



February / March 2025 Newsletter



Presidents Rambles

Looking back, it was October when I last submitted a Presidents Ramble. Since then, we have had the Christmas BBQ at Millers Flat Camp where Ngaire bought along an outstanding cake. The cake decorations were a work of art. It was great to see the support from the club. We have also had a January Picnic at Trotters Gorge organised by Alistair Falconer and by all accounts was a success. We were unable to attend due to other commitments. The original Venue at Dunback was not available due to it being filled with camper vans.

Coming up with have the Fly in at Mandeville this weekend as I write (20th) and over Easter, our display at Wheels at Wanaka. As this has been advertised as the last event to be held at Wanaka by Alan Dippie of Three Parks, it would be great to see lots of MGs at our display here.

The big March event is the FAT. organised by Reiner and Christine on the 21st to 23rd. Looking forward to this

Talking about MGs, my B is still in hospital where it has been since early December after blowing its thrust bearing. Its surgery is only part done with the removal of engine and gearbox. Parts are on hand, but the transplants have been delayed due to other projects taking precedence. I need to gather my strength for the final push to completion. I suspect I have a bent clutch fork but will have to check. A new bush for it is on hand. Am not looking forward to bleeding the slave cylinder. The story behind the thrust bearing demise is, I was giving a friend a ride to a Rotary meeting. On the way home the clutch felt very suspect and trying to engage gear after dropping him off just wouldn't happen. Got a ride home and towed it back home next morning. He has called Bs a poor man's E type. He has 2 Jags, both not on the road. His XK 120 has been off road for several years awaiting modifications and engine recondition and his imported E type is still being worked on to get certification. I am looking forward to giving Mike the privilege of another ride once mine is again mobile. I am fairly sure my B will be back on the road before both of them, but who am I to gloat. It does help the speed of repairs when you can work on it yourself. Unfortunately, mine will not be discharged in time to take part in the Mandeville display this weekend as I write.



At a recent President meeting of MGCC while talking to the Canterbury branch it was suggested that we have a combined event at some stage. This idea was welcomed by both clubs so look forward to this in the future. Their next event is at Levels Raceway near Timaru. Unfortunately, the dates clash with our FAT.

Finally, I hope everyone had a great festive season. We hosted all the family plus two friends from Britain here. Eighteen around the table on Christmas Eve night and Christmas Day on the Lake. Despite the cloud and drizzle, enjoyable.

President Rod

Recent Activities

Fiordland Military Museum December 2024

Our Club was invited to join with the Southland All British Car Club on their Christmas run to the Fiordland Military Museum between Mossburn and Te Anau on State Highway 94. Alistair Falconer was the only out of town MG Club member to attend. The day was fine, and the relatively small group were able to lunch outside. The two sheds containing the collection of vehicles and memorabilia are amazing. There are personal stories to read and Duncan the owner knows the history of the vehicles.

A worthwhile visit for any car club.

Russell Hawkes (ABCC and MG Club Member)

January Run – Picnic at Trotters Gorge Scenic Reserve, 19th January 2025

This event was organised by Alistair Falconer and although the day was slightly overcast, the place and the company were very well received and enjoyed by all the attendees.

After arriving everyone settled in to eat lunch and then quite a few took the opportunity to get a little exercise by walking one of the tracks through the bush



Coming Events

Mandeville Fly In – 22 / 23 February. Details previously circulated by Ngaire our secretary.

Further Afield Tour – 21st / 22nd March 2025

If you have questions please contact the organisers.

Reiner and Chris van der Hilst

Reiner 021323307 Chris 0211534213

Email is vanderhilsts@gmail.com

Cecil Kimber Birthday event. April

Our Club Captain is looking for someone to volunteer to organise the April Run that celebrates Cecil Kimber's birthday. Please give Clive a call on 022 678 4500 or clived049@gmail.com

Any volunteers to organise other monthly runs would also be appreciated. Just contact Clive.

The graphic is a promotional poster for the MG National Rally 2026. It features a central MG logo in a blue and red shield. To the left, there are two landscape photos: one of a coastal town and one of a lake. To the right, there are two photos: one of a golf course with colorful balloons and one of a building at night. Text on the left lists MG models and years. Text on the right lists MG models and years. A central banner reads '7TH TO 14TH FEBRUARY 2026'. Below the banner, it says 'Hosted by MG Otago Southland Centre Inc. Enquiries to: ngairemgcc@outlook.com'. At the bottom, it says 'DUNEDIN – INVERCARGILL – CROMWELL'.

