

THIRTY YEARS ON

From KFS 406 to GGV 54 C

Not too many articles appear in 'Enjoying MG' regarding the superb Magnette, so it was with very real pleasure that I read the article about 619 EPP in the November issue.

This has encouraged me to put pen to paper regarding my own ZB, which is thirty years old this month, and of which time I have owned it for over 25 years. It all started when I was posted to Kenya in 1962 I already owned a YB in England, but now needed something in Nairobi. I discovered an immaculate example of the Mognette, which had been owned by a doctor, (not a witchdoctor) and he had replaced it after 41/2 years with something new.

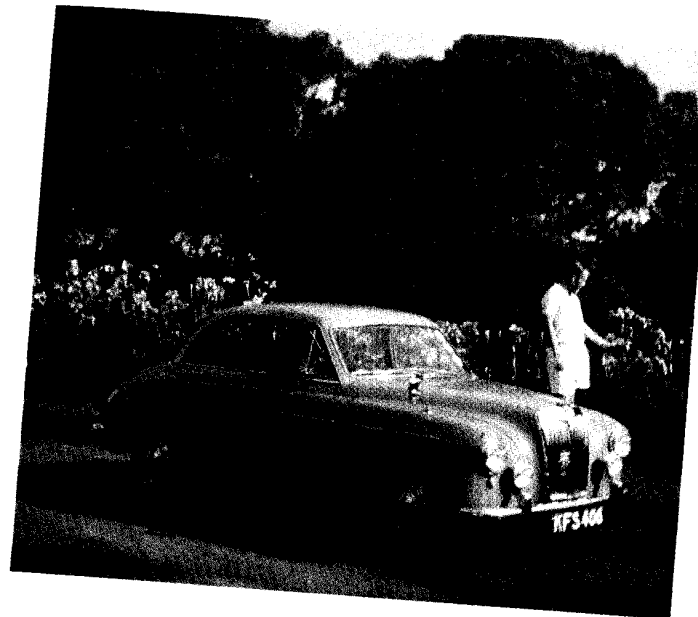
After getting the AA to check the car over, I parted with 5000 shillings, (£250), and became the owner of KFS 406 She was a 1958 model, first registered in

November 1957 with 40,000 odd miles on the clock. A set of three new Firestone tyres were included, and at the end of 50,000 miles later, I changed the last of the set, You don't get that sort of mileage today. Neither did one pay purchase tax in Africa, Twenty-five years on, the car is nudging 150,000 miles, and has had one rebore. She has the original engine, transmission and paint spray, and in the first 100,000 of my ownership, has never let me down on the road.

Several years ago, a dealer in Bournemouth offered me £3000 for her. I thanked him for the offer, but retained the car, Three years ago in Liverpool, I stopped to enquire the way, and was asked if I wanted to sell her.

(What do you think?)

During my time in Africa, she has been down to Tsavo game park, mostly dusty murrum tracks, and up to the northern territories game park where the only signs of life are tribesmen



with spears and big game, When you meet elephants on the 'road' there, its best to drive round them, and not blow your horn.

When my time in Africa was up, I decided to keep her and have her flown home. BUA put her aboard a DC6, and next day she was sitting outside the customs office at London Airport when I arrived to claim her. This was when her registration was changed to GGY 54C, and this causes consternation today, when a car of that age has a 'C' number plate.

The car has been fairly well maintained by myself, and with

the help of John Monkman. Whenever anything needs doing, it gets done then. In this way, unserviceability has been nil.

Now, in my retirement she has a fairly easy life, although she is in daily use. Over the years, I have thought long about changing her, but what do I replace her with? She is a superb car to drive, and gives me great pleasure and unflinching service. This is more than can be said about many plasticated runabouts of today.

T.M. HOLMES
10577-1

1987

