

FROM THE CLUB ARCHIVIST

ISSUE 3: JANUARY 2022



DEAR FRIENDS,

WELCOME TO 2022. MAY THIS BE A YEAR WHEN WE RETURN TO A MORE NORMAL LIFE. I WROTE THIS LINE SOME WEEKS AGO, BEFORE WE MOVED TO THE RED TRAFFIC LIGHT. NOW, WHO KNOWS HOW THINGS WILL EVOLVE.

THE REQUEST (PLEA) IN MY LAST NEWSLETTER ASKING MEMBERS FOR CONTRIBUTIONS TO THE CLUB ARCHIVES, WAS ANSWERED BY ROSS AND BEV MIDDLEMASS. THANKS FOR THE LOAN OF SOME WONDERFUL MATERIAL RELATING TO THE EARLY FURTHER AFIELD TOURS (FAT).

ROSS AND BEV WERE INSTRUMENTAL IN SETTING UP THE INAUGURAL EVENT IN 1988 WITH A RUN TO TWIZEL. WHEN IT WAS MARIE AND MY TURN TO ORGANISE THE EVENT IN 2018, BEING THE 30TH ANNIVERSARY OF THE FIRST FAT, TWIZEL WAS AGAIN SELECTED AS THE DESTINATION IN HONOUR OF THE FIRST EVENT.

ONCE I'VE ARRANGED FOR THE MATERIAL TO BE SCANNED, I'LL INCLUDE SOME PHOTOGRAPHS IN A FUTURE NEWSLETTER.

<p>WAS THE PRICE OF A NEW MG 20 YEARS AGO TOO DEAR?</p>

I'LL LET YOU JUDGE.

TRAWLING THROUGH THE CLUB ARCHIVES HAS AGAIN PROVEN INSTRUCTIVE.

WE ARE HOLDING A COPY OF A NEW MG PRICE LIST, AS ISSUED BY CHRISTCHURCH MG ROVER DEALER GARY COCKRAM, DATED NOVEMBER 2002.

FOUR MODELS OF MG CARS ARE LISTED, RANGING FROM \$39,990 FOR AN MGZR THROUGH TO A WHOPPING \$71,990 FOR AN MGZT-T, WHILE AN MGTF 160 VVC COULD BE HAD FOR \$56,990.

I RECALL THAT I THOUGHT THE PRICE OF AN MGTF WAS SOMEWHAT RICH THEN AND EVEN TODAY ON REFLECTION I THINK THAT I STILL HOLD THAT VIEW. WHAT DO YOU THINK?

FOR COMPARISON, I PURCHASED MY BGT NEW IN 1976 FOR \$8499 AND BY 1979, A NEW BGT WOULD COST A PURCHASER \$17,552. (IE IT DOUBLED IN THREE YEARS!) AND THEN IN 2002 THE PRICE OF AN EQUIVALENT CAR, THE TF160, WAS COSTING \$56,990. THAT'S SOME INFLATION.

TALKING OF THE Z RANGE OF MGs, THERE'S A THRIVING COMMUNITY OF OWNERS IN THE UK MGCC WITH THEIR OWN "ZED" REGISTER AND THESE CARS HAVE BECOME HIGHLY DESIRABLE TO OWN. THE ZEDS ARE FEW AND FAR BETWEEN IN NZ SO WE COULD WELL SEE THEM BECOME HIGHLY COLLECTABLE BECAUSE OF THEIR SCARCITY, IF THEY ARE NOT ALREADY SO.

THE HISTORY OF THE Z CARS IS AN INTERESTING ONE AND WELL WORTH WHILE READING ABOUT. OUR CLUB'S AUGUST 2021 COPY OF SAFETY FAST HAS A NUMBER OF EXCELLENT ARTICLES ABOUT THE ZEDS IF YOU ARE INTERESTED IN READING MORE. ALSO, GO TO THIS WEBPAGE:

[HTTPS://WWW.MGCC.CO.UK/ZEDREGISTER/](https://www.mgcc.co.uk/zedregister/)

THE ZR HAS PROVEN TO BE AN OUTSTANDING (HOT HATCH) CLUB RACER AND A GREAT WAY TO ENTER MG RACING EVENTS.

RECYCLING MG MODEL DESIGNATIONS

WHEN THE MODERN MGTF WAS ANNOUNCED IN 2002, AS SUCCESSOR TO THE F, IT CAUSED SOME CONFUSION IN THE MINDS OF THE MOTORING PUBLIC.



WHAT WERE ROVER MG THINKING OF! DIDN'T THEY KNOW THERE WAS ALREADY AN MGTF! (BELOW). THIS TF WAS INTRODUCED IN 1953 AND PRODUCTION RAN FOR JUST TWO YEARS.