1924–1927: MG 14/28
1927–1929: MG 14/40
1928–1933: MG 18/80
1929–1932: MG M-type Midget
1931–1932: MG C-type Midget
1931–1932: MG D-type Midget
1931–1932: MG F-type Magna
1932–1934: MG J-type Midget
1932–1934: MG K-type Magnette
1933–1934: MG L-type Magna
1934–1936: MG P-type Midget

1936–1955: MG T-type Midget
1955–1962: MGA
1961–1979: MG Midget
1962–1980: MGB
1967–1969: MGC
1973–1976: MGB GT V8
1982–1995: MG RV8
1995–2002: MG F
2002–2005: MG TF
2007–2011: MG TF
2006–2024: Various New Models

DUNEDIN – INVERCARGILL – CROMWELL

7TH TO 14TH FEBRUARY 2026

Hosted by **MG Otago Southland Centre Inc.**
Enquiries to: ngairemgcc@outlook.com

February 2026 – National Rally

Please address your enquiries to Club Captain Clive Donaldson or Secretary Ngaire Donaldson
Contact details below.

New Members

Welcome to our recent new members. We do hope to see you on some Club Runs in the near future.

David Mills - Dunedin

Charles Lamb and Gae Chant – Omakau,

Peter and Lesley Laing – Dunedin,

Don Bradley and Anne Taylor – Invercargill

Bruce & Anna Yates – Otautau

Contributions From Members

Wayne Matheson offered to provide a report and photos on his recent trip where he attended the Prescott Long Course Hill Climb. Thankyou Wayne.

I would like to share my recent experience visiting the Vintage Sports-Car Club (UK) Speed Championship Round 9 at the amazing Prescott Long Course Hill Climb at Gotherington, Cheltenham, Gloucester.

The back story is I am a member of the Pre-War Aston Martin Facebook private group on account of the 1934 Mk II Aston Martin (Long) in my garage. The group convener is Tom Wood who happens to own the same year AM but in the short version. By chance I enquired if there were any remaining events before the autumn set in, that I could meet up with him and Sue. Tom and Sue invited me to meet them at Prescott Hill on the 28th September 2024. ... How could we resist.

Sonya and I travelled the two hours Northwest from near Henley on Thames to Cheltenham on a perfect autumn day.

Prescott holds a special place in the history of motorsport and for the Vintage Sports-Car Club. The 'Long Course', introduced by the Bugatti Owners Club in 1960, has added an extra layer of excitement to their events since it was adopted for the first time in their 2014 Anniversary year. The extended course, with its loop around Ettore's, offers a breathtaking viewing experience for spectators and an additional test of skills for their drivers. A full and diverse entry of 147 cars, representing over 40 marques, ranging from Alvis to Wolseley. There is ample opportunity to freely wander around the paddock and look at these cars very close up and talk to the informative owners and drivers. A truly privileged experience.

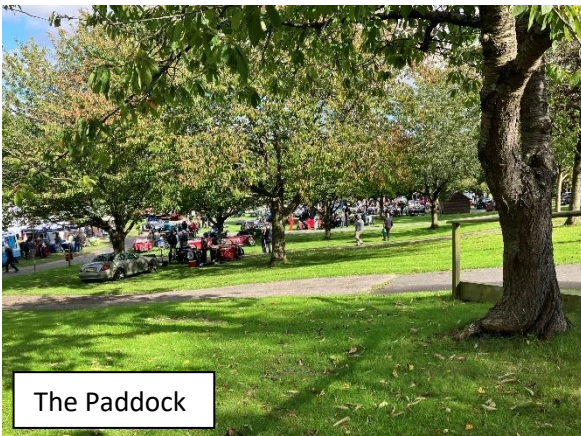


The venue is like nothing I have previously encountered. If you are familiar with perhaps a park like golf course (Millbrook for instance), you will begin to imagine a sealed circuit woven among the trees as a hill climb. If you have been to Goodwood then this is the type of venue we were emersed in.

The vintage sports cars on display were breathtaking, however in my hands they would be driven in kid gloves, very gently. NOT at this event however, the drivers absolutely thrashed these cars!



My other interest is the MG marque. I have a 1974 MGBGT (owned all but 4 years of its life) and a 1946 MG TC under restoration.



The Paddock

Race day provided an unexpected 11 MG examples including MG J2's (#11, #14, #112, #712, #121, #122), MG PB Cream Cracker (#34), MG K3 Replica (#43), MG PA-PB Red Mist (#177), MG PA (#180) and Riley MG (#149).



Aston Martin 1934Mk2



MG J2



MG J2



MG J2



MG PA - PB



MG K3



MG PB



Riley MG



I hope you enjoy the photos of the MG's and if you have the opportunity to be in the UK, I recommend you attend an event. Check the VSCC web site for forthcoming events. www.vsc.co.uk or www.prescott-hillclimb.com

Feel free to contact me anytime for further information.

