to give a lower driving position than on the Morris. The whole car then took on a more sporty appearance over its competitors, coupled with the fact that it had good roadholding and better performance and it retailed at only £185, the car not surprisingly sold like hot cakes! Much of the enthusiasm for the car was due to the sudden growth of Motor Sport and



## Spotters Guide - MG M Type Midget

increased participation from owners of such cars as the M type. Weighing just 10 cwt and with 20 bhp available the car simply flew, 60 mph being achieved very quickly. Motoring magazines of the time were full of praise for this MG and sports car history was in the making. Autocar are quoted as saying, "Sixty or Sixty Five miles an hour are not adventure but delight, acceleration is very brisk, altogether an extraordinary fascinating little vehicle."

Because racing was now indulged in by private individuals successfully, this inspired Cecil Kimber to channel efforts into competition, for he was soon to realise the full benefits and sales potential of winning competitions with cars bearing the MG badge. A small racing department was formed at Abingdon and their attention and was focussed on developing the M type Midget. In 1930 an extra 7 bhp was extracted from the 847 cc engine and a works team of 5 cars was entered for the Brook-lands Double Twelve Race. These cars had special Brooklands exhaust systems, larger fuel tanks and slightly revised bodies with lower cutaway doors. Although some of their rivals had a distinct power advantage, the five Midgets endured the long hours at high speed admirably, to be rewarded with the Team Prize at the end.

As a direct result of this prestigious win, a replica Double Twelve M Type was produced and added to the Midget range at £245 which now also included the Midget Sportsman's Coupe. This particular variant made a great impact upon its introduction and a notable customer was Henry Fords son, Edsel who imported one into the USA which created much interest amongst his fashionable acquaintances.

It was in late 1930 that Cecil Kimber was to adopt the slogan of 'Safety Fast' and these alone inspired intending customers to purchase. Many improvements were made during the production span of the car and after appearing at the 1931 Motor Show for the fourth time, the M Type was eventually phased out in 1932. Over 3235 models had been produced, sadly it is anticipated that only about 150 to 200 survive to this day. Several special Midgets were produced based on the M type for record breaking attempts. During 1930 the factory produced a prototype designated EX 120, this chassis had a 6' 9" wheelbase as opposed to 6' 6" on the standard car with the main chassis members swept up over the front axle but passed below the rear axle. This project was destined for the Company's first attempt at international speed records.

Well known record breakers of the era, Captain George Eyston and Earnest Eldridge were keen to secure the Class H speed record (for up to 750cc). The M type derived engine was modified from 847 cc to 750 cc, the chassis was fitted with a special pointed tail body and with various other modifications was ready for a record attempt by late 1930, The first attempt failed at the Montlhery track in France, but rapid modifications which included the fitting of a supercharger ensured success. Eyston took the car to over 100 mph on several occasions in February 1931 much to the delight of Cecil Kimber and the Abingdon workforce. Following this success a special Montlhery Midget was produced for the racing orientated owner, this was designated the C Type, but became better known as the Montlhery Midget. - *mg owners club*



# Pat & Lynette Widdup's 1931 MG Midget



# Graeme Tulloch

## Tulmac

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# Graham & Thava Guy's MGCGT

My interest in MGs goes back to 1970 when as a young survey technician I managed to obtain a new MG Midget. (The only brand new car I have ever owned). I raced this car for 2 years, winning the Otago Sports Car Club Speed Championship both years.



When some 30 years later I saw MG2960 advertised with a list of Special Tuning modifications which I had dreamed of in the 70's it was too much to miss. Thava and I purchased the MGCGT from Derek Prior in August 2006. The car had been raced by Mike Wotten in the 1970s. He had done some modifications to the car, including vented front discs ex HQ Holden and flared guards. Dave Romer and Derek Prior further developed the car further, but rule changes meant that it was not raced seriously.



We raced it in Club events, Intermarque Sprints and MG Classic events.

The suspension has heavy duty Downton torsion bars with Bilstein shock absorbers. There is a Panhard rod on the rear axle and it has quick rack steering.

Handling is quite neutral with power oversteer available. The engine has a Downton Head, Free flow exhaust, Carrello Con Rods ,forged pistons and lightened flywheel.

