

**MG CAR CLUB  
(OTAGO CENTRE) INC.**



**SUMMER 2015**



### *Looking Ahead - What to watch out for over Autumn*

- **March 15th, 2015 - Sunday Club Run** with Kevin and Doreen Carter
- **April 19th, 2015 - Kimber's birthday Run.**  
Bill Botting will take us on a journey to celebrate the Birthday of MG founder Cecil Kimber.
- **May 17th, 2015 - Sunday Club Run (details to be confirmed)**
- **Monthly Committee Meetings - Every first Wednesday of the month.**  
The Club Committee meets every first Wednesday of the month at 7.30p.m in the Andersons Bay Bowling Club rooms. Members are welcome and encouraged to get involved.

### *Looking Back - What's been going on over the past 3 months*

- **Sunday Club Runs**  
Reviewing Sunday afternoon journeys - page 6
- **The Further Afield Tour**  
A weekend of mystery and country roads review and photographs - pages 3,4,5
- **MG 90 Celebrations**  
A Christmas bar-b-que at Lake Waihola - page 11

### *Looking Inside - What to look for in this month's issue*

- **The Presidential Address**  
A few words from Club President Kevin Carter - page 2
- **The Rear View**  
What do you say? - The back page
- **Cover Story - The 1973 MG B V8 owned by Don and Karna Carter of Invercargill, parked at Waihola for the Club Christmas gathering on November 30, 2014. Snapped during a break in the 'interesting' weather conditions experienced on the day. Read more on page 7.**



Club President  
Kevin Carter

## A Presidential Address

*Hello One and All.*

Well Christmas and New Year festivities are now behind us and we have settled into the brand new 2015. Most of us have enjoyed the wonderful weather at home and away. Others unfortunately have had to endure sickness in different forms. My message

to the unwell is that, myself and our fellow members send our best wishes for a speedy return to good health.

Planning for this new year is well under way. Our Sunday outings, the third Sunday of each month, have already been planned. Included are plans for celebrating 60 years of models of MG A and 20 years the modern MG F. Other important events which our MG Club assist are the Best of British Charity Motoring Day and the very popular Autospectacular. These two events added to our own MG outings make to a very eventful year.

Support and participation in these outings is very encouraging although much of the work fall on just a few. Numbers attending our Annual MG Dinner have fallen over recent years even though we find great venues and moderate cost meals. What does all this mean; I feel it is that we don't communicate with each other enough resulting in a poor

response to invitations to dine out and the sharing of fun at the MG prize giving and the awarding of our cups and trophies.

I do ask that you keep your dairies updated for such events. Our newsletters, emails and magazines are always packed with information of all activities. Plans are underway for an afternoon of Rocker-box racing. This competition will be held undercover with the added attraction of refreshments and a Pot - Luck afternoon tea. For anyone who is not sure what rocker box racing is all about, just ask for a copy of instructions for the building of your own miniature race car which can be made for next too nothing. This is a family event to be held in June, mums, dads, grandparents and grandchildren. This is but one of many new events and ideas which your MG club committee has planned for the year.

Our MG members list has been updated, which we have to do regularly as new members join and others move to new addresses. If you have changed any or all of the information we have of yours, please email any updates.

At this point in time, I thank Dot and Wayne for a most enjoyable Further Afield Tour which they organized with great care and detail. This thanks goes to all who organize events, attend meetings, visit our unwell members and carryout so many duties.

Happy MG motoring.

*MG Car Club - The Marque of Friendship*



Wayne and Dot Anderson-Lee  
Tour organisers

## Scenes from a Further Afield Tour

The Further Afield tour mystery destination was finally revealed as Cromwell on the weekend of 28 February. From Invercargill, 21 cars wended through Southland and the Catlins Coast before a lunch break at Balclutha.

Following this the road followed the Clutha River to Clydevale and then turning off at Raes Junction to go up and over Moa Flat to Ettrick and crossing the Clutha again at Millers Flat to Roxburgh. Then back on the main road, before the Earnsclough detour took us to Clyde and a gentle cruise in to Cromwell and our accommodations at

the Golden Gate Lodge. 300 miles clocked up on the trip meter, and an album worth of images of our stunning countryside on the camera's.