WE ALSO SEE THE Z DESIGNATION BEING RECYCLED. THE FIRST OF THE Z RANGE WERE THE ZA AND ZB MAGNETTE SALON CARS PRODUCED FROM 1953 TO 1958. (BELOW).



THIS WAS FOLLOWED, SOME YEARS LATER, BY THE ZR, ZS AND ZT RANGE OF CARS IN 2002 (SEE ABOVE ARTICLE).



NOW THE LATEST RANGE OF MG CARS (SUV'S) FROM CHINA REUSE THE ZS DESIGNATION. ALL RATHER CONFUSING IF YOU DON'T KEEP YOUR WITS ABOUT YOU.



INTERESTINGLY, THE NUMBER OF NEW MG'S ON THE ROADS IN DUNEDIN ARE MUSHROOMING. THEY ARE BECOMING A VERY POPULAR MOTOR.

IF YOU DO A SEARCH ON TRADEME, THERE ARE 245 MG'S FOR SALE OF WHICH 95% ARE THE MODERN MG. ARE THE OWNERS OF THESE VEHICLES LIKELY TO BE A TARGET FOR MEMBERSHIP OF THE MG CLUB? IT WOULD BE NICE TO THINK SO.

HARRY HEDGES' 1929 MG 18/100 "TIGRESS"

AN ARTICLE I WROTE IN 2018 THAT DIDN'T MANAGE TO SEE THE LIGHT OF DAY AT THE TIME IS WORTH INCLUDING IN THIS NEWSLETTER (AS A FILLER).

HARRY WAS A STALWART OF OUR LOCAL CLUB AND HAD A LOVE OF RACING MG CARS. SADLY, HE PASSED AWAY A FEW YEARS AGO.

IN A 2018 ISSUE OF THE BULLETIN, THE MAGAZINE OF THE WELLINGTON NZ CENTRE OF THE MG CAR CLUB, IT REPORTED THAT THE FAMOUS MG TIGRESS THAT ONCE BELONGED TO HARRY HEDGES WAS SLOWLY RISING FROM THE ASHES.

HARRY CAMPAIGNED THE CAR TO GREAT SUCCESS IN THE 1940s AND 50s IN THE LIKES OF THE LADY WIGRAM TROPHY AND VARIOUS HILL CLIMBS AROUND OTAGO.

THE TIGRESS IS A RATHER RARE BEAST AND VERY VALUABLE TODAY. OF THE ORIGINAL 5 THAT WERE BUILT ONLY 2 COMPLETE CARS REMAIN PLUS HARRY'S FORMER CAR.

I RECALL THAT I READ AN ACCOUNT FROM SOMEWHERE THAT ONE OF THE COMPLETE CARS WAS SOLD TO AN UNDISCLOSED LORD (PROBABLY LORD MARCH, OF GOODWOOD MOTOR RACING FAME) FOR GBP 1.25M.

MOST OF HARRY'S CAR HAS SURVIVED AND IS OWNED BY IRVINE BLACK OF CHRISTCHURCH. THE CHASSIS WAS SOLD FOR SCRAP JUST BEFORE IRVINE LOCATED THE CAR IN THE 1950s. HE MANAGED TO SALVAGE THE BODYWORK, ENGINE AND SOME MECHANICALS. THE RECONSTRUCTION IS TAKING PLACE ON THE CHASSIS OF A 18/80 UPON WHICH THE TIGRESS WAS BASED. AT THE SAME TIME A REPLICA IS BEING BUILT.

THIS IS WONDERFUL NEWS THAT HARRY'S CAR WILL SEE THE LIGHT OF DAY AGAIN AND HOPEFULLY REMAIN IN NZ. (THE DRIVER IN THE PHOTOGRAPH ISN'T HARRY NOR IS IT HIS CAR, IT'S JUST A (VERY NICE) EXAMPLE OF THE TIGRESS)



I OWE YOU ALL AN APOLOGY

OK SO WHAT'S WALKER DONE?

IN ISSUE 2 OF THE NEWSLETTER, I THOUGHT THAT THE FIRST MAGAZINE ISSUED BY THE CLUB WAS DATED AUGUST 1976. HOW WRONG I WAS. I HAVE SINCE LOCATED A MAGAZINE DATED SEPTEMBER 1971 AND IT'S REFERRED TO AS VOL 111 No 9. I'VE NO IDEA WHERE THE MAGAZINES PRIOR TO THIS DATE HAVE GONE, NOR WHAT'S HAPPENED TO THE MAGS BETWEEN SEPT 1971 AND AUGUST 1976. SO, I'M ON THE LOOKOUT TO LOCATE THE MISSING ISSUES. CAN ANYONE HELP?

**REGARDS
RUSSELL WALKER
CLUB ARCHIVIST**