We have done some work on the valve types and the fly wheel attachment. Carburation is by triple Webers on Downton manifolds.

The gearbox is a close ratio straight cut factory unit. The motor and electrics have required a lot of work to get reliability. We have used three different cam profiles, with the present one being the best both for power and tractability.

Power output is comparable with what is being claimed by the GTS replicas



## Graham & Thava Guy's MGCGT

overseas. Heat soak, unusual wear and some legacy problems were the main issues. The first was solved by fitting an electric water pump and the other by upgraded parts.



The cam distributor drive failure also caused detonation and damaged three pistons. The NZ agent is in Christchurch and it was the time of the earthquake. We got them on the one day that they were allowed into the workshop. They sent the specs to the states and the pistons were machined and supplied from there. Also, MGC cams are not easy to find. Earlier this year we decided to refurbish the C and return it to a road only car. It is interesting to note that the Manfield lap times for the car have reduced from 1min 41 sec down to 1min 32 with Mike Wotten and from 1min 36 sec down to 1min 26 sec with me. With the right tyres it could be quicker still. Not many cars which are driven to and from events get into the 1.26/7 region. The car has been stripped to bare metal, repainted and reupholstered. The seats are from an MX5. Much more comfortable.



A new wiring loom has been installed, along with a new gearset, syncros and one selector fork in the gearbox. Front bumper rechromed, new grill, new windscreen, door seals etc etc. I now have considerable experience at fitting windows, doors, hatch, and various trim. Son Dave helped with getting the engine and gearbox out and back in, and the MG shop and Paul Walbran helped with sourcing numerous bits and pieces. -

*By Graham Guy*



## The origins of 'Old Speckled Hen'

With the Old Speckled Hen Run in a Summer hiatus it is the ideal time to explain where the name originally comes from...



It's relatively well known that this is a beer brewed by Morland's of Abingdon to commemorate the 50th Anniversary of MG, but from then on things get rather confused. The marque celebrated its 50th Anniversary in 1975 (although even that is disputed as the correct year in some quarters), but the beer wasn't produced until 1979, and marked 50 years of MG

production in Abingdon, as the factory was moved there in 1929.

But where did the name come from? A common misconception - maintained by Morland's and now Greene King as well as this Wikipedia page - is that it is named after an old MG saloon used by the factory for running around and odd jobs, which was kept outside the paint shop and got splattered with paint, which gave rise to it being called the "Owd speckl'd un" (or other variations depending on what you read). However this Wikipedia page on Morland's says it was taken from a car "... called the MG Featherweight Fabric Saloon made from cellulosed fabric stretched over a wooden frame and was black speckled with gold." Proof if any were needed that anything you read in Wikipedia needs to be taken with a healthy pinch of salt until you can verify it elsewhere.

If you read the Greene King history page you will see portrayed an MG 14/40 with the registration WL3450, and the 'paint splatter' origin. The car body has been tinted in red, but you can clearly see a speckled finish. However far from paint splatters, which would have been irregular and everywhere, the mottling is far too regular and consistent. It also begs the question of just how haphazard the paint spraying was, if operations inside could splatter a car parked outside!

In April 2003 in the newsletter of the Twin Tiers Sports Car Club Ian Parsons recounted





"OLD  
SPECKLED  
HEN"

## The origins of 'Old Speckled Hen'

how the car that the beer Old Speckled Hen was named after had been in his family since the 40s. He summarises the early history of the car as being "detailed in Robin Barraclough and Phil Jennings's book "Oxford to Abingdon" being identified as the first ever original production MG called a 14/40 featherweight based on a Morris 14/28. The name "featherweight" was gained as a result of the optional specially designed lightened body to improve the power to weight ratio. As the first original MG it also featured in the September 1927 Autocar magazine and when MG had their first ever Motor show appearance in 1927 the 14/40 on the stand had the same registration number WL 3450. Apparently though history records that these plates were just borrowed for the show car and the actual WL 3450 was not shown. The factory kept the car for a year as a demonstrator/prototype and various developments were carried out over this period. The registration number is credited to the car known in the factory as "The Old Speckled Hen" due to Cecil Kimber's enthusiastic attempts to create an alternative and different paint scheme which included a speckled body." This clearly indicates the speckling was deliberate.