A social time in the hotel courtyard prior to dinner was a welcome refreshment, and at the official Prizegiving Gordon Still & Janet Podham (Dunedin) were announced as the grand winners by 2 points over Russell & Raewyn Hawkes (Invercargill)

A hearty breakfast on Sunday morning concluded an excellent weekend before everyone headed their different directions. **Dot Anderson-Lee**



Stopping to admire the amazing view from the Florence Hill Lookout as the Further Afield Tourists travel the scenic south.

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F.A.T February 28th - March 1st 2015



# CARTER CAR SERVICES



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Images; facing page (inset) Dot Anderson-Lee shouts the instructions for the day at the starting gates. (1) Lining up at Queens Park, Invercargill, preparing for the start. (2) After lunch and ready to go again at the Clutha Bridge. At left from top: (1) Listening to the instructions at the start of the rally. (2) Marks, set, all cars Go. (3,4) Pre-dinner drinks in the courtyard at Golden Gate Lodge in Cromwell. (5) Dinner and prize giving in the dining room. Above: Winners on the day Gordon Still and Janet Podham. Images G Still.



I would like to take an opportunity, and I am sure on behalf of everyone who took part, to acknowledge and thank Dot and Wayne Anderson-Lee for their efforts in organising the Further Afield tour 2015. It was obvious to all who joined in the weekend event, that a lot of thought and energy had gone in to researching and mapping out the route, along with all the other logistical requirements to ensure that everyone had a great time.



Being our first long rally, Janet and I were particularly amused at a sense of disorientation traveling roads we never knew existed, to arrive at an intersection with an..."ah, this is where we are!" coming from the navigators seat.



As the 'lucky' organisers of the 2016 version, Janet and I will be well aware of the standard set by Dot and Wayne, but nothing of the traditions or expectations from historical tours. So who knows what could eventuate! Be prepared for anything. We will keep you posted as things develop, Mark your calendars early for a weekend in February 2016. **Ed**



## How well do you know the Peninsula?



It seems that Ralph and Denise know best, as proud winners of the quiz competition for the Sunday Club Run held on the 16th November. It was a close result however, Graeme and Bev put up a brave challenge finishing a half point back in second place. Len and Sue taking the third stand on the podium.

Twelve cars appeared on a stunning Dunedin afternoon, on a run which journeyed along the peninsula, visiting the beautiful B&B gardens owned by Pat and Mary Curtin.



An afternoon tea at the Natures Wonders, a wonderful place for Bev Russell to be presented with a MG Life Member bar.

Wandering in the garden at Pat and Mary Curtin's B&B establishment. Bev Russell is presented with an MG Life Member bar at Nature's Wonders Cafe.

Photo's: Kevin Carter

- MG is officially the fastest growing automotive brand in 2014 (U.K)
- 361% growth over 2013 vs industry average of 9%
- Growth from MG3 supermini and diesel MG6 new product launches
- Major expansion of UK national dealer network
- Sales result completes celebrations of 90th anniversary of MG in 2014



MG was confirmed as the fastest growing automotive brand for 2014 according to the latest figures released by SMMT. The iconic British brand grew sales by 361% following a highly successful launch of its new MG3 supermini, a major expansion of the dealer network and the addition of a new performance diesel powertrain in the MG6. (January 8th, 2015)

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## A Teal Blue Southern Stunner

This is our 1973 Teal Blue, MGBGT V8 Chrome Bumper model which we have owned for fourteen years. We are the fourth owners of this car which is the ninetieth V8 produced of 2591.

Thinking back to those heady days of the 60's, Canterbury seemed a great place to be as a student, life was good. English cars were the fore, at the weekend Austin Healey, MG, Mini Cooper, Jaguar, Jowett Jupiter would assemble at the floral clock in Victoria Street before departing for a day of fun. My sports car ambitions were met back in with the purchase of a 1963, 997cc, over square engine, Mini Cooper. Lots of fun had with this car, only to be sold later in the day, as marriage, house purchase, children & career put the brakes on non-essentials. Many years were to pass before fulfilling latent desires of yesteryear with the purchase of what is now, a classic car. continued over

