



# MGC NEWSLETTER

Summer Issue 2024 : No.37,  
MGC Register of New Zealand



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### *Works GTS "Romeo" at MGCC Silverstone 2013 with Auckland MGCC Members*





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**NB: No calls after 9 pm, please.**



### Register website

Go to: [www.mgclub.org.nz](http://www.mgclub.org.nz)

Click on "Information"

Then click on the "MG Registers"

Then click on "MGC Register" and you are there!

**Disclaimer:** The opinions expressed in this newsletter are those of the contributors and do not necessarily reflect the views of the MGCC, the MGC Register or it's Editor. Readers should exercise their own judgement when considering technical or other matters, information and advice.

**Next MGC Newsletter closing date: Sunday 11th August 2024**

Articles and photos always appreciated

Please email articles and photos to [editor@mgclub.org.nz](mailto:editor@mgclub.org.nz)

**Cover photo: Alan Krissansen, 1969 MGC roadster, ex USA.**

## MG100 MGC Register Dinner



### **MGC Register Dinner 16<sup>th</sup> January 2024.**

We thank the MGF Register for inviting us to join them at the above event.

**All MGC register owners are welcome to attend.**

#### **The Mole & Chicken Restaurant and Bar,**

40 Taharepa Road,  
Hilltop,  
Taupo, 3330,  
Tel: 07-3787843

Please arrive around **6:30 pm.**

This is a "pay as you go" evening and not included in the **MG100 Centenary** charges.





**MGC REGISTER RUN**  
**SUNDAY 25 FEBRUARY 2024**  
**HAMPTON DOWNS, CAFFEINE & GASOLINE**  
**and CLASSICS MUSEUM, HAMILTON**

The much-delayed MGC Register Run is back on track and will take place on Sunday 25th February 2024, come rain or shine, so please book this date in your diary now. It's been a long time coming and we look forward to seeing a good turn-out of owners and cars. The run will start with a visit to Hampton Downs for their Caffeine & Gasoline meeting followed by a drive through the Waikato countryside to the Classics Museum in Hamilton.

***Caffeine & Gasoline – Hampton Downs: 9:45am – 11:15pm.***

The event is held in the upper carpark off Hampton Downs Road.

Check out [www.hamptondowns.com](http://www.hamptondowns.com) for further details.

- Those travelling from **Auckland** and areas north of Hampton Downs can make their way there to arrive at 9:45am.
- If you are based in the general area of **Hamilton**, meet in the carpark by the public toilets in Gordonton around 9:00am for a 9:15am departure to Hampton Downs.
- **Bay of Plenty** participants, and those from further south, will meet at Railside (Hetana Street) in Matamata between 8:00am and 8:15am to hit the road for Gordonton not long afterwards.
- The **Matamata** group will then catch up with the group at Gordonton and use the Waikato Expressway to get to Hampton Downs to arrive around 9:45am.
- There will be a coffee cart and food available for purchase at Hampton Downs.

***Register Run, Hampton Downs to Hamilton.***

Although the Caffeine & Gasoline is a 2-hour event, we are planning to leave Hampton Downs around 11:15am for the drive through to Hamilton arriving at the **Classics Museum** between, 12:15pm and 12:30pm.

**MG REGISTER RUN**  
**SUNDAY 25 FEBRUARY 2024**  
**HAMPTON DOWNS, CAFFEINE & GASOLINE**  
**and CLASSICS MUSEUM, HAMILTON**

**Classics Museum, Hamilton** There is a large, sealed carpark so we are looking to have our cars lined up together which will make a nice display for other museum visitors.

The museum café will be open and has both a menu and cabinet food available for you to purchase or bring along a picnic if you prefer.

The museum closes at 3:00pm, so plenty of time to mix and mingle, view the exhibits and relax.

Depart for home when you are ready, perhaps organise a convoy or two for the return trip. Information about the museum can be found at [www.classicsmuseum.co.nz](http://www.classicsmuseum.co.nz).

To cover **COSTS** in preparing the register run route, there will be an event fee of **\$5 per car for MGCC members and \$10 for non-members**. A portion of the entry fees will go to the club.

Hopefully, the weather will behave so we can have a very enjoyable and interesting day out.

I am very much looking forward to catching up with you all on the 25th.