Verification of this deliberate paint scheme and hence (I maintain) the true origin of the name of the beer, is contained in 'MG by McComb'. F. Wilson McComb describes (p58/59) how a lightweight version of the 14/40 was produced with some peculiar colour schemes - "one of the strangest being 'grained black fabric sprinkled with gold dust' - which at Edmund Road earned that particular demonstrator the name 'Old Speckly Hen'".

*By Paul Hunt*

The original "Owd speckl'd un" still exists or more correctly the chassis, the car was owned for most of its life by the Parsons family and extensively modified, with very little of the original body remaining before being bought in the early 2000's by MG restorer Fred Body and returned to its original body style and paint scheme.





## 90 years of MG: Mega road test

2 Jan, 2014 - *Autoexpress*

We celebrate MG's special birthday in 2014 with a round-up of star cars old and new

It's been a rollercoaster ride for MG, but 2014 marks 90 years since founder Cecil Kimber registered the company as a car manufacturer. And what better way to celebrate than to bring some classic MGs together with the brand's current cars, and see how far it has come?

It all started when Kimber was working as a sales manager at Oxford-based car dealer Morris Garages in the twenties. He turned his hand to upgrading the regular Morris models on the forecourt, and these proved so popular, he branded them as MGs

through his newly founded company. In the years that followed, the MG badge became synonymous with sporty and affordable roadsters and saloons.

It's suffered a rocky path, though, with a takeover by Morris Motors in 1935, before being absorbed into the huge BMC conglomerate in 1952. MG suffered in the seventies under British Leyland, and was taken over countless times, until the doors closed on the factory in Longbridge, W Mids, in 2005. But MG is back, with a new owner aiming to turn it into a global brand.

On the pages to the left, we take a trip down memory lane with some famous MGs from years gone by, but don't forget that MG is currently selling two new models: MG3, MG6. Nine decades separate Old Number One from the latest MG3, and while the 90th anniversary is the perfect opportunity to reflect on MG's history, the company's current owners are very much looking forwards.

Car assembly has returned to Longbridge, but perhaps more importantly the West Midlands plant is a hive of activity, with designers and engineers working to develop future MGs. Marketing director Guy Jones said: "Our long-term plan is to establish MG as a global brand. We have a development team at Longbridge because the UK has the talent that will allow us to deliver strong products.

"Having a leading manufacturer [Chinese owner SAIC] behind us gives us the resources to expand." And development is progressing quickly, with the MG6 diesel already made more efficient, and new engines in the pipeline.

But this progress doesn't come at the expense of MG's traditional values, according to chassis man Andy Kitson. "I always liked Cecil Kimber's philosophy that an MG didn't necessarily need to be fast, as long as it handled well," he said. "That's what we've aimed for, and is why the new cars are developed on UK roads. The forthcoming SUV will stick





## 90 years of MG: Mega road test

with this tradition.”

The company has the foundations for global expansion in the MG3, MG6 and SUV, so when will it return to its roots and build a sports car? It's not on the cards yet, but is a definite consideration for the future. “Once we're established, we can think about building a sports car flagship,” said Jones.



### MG Old No.1 - 1925

Number produced: One.

Price new/now: N/A/priceless.

Engine: 1.5-litre 4cyl, 25bhp.

0-60mph/top speed: 20.0 secs/80mph.

In the hearts and minds of enthusiasts, Old Number One is the car that started the MG legend – but technically it's not even an MG.



The cherry red two-seater bears a Morris Garages circular badge rather than the famous MG octagon, and it's based on a bullnosed Morris Cowley. Even so, it was specially built by MG founder Cecil Kimber for the 1925 competition season, and debuted at the Lands End Trial in Cornwall. Old Number One won the gold medal for a faultless performance at this early equivalent of a special stage rally.

This was one of a number of modified vehicles developed by Kimber and his colleagues between 1924 and 1929. Not only did it lead to the establishment of MG as a separate entity, but the brand's sporting success caught the general public's attention and earned it a reputation for building small, affordable performance cars.