### MG B GT V8 Specifications

Engine: 3528cc 90 degree vee 8 Aluminium block & heads.  
 Twin SU Hi.F6 carburettors. 2 valves per cylinder. 137 BHP @ 5000 rpm  
 Transmission: 4 speed all-synchromesh with reverse.  
 Laycock electric overdrive on 3rd & 4th (4th only later cars)  
 Front suspension: Independent with coil springs. Lever type dampers. Anti roll bar.  
 Rear: Tube type live axle. Semi-elliptic multiple-leaf springs, lever type dampers.  
 Brakes Servo: Front 10.7 inch disc. assisted. Rear 10 inch drums.  
 Steering: Rack & Pinion - collapsible column.  
 Fuel Tank: 12 gallons (54 litres) 95 octane or higher.  
 Acceleration: 0 - 60 mph 7.7 sec. 40-60 mph 6.2 sec. Top Speed :125 mph  
 Laden weight: 1265 kg Overdrive, top 28.50 mph per '1000 rpm  
 Compression: 8.25 : 1



# V8 MGB GT



*Are eight pots really better than four?*



*MG's legendary Syd Enever laid out the rough design for the MGB at the '57 Geneva Motor Show*

I have to admit I have always had a soft spot for the MGB GT. When I was maybe six or seven, my grandmother bought me a bright orange Corgi MGB GT. I loved that car, and I was disconsolate when a short time later it was stolen from my school bag at Apati primary school. That's the thick end of 30 years ago now. There have been seminal events like decimal currency, the metric system and moon landings since, but I have never forgotten the allure of that shape, the right-ness of the Rostyle alloy wheels, or the name of the blighter who stole it from me. I also had the opportunity to put a few miles in behind the wheel of an orange GT just like my Corgi model, during the mid-'80s. The MGB GT is undoubtedly one of the all-time classics. Perhaps the V8 version is the ultimate example of the car, and maybe it is not. The V8 is certainly a completely different car from its four-pot brother. A few years back, in these very pages, I tested Rod Brayshaw's manufactured-from-new-parts V8 roadster, and remember feeling unsure whether I would be happy to own one or not. Well, as the Packard advertisements used to say, "Ask the man who owns one". I recently had the pleasure of acquainting

myself both with an original MGB GT V8, and with the proud owner, Lee Searle of Karori. Lee, of course, swears by his MGB V8. It is his daily transport from Karori to the Hutt Valley, where he has his business. You can say what you like about parts-bin engineering but aside from routine maintenance, it's been the most reliable of means of transport.

### Driveline

It might be cynical to note that the entire driveline of an MGB can be had in another form in an Austin/Morris Marina, or you might like to think that this combination of components had millions of kilometres of testing (which means, in the time-honoured tradition of the British motor industry, in the hands of customers) before the MGB ever turned a wheel in anger. The MGB was a practical package. Mechanically unsophisticated, it was cheap to build, rugged and reliable in service. What it lacked was glamour performance. For its humble background, the MGB was actually a groundbreaking design. It was only the second full-mono-coque design produced by BMC.

The MGA had a full chassis, but the design team realised that to produce a car significantly lower, lighter and cheaper than the MGA the chassis would have to go.

Being among the first full mono-coques produced at Pressed Steel, it is significantly over-engineered by today's standards, but it has endowed the roadster with legendary stiffness, which is only exceeded by the GT's tin-top version.

MG's legendary Syd Enever laid out what he thought should be the cues for the new generation MG at the Geneva Motor Show, and by November 1957 work had started in earnest on what would be known internally as EX205.

Enever had thought that the headlights should be set back from the front of the car, into scallops in the front wings, and a flat, elongated MG radiator of traditional pattern set between them.

A quarter-scale model was quickly knocked up back at Abingdon, and with some flattening of its rounded side profile, and a longer wheelbase, that small model became



78 NZ Classic Car, October 1997

Reproduced with the permission of NZ Classic Car, December 2010 V8 Register - MG Car Club

Page 1 of 3 as featured in NZ Classic car magazine in October 1997. Image courtesy UK MGCC V8 website.

This is the only example of this model in Otago or Southland. Previously, Paul Mulholland, now residing in Alexandra had a Teal Blue model which he raced with some success. That car has resided in Christchurch in Stu Moore's care for some years. In total, it is thought that twelve cars of this model survive in NZ.