*Ian Grant.*



## *MGCC Auckland Annual Concours,*

*Sunday 10th December 2023*

Three cars and two owners joined us for another good day out in Auckland. The weather was windy but warm and the venue, as always, was perfect for the event. We had around forty MGs on display ranging from some very early J types to the latest MG4 "XPower" an all-electric and very quick compact saloon. We had a three-car display plus three owners without cars so a six-owner group. Not quite the turnout we've had in previous years but still a good showing and an excellent chance to catch up.



There was lots of interesting chat from Brian Young, Alan Krissansen and his mate Graeme de Jongh plus an unexpected visit by Michael Fitzpatrick and John Bertenshaw. Michael, who shipped his GTS replica out from the UK two years ago, has already competed in several NZ motorsport events including the Targa Rally. The car, which has been running on a temporary import licence since its arrival, is now close to being ready for compliance. Tony Barbarich, the first recipient of our Register Trophy and stalwart supporter, was also with us and had planned to bring his GT, but the lack of a current WOF put a stop to that. The sun shone and the public turned out, so a good day all round. Great to see you guys and thank you for coming along. Please check out Brian's article (in this issue) on fitting a viscous engine cooling fan and his modifications to his US inlet manifold.

*Peter Dunlop*

### **Those present:**

Alan Krissansen	1969 Tartan Red Roadster
Brian Young	1968 British Racing Green Roadster
Peter Dunlop	1968 Snowberry White GT
Tony Barbarich	MGTF (1969 Tartan Red GT)
John Bertenshaw	Non-MG (1968 Tartan Red Roadster)
Michael Fitzpatrick	Non-MG (1990 Works GTS replica)

## MGCC Auckland Annual Concours



Graeme de Jongh and John Bertenshaw



Brian Young, Alan Krissansen and Graeme de Jongh



Michael Fitzpatrick and Raewyn Dunlop



Peter & Raewyn Dunlop



## Harvey Heath's "Not So Technical" Tip

### Storage space for my "Spare Running Parts"

It is a common practice by many MGB and MGC owners to change the battery system from two expensive six-volt batteries to one twelve-volt unit that is much cheaper and only takes the space of one. This, of course, leaves an empty space where the discarded 6-volt battery was originally located.

I often struggle to find space for storage in my roadster as the boot area is much smaller than in the GT, which I am normally driving or lying underneath. Something I seem to be doing more of just lately.

On continually seeing this empty battery space, just crying out to be filled, I decided it would make a very suitable storage space for my "Spare Running Parts". All I needed to find was a suitable container. These running parts, which may or may not be used, are always nice to have "just in case".

I soon discovered that there are no containers that will easily fit into the battery space as the access hole through the top panel is small so, I made a box! Then I made a lid. Then I needed some way of holding the lid on, and something that would hold the box tightly in that small space that did not require a spanner to release it.

My "midnight brain" which is a wonderful thing, dreamt up this crazy idea of making a cam that would do both jobs in one operation. As you can see the box looks like a battery, but the cam pushes down on the lid and pushes up on the underside of the body. The operating lever is locked down by a clamp from a broom handle carrier and there you are, job done. So far it works well and leaves boot space for more important things.



*Harvey Heath*

## MGC US inlet Manifold Modification

We received the following note from Brian regarding his modifications to the US inlet manifold.

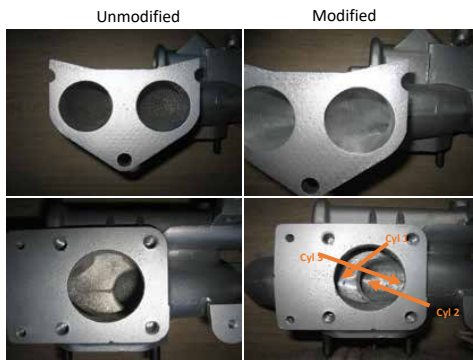
“I was talking with some of the C-ers, John Dorking, Alan Krissansen, his pal Graeme de Jongh and Peter Dunlop at the recent Auckland MGCC annual concours event regarding the porting of the US inlet manifold fitted to my car.

Attached are the before-and-after photos showing the difference in the shape of the porting providing an indication of why cylinders 2 & 5 on the US cars run lean and why my porting could eliminate, or at least lessen, this problem.

Hope you find it helpful”.

Cheers,

*Brian Young*



## MGC Register UK Report courtesy Safety Fast

**MGC**

Angie Haughton  
mgc\_angie@btinternet.com



I write this having just got back from our trip to the Hook Norton Brewery, where 15 MGCs joined together for the day in the first of our 'pop up' events. A successful day, well done Mark Downing for organising us all. As you can see from the photos, lots of admiring each other's engines and a few running repairs were carried out.