Wayne Matheson
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Russell Walker has been browsing the Internet again. Here is an interesting link for those interested to follow. [This car sparked the post-war sports car craze | In My Garage Ep 3: Mary Ann Stewart-Richardson](#)

Geoff Broadhead – Nelson Club member provided this story for your reading pleasure.

[The remarkable story of a NZ 1932 MG J2](#)



This photo was taken in 1937, shortly before the car was exported to NZ.

Picture provided by Peter Yonge

This story features an MG sportscar (J 2174), a 2-seater MG, J2 model, manufactured at Abingdon in September, 1932. It was exported to NZ in 1937. It was subsequently seriously damaged in an accident in NZ three years later (1940) and the insurers decided that the car was a financial write off.

Seventy one years later, the son of the then owner, Peter Yonge, who now lives in Norfolk UK was considering buying an MG J2 in the UK, when he wondered whether anything remained of his father's J2, 11,500 kms away, back in NZ.

How the restoration of J 2174 came about!

Peter Yonge told me he "always thought that it would be nice to own a J2 but really not much more than that, but having just one photo of the car (which his father used to own, (see above photo) showing the number plate, curiosity led me to ask if anything was known about MG1890":

This led to Peter contacting Matthew Magilton, Melbourne, a very active and knowledgeable Member of the Pre-War MG Register of Australia about his knowledge – if any – of what happened to his father's J2. In February 2011 Matthew posted the following message on the UK Triple-M Register:

"I have been contacted by Mr Yonge, who lives in the UK. His Father, who lived in New Zealand, owned a cycle wing J2 which was imported for him by his brother from the UK in about 1937. Unfortunately, the car was written off in an accident in about 1940 and Peter is wondering if the chassis has survived or if anyone can work out the chassis number from the rego number which was MG1890 in the UK."

So Peter, now living in Norfolk, was asking via Matthew, about the remains of an MG J2 which NZ insurers had considered a financial write off 71 years earlier, the remains – if they survived – were somewhere in NZ, 11,500 miles away and the only means of identifying the J2 was the original (1932) UK registration number.

And yet, only two and a half hours after Matthew's post, Peter was informed that UK registration # MG 1890 had been issued by University Motors (London), who were MG distributors, to MG chassis # J 2174.¹ And, 5 minutes later, another post² reported:

"MG 1890 was J 2174 (fitted with engine number 699AJ). Build date was 20/09/32, delivery to University Motors was on 30/09/32 and it was supplied to the first owner, R.H.Purves on 31/10/32. Colour was Blue/black and it went back to the Factory to have a modified cylinder head fitted in January, 1933. Until your post I don't think there has been any news of this car since January, 1933":

Matthew responded: "Thank you Colin and John that is much appreciated. J 2174 I have heard of! It is owned in New Zealand (well, the chassis at least, as a future project) by Mr R.B. (Rod Brayshaw) who is well known in MG circles. I will contact both of them. That IS a win":

Having alerted Rod Brayshaw to the postings, Rod then messaged: *“Simply amazing! I have had a J2 chassis since about 1987; it came to the North Island NZ from Dunedin a few years earlier with boxes of J parts and some old body sections. The Dunedin owner at that time was selling an assortment of MMM parts. The original brass chassis plate has also survived and states the engine number as John describes. I will not restore the J2 so a project for someone one day”*

The remains of J 2174 had been located in Katikati on the east coast of the North Island. By coincidence, this location is no more than a 20 minutes' drive from Waihi where Peter's father grew up and where he went to school before the family moved to Auckland.

On the subject of coincidences, Peter tells me *“my father served in Egypt during WW2 as did the original owner of the car, Roderick Purves, a Captain in the British Army, neither having been aware of the other. Captain Purves saw out the war as a POW in Oflag 79, Braunschweig (Brunswick), Germany. Incidentally he was marked as “Missing Believed Killed” on his old schools' war memorial until he himself saw his name there! It has since been removed”*

Family Background

It was Peter's father who arranged for the car to be imported into NZ. His brother was working in London at that time, so he asked him to find him a sports car to export to NZ. *He cannot have been too specific as to what make of car he wanted as my uncle recorded in his diary that in August, 1937 he went to see Rileys and MG's, specifically in Great Portland Street in London which at the time was a centre for car showrooms old and new, including University Motors, the main London MG dealer. He bought the car on the 30th August 1937 from Autocars Ltd. MG1890 was the original registration number of the car, MG prefixed numbers of course being characteristic of UM supplied cars.*