This MG is the only classic I have in the stable these days. Karna and I look forward to getting out on Club runs and enjoy the companionship with other like-minded MG enthusiasts.

**Don & Karna Carter**

Article: Don Carter, Photo's courtesy Don Carter

My parents owned a variety of British cars including new Standard Vanguards Phase 1 & 2, Ford Consul Mk 1 & 2, Vauxhall Velox, Humber 80, Humber 90, Hillman Estate and Hillman Hunter. Brits were in the blood.

The MG marque held special affinity, influenced by those earlier years, culminating in 2000 with the purchase of a South African assembled 1972 MGBGT Red. A good every day runner but a three foot car; You needed that distance to miss the imperfections. I made the often repeated mistake of deciding to renovate it just a little, which turned to be a bare metal restoration and repaint.

I grabbed the opportunity in 2001 when a friend in Wellington offered me his MGBGT V8. A car which had been featured in NZ Classic Car 1997 October issue, an article which was reprinted in 2014 on the UK MGCC V8 web.

An extensive bare metal restoration was completed on the car in 1989 by a leading Wellington specialist, replacing panels and repainting. The paint began to fail in the 90's and that is the condition I purchased it in. Additionally, the camshaft and followers needed replacing. These including many other spares were included with my purchase, plus a comprehensive history documenting year by year repairs and maintenance since new in 1973.

The Buick based 3.5 litre V8 aluminium engine weighs only 40lb more than the four cylinder 1.8 litre used in over 500,000 MGB's & GT's. This V8 engine was used in Rover saloons, Range Rover, Land Rover, Morgan, TVR and others. Loads of torque, six forward gears (some later models, but not all, have a modified gate preventing access to overdrive third from overdrive fourth. The torque reversals at high speed threatened the longevity of the gearbox) and pulls happily in fourth from low speeds. On the open road and high gearing, it is deceptively fast in a non-fussy manner, huge power reserves in a light but over engineered mono-coque body. On a trip returning in excess of 27 mpg compared to the around town consumption of about 15 mpg. An option from new was the factory fitted Webasto sunroof with wind deflector. When opened this provides another dimension to air conditioning and sunburn.

Prior to the running of the 2006 Mainland Classic, it was time to rectify the paint issue. A bare metal restoration began. Panels unbolted and to the credit of the previous restorers, there was no evidence of rust anywhere. 2010 saw the completion of a full engine, gearbox, overdrive, drivetrain, diff, brake lines and

associated components rebuild. All completed in time for the next running of the Mainland Classic, where it again performed without incident.

Sold new only in the UK, four were sent to the USA only to be returned to Abingdon for a variety of reasons. These include dealership change (USA), new emission regulations & the beginning of a world fuel crisis. Out-performing both the Triumph Stag and Jaguar 4.2 XJ6, less expensive to purchase, may have been additional influences, coupled with engine supply shortages.

The MG factory under the skilled devotion of the late John Thornley OBE, finally persuaded the gnomes of British Leyland to introduce the V8 only after a private entrepreneur, Ken Costello, successfully created his own transplants into both the roadster & GT using new engines from British Leyland. He was commissioned to build a GT for BL analysis. The politics of the day saw the same gnomes deny Costello new V8 engines once the V8 MG was in production. To maintain a supply, Costello imported from Belgium, second hand units, rebuilding to as new & maintaining his livelihood, running alongside BL with perhaps a complimentary operation. New Rover V8 engines ceased production in 2004 but not before it again featured with the 3.9 injected MGRV8, all 1988 of them. These were built between 1994/96. Considering this is an unwanted American designed motor of the 1950's, British know how converted it into a spectacular success.

Most spares are available through an international network. Suppliers in N.Z. source mainly from the U.K. MG owners have the resources of the MG Car Club at Abingdon home of the marque with a wonderful V8 web site, MG Owners Club and octagon Club. The British Heritage Trust manufactures new body shells, body parts from original equipment faithfully restored ensuring MG owners of today and the future may keep their cherished classic on the go.



When MG's technical boffins at Longbridge sat down to design their all-new diesel engine for the MG6 some five years ago, the Treasury had only just started its swathing tax on vehicle emissions through vehicle excise duty.