Our Technical Advisor Vic Young was at hand to give out lots of advice about maintaining the cars and where to get lots of spare parts from. Some of us even managed to get a tour of the brewery and to visit the working steam engine that used to run all the equipment. It was good to meet new members who haven't been to any of our events before but assure us that they will attend again.

As this was so good, we would like to run more around the country - anyone got any suggestions of venues we could use, or events we could join in as a Register?



## *Fitting a Viscous Fan to an MGC*

### **Fitting a Viscous Fan to your MGC by Brian Young**

A while back I was talking with Peter Dunlop about a minor modification that I made to my 1968 MGC roadster, converting the cooling fan from the original direct drive fan to one that is viscous coupled. The original fan only robs the engine of a modest amount of power, but let's face it, in its standard form the C is not a fire-breathing mine of horsepower. Every little bit helps! I did look at installing an electric fan, but that looked too complicated, necessitating an alternator upgrade and probably other mods. Moreover, there seemed to be mixed reviews on the success of electric fan adaptations.

There is at least one good article online on how to do the viscous fan mod, which I used as a how-to for my own project, see <https://www.mgexp.com/phile/48/168795/MGC%20Fan%20Modification.pdf> authored by Ian Hobbs of the MG Car Club, South Australia.

The present article is basically a “yeah-do-it-like-he-did-it” shout-out, but hopefully reduces a little of the homework you might need to do, and possibly adds a little extra value.

In short, the mod can be done for the cost of a VL Holden/Nissan 3.0L fan clutch and a Nissan fan, plus a few bolts and maybe the loss of a bit of skin from your knuckles. I purchased my Dayco fan clutch from Holdspares.com.au.



<https://www.holdspares.com.au/?rf=k&kw=HOLDEN+VL+COMMODORE+VISCOUS+FAN+CLUTCH+RB30+RB30+TURBO+CALAIS+BERLINA+EXECUTIVE>.

The Nissan Safari / Patrol Y60 Viscous Fan Blade was purchased from Just4x4s through TradeMe. It appears that both components can still be sourced from these traders. Ian Hobbs sourced the parts for his modification very inexpensively from a wrecker, but that was 20 years earlier, so you would be lucky to find used car parts of that vintage in a salvage yard.

The only ‘machining’ that is required for the project is adapting the four-bolt mounting of the fan clutch to the three-bolt mounting of the water pump pulley. I did this with a battery-powered drill but a drill press would be better. The fan blades also need to be cut down to suit the shroud size of the standard C radiator.

## *Fitting a Viscous Fan to an MGC*

When re-drilling the three holes of the fan coupling, the fan spacer can be placed over the coupling and used as a template for marking the position of the holes. With a little bit of careful filing with a rat's tail file, one hole on the coupling can be reused. The other two need to be drilled. I suggest using a self-centring drill (\$18 at Bunnings) to avoid damaging/enlarging the holes in the spacer – these drills are handy for a whole range of tasks if you don't already have one.

To cut down the fan, I mounted the fan on the coupling using 6mm high tensile screws and screwed the coupling to a piece of plywood (MDF or whatever you have lying around is fine – it just needs to be flat) a little larger than the diameter of the fan. The plywood base was clamped to my drop-saw so the base would not move and positioned to make the first fan blade cut. I added a vertical 'stop' to the plywood – a machine screw of appropriate length – which could be removed so that I could rotate the fan by one blade after each cut, and the next blade would be in exactly the same cutting position as the last. I made a test cut at the end of a blade to make sure my saw would cut through cleanly, and then made all the cuts in just a few minutes. At the end of it, all blades were the same length. I didn't try to chamfer the ends – only a light sanding at the tips to remove any scurf – because I didn't want to do anything that might unbalance the fan. I didn't try and balance the fan, but I wouldn't be surprised if it is better balanced than the original MGC fan, and is likely to be as well-balanced as the replacement fan before the cuts.

When mounted, the space between the fan and radiator is fairly close – about 12mm but it is enough. To mount the fan you will need to unbolt the shrouding so that you can move it – but do not remove it – to get the new assembly in place. The screws for mounting the coupling to the water pump are 5/16" UNF. The original screws are not long enough so I bought 1" (?) long high tensile screws (from Supercheap) and cut them down until they were just short enough to lever into place. This gave me enough threads in the water pump pulley to be confident they would have sufficient purchase.