Old Number One and other early MGs featured a low chassis and sporty bodywork, including the boat tail design that was popular in the twenties and thirties. And even today, the muscular stance, stripped-down panelling and elongated body look aggressive.

You use a hand crank at the base of the grille to start the light and punchy 1.5-litre four-cylinder petrol engine. Once fired into life, it chugs away noisily, and only delivers 25bhp – similar to a modern 250cc motorcycle. Performance is sluggish by today's standards, with 0-60mph taking 20 seconds and a top speed of around 80mph. But remember, Old Number One doesn't have any seatbelts, and relies on skinny tyres and weak drum brakes.

And besides, this two-seater doesn't need strong pace – as the car that started the MG story, its legendary status is assured.

Read more: <http://www.autoexpress.co.uk/car-reviews/85045/90-years-mg-mega-road-test>

Cars tested: MG Old No. 1, MG TC Midget, MG SA, MG TF, MG ZB Magnette, MGB, MGA, MG Midget, MG Metro Turbo, MG TF, MG3, MG6.



## From the Archives - 1984



**1984 Trophy holders**

Rear L to R: Dave Gilliver - George Walter - Erica Currie - Eugene Childs - Gay Baxter.  
Front L to R: Jane Hector - David Hector - Bill Baxter - Helena Childs - Wayne McKinnon.  
*Supplied by Gay Baxter*



## From the Archives - 1999

### **Do you remember Christmas?** *(from NZ Classic Car February 1999)*

While 18 cars and members of the MG crowd made an exhibition of themselves supporting the Tawa Christmas Parade before adjourning to Bill and Rae Denize's place for yet another BBQ. (The MG folks' attendance at their dinner at Satay Malaysia was a somewhat different story. With 20 confirming that they would be there, tables were laid accordingly with club magazines and so forth, but only six people actually turned up on the night.) - *Dave Bray*

*Supplied by John Grant*





## Southward's Open House

# Southward Car Museum 2015 **OPEN HOUSE**



**March 1st, 2015. Start time 9.00am**

- \* Otaihanga Road, Paraparaumu
- \* Adults \$10.00, Children under 15 Free
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[www.southwardcarmuseum.co.nz](http://www.southwardcarmuseum.co.nz)

## Tech Talk - Replacing SU Petrol Pump Points

The SU electric petrol pump is a reliable unit, but the points will not last for ever, Paul Walbran says they will last 5 years of regular use, plus the points are prone to oxidizing if left unused for a while. So it was no surprise when I tested my petrol pump before reinstalling it, that after 16 years idle it didn't work (oxidized points).



The following is the lazy rebuild, not touching the diaphragm, which usually does not give trouble. See a workshop manual if also replacing the diaphragm.



1. Having removed the pump from the car, remove the cap, this requires a small adjustable spanner, not sure what size the nut is, but it isn't a standard UNF size. The nut is holding down the spade connector, star washer and cap.

2. Undo the 3 flathead screws visible and the brass nut. The nut on the terminal post contains a lead washer under it, which requires careful handling, prise up the electrical connector until loose. Use solder if you need to replace the lead washer.



3. Rotate up the pedestal and remove the brass terminal post.



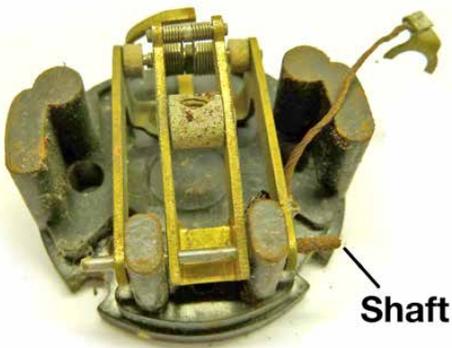
4. Return pedestal, pull the electrical wires away as far as possible and turn pedestal anti-clockwise, note how many turns are required until points are free of the shaft (mine took 8 full turns).