That's probably why the first run MG6 diesel unveiled in late 2012 and launched to the public in January 2013 got clobbered for road tax when it appeared registering a CO2 figure of 139g/km.

Since then, the research and development department has been working on ways to cut back the emissions and make the MG6 more attractive to buyers, especially fleet customers who are hyper-sensitive about running costs.

The result is the 2014 model year MG6 diesel with a revised DTI-TECH power unit that has chopped emissions by 10g/km to 129g/km for both the GT and Magnette variants - crucially taking it into the sub-130g/km tax band.

This doesn't sound a lot and, admittedly stacked up against some of its main stream rivals, it is still a touch on the high side when others are getting closer to, or dipping below, the 100g/km barrier.

But this does slide the MG6 down a group in the VED calculator which means that the first year is tax free - a saving of £130 - and, for business drivers, drops the car into the 21 per cent Benefit in Kind rating which results in a monthly tax bill of £56.47 per month.

The cut in emissions has been achieved not through any changes to the hardware in the engine but by refining the production process and tweaking the software that manages fuel flow and the operation of the variable rate turbocharger.

"When the engine was first designed we were conservative on the set-up just to get the reliability out of it. Since then we have been able to improve the manufacturing process to finer tolerances and re-map some of the software to give us this reduction," explains UK sales and marketing director Guy Jones.

"The lowering of emissions is vital to fleet sales as many set tax limits which means we have to be below 130g/km to get listed," adds Guy.

For the end user, the efforts under the bonnet will go un-detected as the driving experience behind the wheel of the MG6 diesel hasn't changed.

But they should notice a difference when the time comes to refuelling as the software enhancements have seen the claimed manufacturer's fuel

consumption improve from 53.5mpg to a more competitive 57.6mpg on the combined cycle.

To achieve this - and to be honest anything over 45mpg is going to be well deserved - users are going to have to make the most of the automatic stop-start system that comes into action when the car is stationary and in neutral and the dash display gear selection indicator.

This later facility indicates the

ROAD TEST REPORT

LOWER EMISSIONS  
MG6 TURBO DIESEL

Chris Adamson

FACTFILE: MG6 GT TSE DTI-TECH

Price: £20,195 - current offer £19,995

Engine: 1.9 litre common rail turbocharged four-cylinder diesel

Top Speed: 120mph

0-60mph: 8.9 seconds

Fuel Consumption: 57.6mpg

Emissions: 129g/km

Insurance: Group 14\*



A New Year REMINDER from our Treasurer

For those of you who have yet to pay the 2014/2015 subscriptions (\$30) please do so, the two payment options are:

1. A cheque payable to M G Car Club (Otago Centre) Inc and posted to: P O Box 1467, Dunedin
2. Direct credit to account: 03 0903 0384324 00 with "MGCC subscription" include your name as the reference.

Many Thanks - Russell Walker

Thank You - Your Club needs and appreciates your support



Christmas at the Lake



Interesting weather conditions did their best to disrupt some of the planned events of the day at the Christmas bar-b-que held at Lake Waihola, however, but did nothing to dampen the spirits of those who made the journey down to the Yacht Club.

The sausages cooked up nicely, Kevin Carter boiled up enough new potatoes to share with everyone, and a decent slice of christmas cake was appreciated by all. Hiding in the Yacht Club shed during the intermittent showers all added to the atmosphere.

Club members travelled from Southland and Central Otago along with a number of Dunedin folks. Great to see such a good turn out of MG's.

Thanks to the Waihola Yacht Club for the invite and the welcome. Ed

Top: MG Christmas cake, enough for all. 2: The Waihola Yacht Club shed. 3: Ralph and Denise Harrison depart in their '76 MG Roadster. 3: Selwyn & Lou Wills head back to Southland in their '71 MG B GT.

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A monthly look through a few of the overseas magazine we receive at Kimber House  
Reviewed by Richard Martin

# Overseas Review

Although lack of space doesn't permit something from all, this month's clutch of magazines covered six Australian MG clubs, three from North America, two from New Zealand, and one each from Denmark, Finland, France, Germany and Sweden. So, a fair spread from both the Northern and Southern Hemispheres although, unusually, none from the enthusiastic South Africans.