I have checked the tightness of the screws a few times and no problems so far. The fan is quieter, and I assume it is more efficient. It was a fairly straightforward mod and worth doing, if only to have reduced engine noise.

If you want to do this and would like further clarification from me, please feel

free to email me at [dc\\_brian@yahoo.com](mailto:dc_brian@yahoo.com). *Brian Young*



## *American MGC Register Association*

### *Fall 2023*

During our trip to the UK for the international MGC50 anniversary event, we met up with dedicated MGC owners from around the world.

During each season of the year, the AMGCRA (American MGC Register Association) has been sending me a copy of the quarterly publications and we, in turn, send our newsletters to a number of C owners in the USA.

Richard Stephenson has our permission to use any of articles that might be of interest in their copies of 'C' Notes and the recent Fall issue definitely had New Zealand content with Mr & Mrs Dunlop's GT making both the cover and the inside of the front cover. Long may our relationships with our overseas owners continue.

We heard from Richard recently about the passing of Arlene Boscarino, who was in her early-80s. Recipients of our newsletters will be familiar with her late-husband Tom, who was the founder of the AMGCRA. We covered Tom's posthumous induction into the US British Sports Car Hall of Fame in August 2019, then again in September 2021 after Covid postponed the original induction ceremony. Both of these newsletters can be found in our newsletter archive on our register page at [www.mgclub.org.nz](http://www.mgclub.org.nz).

*Ian Grant*



# American MGC Register Association Cover

OFFICIAL PUBLICATION OF THE AMERICAN MGC REGISTER ASSOCIATION

# 'C' NOTES



New Zealand's KOOLest

# FALL 2023

# American MGC Register Association KoolMG

## Love Poem created by Artificial Intelligence, compliments of Quinn and Xanthe

My grandchildren know I love them very much. They also know I love my MGC and so they asked their Dad if he could write a poem for Grandpa's car using artificial intelligence. So here is the Open AI ChatGPT offering:

*Oh, MGC, my heart's delight, with every drive, my spirit takes flight.*

*Your sleek design's a timeless art, you captivated me from the very start.*

*On winding roads, we dance in grace, together, we'll conquer any race.*

*In your embrace, I find pure bliss, a love affair I'll forever miss.*

*Through every journey, you never fail, a loyal companion, a fairy-tale.*

*From the engine's roar to every curve, My MGC will always serve.*

*So, here's to the memories that we hold, a love affair that will never grow old.*

*Oh, MGC forever we'll be, bound by a love that sets us free.*



A little bizarre and not exactly a masterpiece, but it made me smile.

Peter Dunlop

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Winter Issue 2023 : No.36,  
MGC Register of New Zealand



## Harvey Heath's Technical Tip No 16

### My Noisy Rear End!

My recently acquired MGC roadster is an ex-England import that has seen a few years on salted winter roads and then long periods in storage, in fact, more than twenty-five years in storage! Although the body has had some serious panel replacements and repairs, the mechanicals have only done 90,000 miles in fifty-plus years and are reasonably good.

However, the car's suspension was knocking and banging, shouting at me to do something. I decided to see what was going on by starting at the rear end as that was making the most noise. Two contributing factors showed themselves very quickly. The first was that anything made of rubber was now harder than metal and had no give or flex at all. The second was that any bolts involved were completely seized and corroded. Some broke off during removal and those that didn't had to be cut off with a grinder.

A major problem was that the rear springs required rebuilding as both springs had a broken second leaf requiring replacement.

Another problem was the check straps, which stop the axle from overstretching downwards, had broken off their mounts on the axle casing. New mountings were manufactured by machining a length of round bar to the correct size and welding it in place (see photo). The back axle refurbishment involved rebuilding the shock absorbers, replacing all seals and gaskets, fitting new rubber links and heating the diff drain plug as it had rusted in and refused to move. Lord knows when the oil was last changed! The diff is Ok but will, at some time, need rebuilding.

The reassembly then took place, with all repair work completed plus a great amount of de-rusting and painting.

*Harvey Heath*





## Works GTS "Romeo" is up for sale

Romeo is up for Sale.....how deep are your pockets?