# MG Tech Talk - Replacing SU Petrol Pump Points



5. With the pedestal removed, turn upside down and remove the steel shaft holding the points to the pedestal.

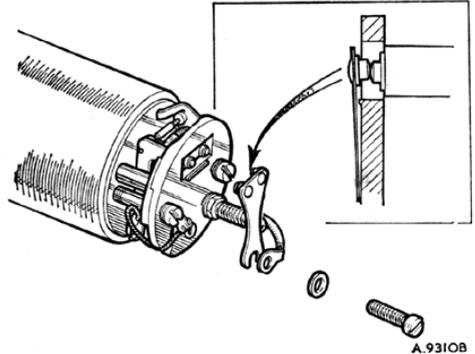
**WARNING** this shaft may be rusted to the pedestal and may require patience and plenty of penetrating oil to remove, the pedestal is **NOT** a replacement part, so you don't want to break it.



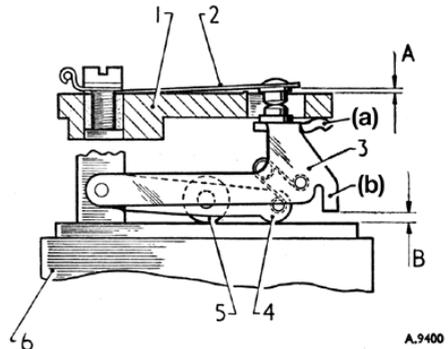
6. Replace points - Part number AUB6106A (\$60.80+GST retail - Paul Walbran Motors, MGCC Discount available).

7. Reassemble in reverse order.

8. Adjustment - Fit the contact blade taking care to centre the points, including for the wiping action as the points operate.



9. Set the rocker adjustment as per diagram below.



- |                      |                      |
|----------------------|----------------------|
| 1. Pedestal          | 4. Inner rocker      |
| 2. Contact blade     | 5. Trunnion          |
| 3. Outer rocker      | 6. Coil housing      |
| A = .035 in (0.9 mm) | B = .070 in (1.8 mm) |

**NOTE:** You need to adjust the tags (a) and (b) to get the right clearance: First, bend tag (a) with long nose pliers to get clearance A correct, then bend tag (b) to get clearance B correct.

**When bending tag (b) it is most important to use a second pair of long nose pliers to support the side of the rocker assembly or the whole assembly might spread allowing the small spindle which run across the rocker to escape.** (Thanks to Paul Walbran for advice on points adjustment). Paul also stocks a suppressor which prolonging the life of the points substantially - \$7.55+GST.



# Tawa Christmas Parade

Another great Christmas parade, weather was overcast, but warm and calm with a good variety of ten MG's attending and waving the club flag, A large number of locals attended and the Main Rd was lined with spectators. Ross was to take the Mayor for a ride, but she declined and walked instead, no reflection on Ross's driving I'm sure. On the other hand Micky & Minnie Mouse did accept lifts, Mickey with Varlerie Hellburg and Minny with Bill Denize. Ross Young attended in his immaculate MG 1100 'Basil' on what would be his last club run as he sold the car shortly afterwards.





# Tawa Christmas Parade





# MGCC Christmas Barbeque

This year's BBQ was held on a beautiful day a good number attending, with people spread around the house, including several pets. Ross was on Head Chef duties ably assisted by Chris Ward. Anne had been busy behind the scenes getting the side dishes ready and once the cooking was complete everything was laid out in the dining room. Ross and Anne's house is an ideal venue with double doors from 3 rooms opening out on to a patio with a sail shade cloth above. There were a variety of deck chairs and most importantly, beer and wine cooling in old coppers full of ice. Once everyone had been fed and watered (and there was an oversupply of food!), talk flowed freely until late. Our thanks go to our hosts, Ross and Anne for another great afternoon and evening at their home.





# MGCC Christmas Barbeque





## Letter to the MGCC Club

Dear fellow MG enthusiasts

The MG90 year is now drawing to a close and the final MG90 event of the year which was the Rob Roy Hillclimb held by MGCC Victoria in Australia has been held and pictures of the event posted to the MG90 Facebook Page.

It does seem a long time since pictures of the first MG90 event of the year - MGCC Toronto's show at the Canadian International Autoshow back in February - were put on the MG90 Page.

It would be invidious to pick out any highlights - I was constantly overwhelmed by the enthusiasm shown in all these events for all things MG, and not least by yourselves, my correspondents who have been so generous in sending me photos, videos and links to all these events. Can I thank you all for your contributions to the MG90 Facebook Page. Without them, the Page would have been nothing.