Both those from New Zealand had introductions from their female presidents, with **The Canterbury MaG** announcing the Oct/Nov issue as being their first all colour. The **Auckland Centre MaG** carries a report where an enthusiastic 12-year old announced she knew quite a lot about MGs. When explored further this revealed that: MGs break down a lot; MGs have an isolation switch; MGs leak; MG owners always know a good mechanic and MG owners are short. This last gem will, no doubt, have us all casting glances around at future MG gatherings.

The **MG Driver** from North America tells us that its 100k/200k Mile Registry has 183 100k and 17 200k members representing over 201 million MG miles! This well-rounded magazine also contains



Triple M MGs in Luxembourg

a number of technical articles, a page showing a 1978 Midget wiring diagram as well as five pages of technical Q & A letters.

The A4 glossy, all colour **Heritage** from France contains quite a few snapshot reports of events around Europe as well as a two-page world event map of '90 Ans de MG dans le Monde' including a few still to take place. The colourful, artistically produced **MG Kurier** from Germany has a number of illustrated reports from members who have attended events or taken trips in their cars, perhaps enticing others to follow suit?

From Scandinavia, we learn how to make a Rocker Box racer in Finland's **Brittisportti**, whilst **MG CarClub Denmark** has some mouth-watering photos of food being



MGs suit all (Sweden)



Stylish Swedish Midget owners



The sun doesn't always shine in Australia



Enjoying the Australian National Meet

prepared, awaiting collection and being eaten! Clearly a social bunch in Denmark; a trait which is also amply illustrated in most of the other magazines. Sweden's **Bulletinen** has illustrated reports from tours or trips by individual members or groups which can provide useful information for other would-be travellers as well. There are also a number of pages devoted to competitive events and an article on renovating a PB.

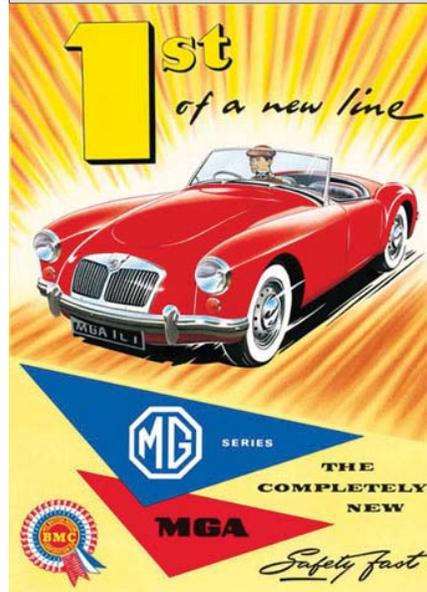
Food also figures in Sydney's **Opposite Lock** which has a feature, 'Members' Culinary Creations', which includes a New Zealand Seafood Chowder and a salad of char-grilled salmon, vegetables and bean sprouts; very tasty. Food, of course, is not the only subject covered and we also read of a member's visit to Abingdon.

**Wheel Spin** from Victoria mentions their newly opened extended Clubrooms, the description of which will make other clubs extremely envious, so many congratulations to all concerned. There's also an interesting diarised account of a charity fund-raising trip by a member in a car bought for under AUD1,000 – one of the rules – from Perth to Adelaide. Tempted? Perhaps more tempting is a visit to the Australian National Meeting in the Yarra Valley (Victoria) which is being looked forward to in **Spoke Torque** from the New South Wales, Wagga club. This same club's Gathering of the Faithful is enthusiastically reported on in **G-Torque** from the Geelong (Victoria) club; a round trip of over 1,200 kilometres, but seemingly well worth it.

Finally, a Merry Christmas and a Happy New Year to all our overseas clubs and their members from all here in the UK. ●

2015: 60 for A and 20 for F

2015 is a year for Birthday celebrations for MG production cars. The MG A launched in 1955, and the MG F launched in 1995. The MG Car Club Otago will organise events based on recognising these two cars throughout the year, and we will hopefully see a few of these models out on our Club runs.



The MGA was produced by MG division of the British Motor Corporation from 1955 to 1962.