One of the most important MG collections is being offered for sale by the Classic Motor Hub. Brought together over many years by the late Dave Saunders, the group includes racing cars immediately recognisable to any MG enthusiast. The 1965 MG Midget '6GRX' is the only surviving Abingdon Competition Department Midget and competed at Daytona and Sebring, driven by Makinnen and Aaltonen. Beyond that, '6DBL' is the first works MGB with Sebring, Spa and period Goodwood success and the famous MGC GTS 'RMO699F' – known as Romeo – competed at the Nürburgring and Sebring, driven by Andrew Hedges and Paddy Hopkirk.

The timing of the sale is interesting, given the rise in popularity of modern MG road cars combined with the recent focus on the brand following its 100th anniversary celebrations over the summer. Both have contributed to a small hike in MG values in the Hagerty Price Guide, and interest is likely to be strong.



THE CLASSIC  MOTOR HUB

**OFFERED FOR SALE INDIVIDUALLY**  
*FROM THE DAVE SAUNDERS ESTATE*



ENQUIRIES:

+44 (0)1242 384092  
SALES@CLASSICMOTORHUB.COM  
CLASSICMOTORHUB.COM



## KoolMG Timeline

Photo with the original 1968 owners. The car was purchased from University Motors, London on 30th August 1968 as a birthday present for his wife, replacing her Austin Healey frog-eyed Sprite. We were at a Classic Car Show in Ascot circa 1984 when the owner and his wife came over and introduced themselves. A great reunion for a lovely couple who then showed us their superb vintage Lagonda that was also on display.



Peter and Raewyn Dunlop at the same event. Photo taken by the original owners. Unfortunately, their names and details were misplaced some time ago.

Peter and Raewyn at the MGCC Christmas Concours Auckland, Sunday 10th December 2023.



## Auckland Brit and Euro Classic Car Show



After February's Inter-Marque Concours d'Elegance and our own MGC Register Run, the next event is the Brit & Euro Classic Car Show on Sunday 3rd March.

The theme of this year's event will be "Hot Hatches" and these will be supported by the grid of race and rally cars under the "Brit & Euro Revival" banner. Over 1000 cars have been on show at the last three events and a similar number of cars and motorcycles are expected this time.

A number of food and coffee stalls will be on site for refreshments, so come on out with a picnic chair and the sun screen for an enjoyable Sunday.

For more information on the show, go to [www.briteurocarshow.nz](http://www.briteurocarshow.nz).

## *Inter-Marque Concours d'Elegance*

The 2024 Inter-Marque Concours d'Elegance at the Ellerslie Racecourse is all set to take place on Sunday 11th February with the title this year being "Dress to Impress".

76 car clubs will be participating and the official charity is Prostate Cancer Foundation NZ.

On Saturday 10th the MG Car Club will once again be the organisers of the Tours d'Elegance, which will feature three different routes from the starting point at Ellerslie to the Warbirds at Ardmore and is open to anyone who has a classic car. The numbers for each run are limited, so be in quick if you wish to participate. Register online at [www.concours.org.nz](http://www.concours.org.nz).

At the main event on Sunday, there will be seven competitions – Teams Event, Master Class, Survivor's Class, Modified Class, 50-50-50, Club Display and Park & Polish.

There are four special displays to check out – a line-up of Zagato-styled cars, the history of Felix Wankel's innovative rotary engine, classic Hondas and the MG Car Club celebrating MG's centenary.

The judging of competitions will be in and around the new stabling area which has freed up the parade ring, where the judging has been held in previous years, and this is where the MG100 display will be on show.

The January/February issue of NZ Classic Driver, which is currently available, not only has the magazine, but also a 2024 calendar and the official programme for the Inter-Marque Concours activities.


It looks like being another very special weekend.






# Inter-Marque Concours d'Elegance

SOUVENIR PROGRAMME

 **CLASSIC COVER**

**ELLERSLIE CAR SHOW**






# DRESS TO IMPRESS


Sunday 11 Feb 2024  
10am to 4pm  
Ellerslie Racecourse


ORGANISERS: ELLERSLIE INTERMARQUE  
CONCOURS & CLASSIC CAR SHOW  
INCORPORATED


HOSTED BY:


 **Porsche Club**  
New Zealand 

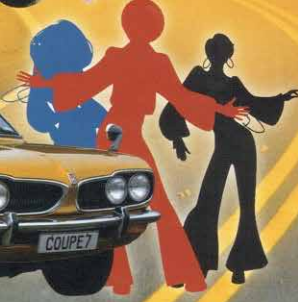
  
**CLASSIC COVER**


  
**Meguiar's**


  
**WATMAK**  
CLASSIC CARS


  
**THE CLASSIC**  
DRIVER

  
**HERITAGE**  
HOTELS









[concours.org.nz](http://concours.org.nz)