I will be leaving the MG90 Page as it is for reference back for any who need it. So it remains for me to wish you all a Merry Christmas and a Happy New Year and trust that 2015 brings as many enjoyable MG events as did 2014.

And I'll leave you with a photo of the car which probably started it all - Old Number One taken at Silverstone in the UK this summer.

David Wardell

<https://www.facebook.com/MGNinety>



## Odds & Ends



All will be revealed at - <http://www.mgnuts.com/garageproject/>



## MG wins best ride

Since his mid-20s, Timaru man Norman Bunt has had a love of classic cars and a love of driving them. “I convert petrol in to pleasure,” he smiled.

A member of the South Canterbury Vintage Car Club, Bunt said that quote was made by a now deceased member - but it summed up his feelings when he drove his restored 1965 MG 1100.

The MG 1100 is a badge engineered variant of the BMC 1100 and by the time production finished in 1975, 2.5 million of them had been sold. The BMC 1100 consisted of popular brand names like Austin, Morris, MG, Austin-Healey, Riley and Wolseley.

Bunt’s black coloured MG could not be purchased off the showroom floor and had to be ordered via the factory. “The black ones, either with a red, green or black interior had to be purchased from the factory.”

There’s four other MG 1100 vehicles in South Canterbury that Bunt knows of. Previously, Bunt and his wife Anne owned a MG Roadster which was bought from a friend.

However, they sold it to buy a MG BGT. The MG BGT had a tin roof compared to the Roadsters canvas roof, making it more suited to Timaru’s weather.

The MG is powered by a reliable BMC 1098cc A series engine. A big innovation with the BMC 1100 was the hydrolastic suspension (a fluid system with no springs or shock absorbers) which resulted in a very smooth ride.

MG 1100s were normally fitted with a twin SU carburettor, but the Bunts’ MG has a larger single SU carburettor fitted.

With only a handful of MG 1100 in South Canterbury (that Bunt knows of) the car suits the Bunts needs. “We enjoyed many years of motoring in our MGB GT but were finding it harder to get in and out of, so changed it for an MG we could both drive. Also it’s 3 to 4 inches higher which makes it easier to get in and out of.

“It travels economically on the open road and is very comfortable to ride in.”

A former milk vendor, Bunt said renovating cars has taught him a lot of skills.

“I’m not a mechanic, but I’m mechanically minded. Through doing all the cars I’ve learned how to do spray painting, upholstery and panel beating, and I know enough mechanically to get me out of trouble.”

While it doesn’t turn heads like some other classic cars, the couple have no plans to sell it. “Out of all the cars I’ve owned the MGs have been most enjoyable.”

- *The Timaru Herald*





## Driver Training Day - January

Each year, Wellington Anniversary Day has traditionally been the 1st of our two annual Driver Training Days and is also the first event for the 2015 MG Car Club calendar. It was run on Monday 19th January in conjunction with the Car Constructors Club and held at Manfeild Autocourse in Feilding as a low key track event catering for differing levels of driver ability from complete novice to experienced race drivers. Drivers and cars are grouped according to ability so slower entrants are not over powered (scared by?) by faster drivers.

In cloudy but warm weather, we left our Lower Hutt home a little later than usual. Arriving at Manfield after event Secretary Paul Chip and Naomi Bray had dealt with the driver documentation for the forty three entrants and all the flags and fire extinguishers had been distributed to the track's marshal points. Just after 9:30am, Clerks of Course, Ron Robertson and Malcom Glenn, did the Drivers Briefing pointing out among the safety issues that enjoyment was the focus of the day. A few drivers questions about the days procedure were answered and the marshals headed to their flag points, then we were all set to go.



Warrick Brandon, who purchased Andrew Fox's MGZR, leading Ross Armstrong.



Ross Armstrong in their new MG3

The novice group were first on to the track. Speed was limited to less than public open road limits for this group and no passing was allowed. A good group if you want to just experience what the track is like without any stress or great speed. Most novice entrants took the opportunity to have an experienced race driver accompany them to explain such things as the correct "lines" and "breaking points". This is not something the average driver ever thinks about but, if they did think, it would certainly help quite a few public road drivers attain a much better standard of open road driving.