The MGA replaced the older T-type cars and represented a complete styling break from the older vehicles. The car was officially launched at the Frankfurt Motor Show in 1955. A total of 101,081 units were sold through the end of production in July 1962, the vast majority of which were exported. Only 5869 cars were sold on the home market, the highest export percentage of any British car. It was replaced by the MGB.



The MG F was launched in the autumn of 1995 by the Rover Group, making it the third all-new car to be launched in its first full year since the BMW takeover. An interesting feature of the F was its Hydragas suspension which could be tuned to provide excellent handling characteristics. The MG F quickly shot to the top of the affordable sports car charts in Britain and remained there until the introduction of the MG TF in 2002.

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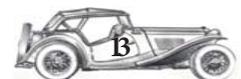
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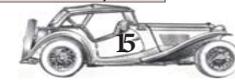
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## The start of the Brighton Veteran Car Rally



The Octagon was full of people, sunshine and smoke on Saturday 24th January, as vintage cars and motorbikes from all over New Zealand took part in the Dunedin to Brighton veteran car rally. The event is the oldest of its type in the southern hemisphere after running for 60 consecutive years.





The back page, 'The Rear View', is a space reserved for comments, input, ideas or suggestions from club members. A forum perhaps, ask questions or offer advice. Something to sell, wanted to buy, something to give-away. An opportunity to collaborate; who knows, you decide. Contact the editor with submissions at: [gordon.still@otago.ac.nz](mailto:gordon.still@otago.ac.nz), or 021 2798139.

I look forward to hearing from you.



**W**here has it gone? Club member Ralph Harrison asks on behalf of a friend; Bruce Panting (pictured), where did this MG A end up? Bruce, currently residing in Highview Rest home following a recent motorbike accident, raced the 'A' in earlier days. Shown here at the Start Line in Fryatt street, Dunedin, the car has a registration plate believed to read AJ6983, possibly a 1500 engine, paint colour at the time green or blue. Anyone with any information on the whereabouts of this dearly loved car could contact the editor, or Ralph Harrison directly: [d.rhh@xtra.co.nz](mailto:d.rhh@xtra.co.nz).



**For Sale**

1967 MGB roadster (pictured). I have receipts for complete overhaul of motor and transmission @ 72921. Miles on clock now 91694. Overdrive, new paint, and wire wheels. Receipts for last 30years. Asking \$20.000 and open to offers. Please contact Dick Morrish, on 03 4437472.

Thanks, evening by preference.

For various reasons we have postponed the Best of British rally until later in the year, probably early November 2015. It has become apparent over the last few years that the month of March is so full of events and numbers have been dropping. This March is particularly full. We are looking at expanding the event and trying something different which will hopefully secure the future of the event and improve the content.

Regards Mark Paterson, Organiser





## MG CAR CLUB (OTAGO BRANCH) Inc.

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## 2014/15 Results (to date)

Kevin Carter \ Doreen Carter	11	Suz Anderson \ Tom Anderson	1
Russell Walker \ Marie Walker	7	Ray Craig \ Marion Craig	1
Gordon Still \ Janet Podham	7	Clarrie Evans	1
Tom Batley \ Judy Batley	6	Des Grey \ Robin Grey	1
Len Grimwood \ Sue Allum	5	Derek Hope \ Pauline Hope	1
Bill Botting \ Brenda Botting	4	Lana Neumegen	1
David Hill \ Noelene Hill	4	Ross Weir \ Margaret Weir	1
Dot Lee \ Wayne Lee	4	Don Carter \ Karna Carter	1
Giff Peterson	3	Don McDonald \ Ngaire McDonald	1
Graeme Brensell \ Bev Brensell	2	Alistair Falconer \ Heather Falconer	1
Nola Turnbull \ Blair Turnbull	2	(Your name here)	
Mike Tutty \ Christine Tutty	2		
Russell Hawkes \ Raewyn Hawkes	2		
Alistair Graham	2		
Ralph Harrison \ Denise Harrison	2		

## MG CUP

2013 \ 14 WINNER: David Hill

2013 \ 14 Navigator Trophy: Noelene Hill

2013 \ 14 People's Choice: Ralph Harrison

2013 \ 14 Romac Shield: Russell Walker