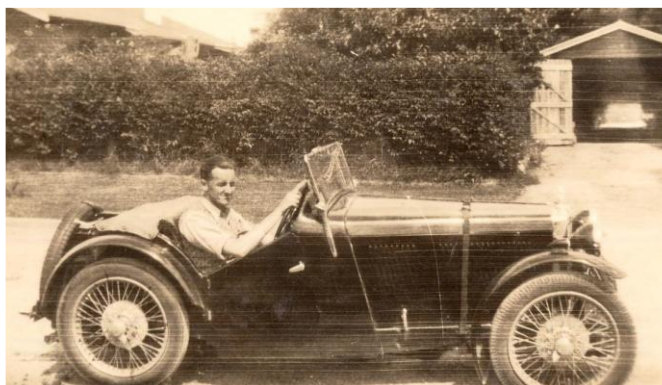
As recorded in my uncle's diary he drove the car quite extensively for a month or so to various places around England including Canterbury, Stratford on Avon and factory tours of Austin and Lucas in Birmingham. The car was taken to Saunders Wharf, Millwall for packing on the 27th of September, and “Port Hunter” sailed for New Zealand on the 30th.



The “Port Hunter”, the ship which brought J 2174 to NZ in 1937

The Port Line ship was a frequent visitor to NZ until sunk by a German U-boat in 1942 off the coast of West Africa while en route from Liverpool to Auckland via Durban).

The car was recorded in the NZ Registration of Motor Vehicles, Auckland Postal District dated November 1937 with number 182.802. The following three photos show the car, after it arrived in NZ. Two of these were taken on Muriwai Beach, North-West Auckland, in the late 1930s.



Restoration

At this time (2011) Peter's mother was still living in Auckland and Peter visited NZ quite often. When next in NZ (2012), Peter together with his son visited Rob's workshop in Katikati where he was able to positively identify the chassis as being the chassis from his father's car. Peter decided to buy the chassis and have Rod undertake the initial restoration in his workshop, including the chassis, engine, gearbox and body tub. Peter continues: "A number of parts were naturally sourced in the U.K. some of which I could bring out, but larger items such as a new Phoenix crankshaft were sent directly. The engine was rebuilt with that new crankshaft, forged pistons, a lightened flywheel, full flow (J4 style) oil filter and a Bayton-Jones "Sports" camshaft".

Curiously the factory build card referred to the car as Blue/Black, the typical MG convention being Body Colour/Upholstery Colour (and, if a third designation was used, it would be the wheel colour).

Analysis of J2 production by Mike Hawke (1994 Yearbook) reveals only one car as Blue/Black (mine, presumably!) and only a handful of cars as having Black upholstery, and White ones at that, so it seemed logical to assume the Blue/Black reference was a clerical error. The analysis lists nearly 90 cars as Black/Blue. The decision was therefore made to paint the car in what I deduced to be its original specification: Black with (Cerulean) Blue upholstery and with (Cambridge) Blue wheels.

“Rod Brayshaw and Peter Lawn did an excellent job and the rolling chassis was shipped back to the U.K. in June 2015 on the container ship “Liverpool Express” via the Panama Canal, arriving at the new London Gateway Port, only 10 miles or so from Tilbury where it had left almost 78 years earlier, having now circumnavigated the globe!”

J 2174 back in the UK



The final photos, left and following show the car in Abingdon in 2023, fully restored.

Left: parked in front of the old MG Administration Building.

MGCC HQ., Kimber House, Abingdon.



And, where Triple-M cars should be seen: Prescott Hillclimb, 2023



Footnotes:

- 1 (the late) Colin Butchers, Triple M Register UK
- 2 John James, Triple-M Register, UK

Acknowledgement

All the pictures and much of the story has been provided by Peter Yonge.

Geoff Broadhead, Nelson NZ (geoffbroadhead01@gmail.com)

MG Links worth A View

- <https://www.youtube.com/watch?v= xeS50eLDt4> - 100 Years of MG: A Legacy in Motion
- <https://www.youtube.com/watch?v=TbTXrhA5DJ0> - FIRST DRIVE: MG Cyberster
- <https://www.youtube.com/watch?v=s9PJwpmQxbs> - MG Cyberster 2025
- https://www.youtube.com/watch?v=HP6ot_ACA-8 – MG History Through The Cars

Club Committee

2023 / 2024 Year	Name	Location	Contact Number
President	Rod Pemberton	Wanaka	027 295 5129
Immediate Past President	Bill Botting	Dunedin	021 435 181
Vice President	Russell Hawkes	Invercargill	021 970 997
Secretary	Ngaire Donaldson	Dunedin	022 049 7821
Treasurer	Ross Middlemass	Wanaka	027 236 4306
Club Captain	Clive Donaldson	Dunedin	022 678 4500
Committee	Don Carter	Invercargill	027 454 8426
	John Matthews	Dunedin	022 186 5235
	Tom Price	Palmerston	021 899 510