The next group out were intermediate drivers who may have previously entered a few events and/or wanted to go a bit quicker. Cars in this group were mostly still just normal road going cars. Although drivers were pushing through the corners no passing was allowed in the corners at this level, only on the straights.

Experienced drivers were the last group out. Speeds were not limited and passing was allowed right around the track. Nearly all cars in this group were fully roll caged race cars. Some also had a passenger seat installed and many experienced drivers offered rides in their cars to those who wanted to see and feel what a properly driven race car can do. Among those taking up the offer of a passenger seat ride we even had Zhengwu



## Driver Training Day - January

(pronounced Jungwoo), a visitor from China who had a mile wide grin when he alighted from Tim Fox's very quick Skyline. The required overalls and helmets were provided by the club for passengers that did not have them.



Michael Holden & Jenevre Yang's MGB



Zhengwu in Tim Fox's Nissan

Each group went out in turn until there was a break for lunch and then rotated through their turn again after lunch until the end of the event. There were a couple of mechanical failures during the day. A 15 minute drizzle after lunch livened things up on track with a few driver "whoopsies" but only one car really left the track. Unfortunately, after this Alfa collided with a safety barrier it is probably a write-off. While viewing the damage the driver was already working out what could be salvaged and remarked that it was his first real incident in about thirty five years of racing.

MG's on the track included Ross Armstrong in their 2014 MG3, Michael Holden & Jenevre Yang's MGB roadster and Warrick Brandon's MG ZR 160. Among the MGs I guess I should also include Terry Collier in his BMC FJ (Formula Junior) because it has Spridget (MG Midget/ Healy Sprite) engine, suspension and brakes. I think it is basically the open wheeler version of his previous MG Midget race car. It was the BMC FJ's first "shakedown" outing after Terry imported the car and rebuilt it.

From our marshal's point at turn 3 (Splash) Neil and I could see driver confidence grow throughout the day as speeds increased. The drivers, and passengers, were obviously having a ball. Thanks to Ron, Malcolm, Paul, Naomi and the all other helpers on the day for another successful MG Driver Training Day.

*By Denis Christiansen Photographs by Denis Christiansen & Paul Chipp*



Terry Collier's outing in his restored BRM FJ



Ross Armstrong passing on his race skills



# 2015 Easter Rally

## MG Car Club Easter Rally 2015 New Plymouth

April 3-6 2015

The Auckland and Wellington Centres will once again be organising the Easter Rally in 2015, back once again to New Plymouth. The format will be as we've had in the past, with a combination of social and sporting events, with no special requirements for cars or competitors other than to have fun. The basic programme will be;

- Friday – Concours followed by welcome BBQ.
- Saturday – Motorkhana and Autocross, free evening.
- Sunday – Trial and farewell/prize-giving dinner.



Registration fees are yet to be finalised, however accommodation should be booked as soon as possible to secure rooms before the busy Easter rush! We have secured a discounted room rate and have set aside a number of rooms at the Flamingo Motel arriving Friday 3, departing Monday 6 April. Rates per night are;

Studio unit \$115      One-bedroom: \$125      Two-bedroom: \$135

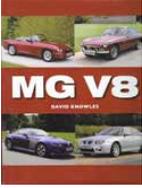
Prices are based on two people, each extra person \$20/night. It is also possible to book for Thursday the 2<sup>nd</sup> of April – please let the motel know when you book. Please book directly with the Flamingo Motel and quote the MG Car Club Easter Rally to receive the discounted rate.

Flamingo Motel, 355 Devon Street West, New Plymouth  
0508 FLAMINGO, [mareeandtony@flamingomotel.co.nz](mailto:mareeandtony@flamingomotel.co.nz)

*For any queries, please contact Andrew Walbran ([mgmad@clear.net.nz](mailto:mgmad@clear.net.nz)/021 648823) or  
Ross Armstrong ([arfmg@mgsclub.org.nz](mailto:arfmg@mgsclub.org.nz)/0274438826).*



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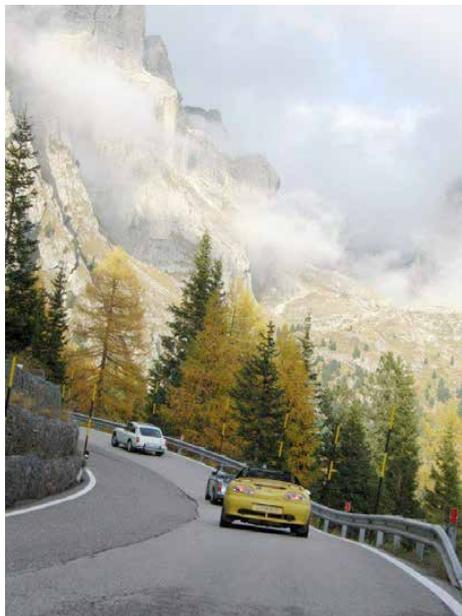
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The meeting will be a relaxing experience with our cars driving on the roads of the Alps.

The centre of the meeting will be the village "St. Michael in Eppan an der Weinstraße".

Dr. Christian Bianco

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## For Sale



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Contact: Hermann Meyer, Sales Manager, Autohaus Rotorua.

Phone: 07-348 7444



### 2004 MG TF160, Red - Offers above \$19,000.

First registered as new in New Zealand in February 2005. Only one owner since new. Genuine 17,847 km's. Full service history can be provided. Mike Satur Roll Bars fitted. No scratches or dents – as new. Can be viewed early May in Kumeu.

Contact: Fred Bryden. E-mail [fnbryden@xtra.co.nz](mailto:fnbryden@xtra.co.nz) Phone 0061 431 996 491



### 1963 MGB Roadster. British Racing Green - \$14,990.

It has always been garaged, and only driven by the owner. It has completed 13081 miles since restoration. This is a very original MGB in excellent condition.

Contact: Graeme Bird. Phone: 04 9042501



# For Sale



### 1977 MGBGT. Burgundy - \$12,000.

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Contact: Susan. Mobile: 027 262 0052

### MGFOXY - personalised plate

Contact: Martin Garner

Phone: 06 2726948 Mobile: 0272844971 E-mail: martin.garner@ballance.co.nz

### GRK3007 Clutch master kit - MGB 62-67 - \$20 incl postage

Includes seals, replacement piston and spring, will also fit a Classic Mini pre 86.

Contact: Dean Gray

E-mail: editor@mgcarclub.org.nz



### MG Parts for sale - Offers

MG 1100 grille

MG 1100 dashboard

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MG 1100 Front brake pads new (Ex UK)

A conversion kit from "toilet roll filter" to cartridge including filter (will fit any A series engine, such as MG Midget, MG 1100)

Conversion to H4 headlights which includes small park lights (ex UK) (will fit any 7" headlight, such as MGB, MGBGT, Midget, Magnette, MG 1100, etc)

Contact: Ross Young E-mail: ross.young@police.govt.nz

### Wanted MG TC or TF

I am looking to buy a T type M.G. I have a preference for a T.C or a T.F. in good sound condition that can be driven on a regular basis. I am looking to spend up to \$30,000.

Contact: Don. Ph 0274819391 E-mail: donwadd1950@gmail.com



# Membership Fees 2014/15

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

The new style membership form can be found on the web-site at [www.mgcarclub.org.nz/membershipform](http://www.mgcarclub.org.nz/membershipform)

Be sure to fill it all in so we can have all your details up to date.

Fill out your preferences of what you want the club to be doing in the future.

If you can't use the form on the web-site send a text request for a membership form to one of the committee on page 3.

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## Grill Badges

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The intention over time is to begin using this badge on communications, regalia and other activities.  
61mm x 81mm - **\$50.00.**



Calling all **MGB owners**, if you haven't celebrated the birth of your favourite sports car, now is your chance too. We currently have a few remaining MGB 50th grill badges available which will enhance your car and sit beautifully alongside the MG Car club and MG90th grill badges, why not collect the set!

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Grill badges can be purchased from Jane Hector,  
phone: **027 246 6034** or  
e-mail: **jayhector70@gmail.com**

Rear Cover: Tawa Christmas parade  
*(Photographs - Dean Gray)*



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