# Inter-Marque Concours d'Elegance

DRESS TO IMPRESS

## Dedicated Displays

### 100 YEARS OF MG

The special display in the parade ring this year, is celebrating 100 years of MG. From humble beginnings in an Oxford garage called Morris Garage, the general manager Cecil Kimber started building sports cars. The logo still used today was registered in 1923 with its shape based on William Morris's dining room table. By 1927 they had moved into their own premises and by the end of the decade had separated from Morris Garage completely.

One of the cars on display today is a 1948 MG TC Heritage Racer. A club member spotted it racing on the Northwestern motorway in 1955, before the motorway was open and John was determined to own it. For the next 7 years he raced it and kept on improving its performance. He sold it for 100 pounds more

than he bought it. Today it is owned by the Auckland MG Car Club Vice President, so John still gets to see it regularly.

Check it and the other special MG's out to learn all the unique stories.



  
CLASSIC COVER

  
MEGUIAR'S

  
WAIMAK

  
CLASSIC DRIVER

  
HERITAGE HOTELS

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## Mr Grant's Engine

Finally, after 3¾ years, 69C is back on the road and as we rolled into 2024 the rebuilt engine has done just under 200 miles. The overdrive conversion has been very successful as the change in and out is very smooth.

It has been an interesting project and this will be reported on in upcoming newsletters. In the meantime there is a little tester for you. In the photograph of the power unit on the garage floor, I made an error in getting it ready for installation. This wasn't discovered until after the power unit was back in place and I was completing the job.

For those of you who know your MGCs intimately, can you spot the error? No prizes for getting it right, but drop me a line at [thegrants@actrix.co.nz](mailto:thegrants@actrix.co.nz) if you think you have spotted it.

*Ian Grant*



## Barn Find to Coffee Table





## *"MGCs Down Under" by Ian Hobbs*

This book is written by enthusiasts for enthusiasts, not by motoring journalists, and is 285mm x 217mm with 208 pages and many high-quality photographs.

The chapters cover a range of topics from the creation of the MGC, with a particular focus on the Australian connection (remember the possibility of the Blue Streak engine being used after testing at the Abingdon factory), personal stories from MGC owners – Dennis Hendsby (roadster, Queensland), Bruce Ibbotson (GT, Queensland), Peter Dunlop (GT, Auckland), John Sheppard (supercharged roadster, Victoria), Gary Julian (GT, "The Blue Beast" Sebring replica, South Australia), Michael Marzi (GT, Victoria), Allan Fabry (roadster, Victoria), Ian Grant (roadster, Matamata) and the late John Caffin (supercharged roadster, Victoria).

Bruce Ibbotson details all of the modifications he has carried out over the years to his GT which are complimented by Richard Mixture's technical ramblings.

Also covered are how the MGC ended up in Australia, New Zealand and Papua.

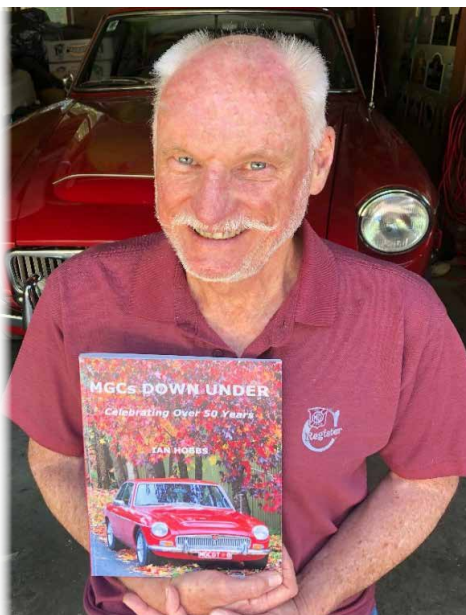
Brett Robinson has outlined the early days of the New Zealand register with Ian Grant covering the register revival and the Magical Grand Cruising Tour of NZ, celebrating the car's 50th anniversary.

Included are lists, with thumbnail photographs, of the MGCs that are known in both Australia and New Zealand.

At the UK's MGC55 a copy of "MGCs Down Under" was the major raffle prize.

Soft cover copies are still available at \$AUD79, plus post and packaging, from author Ian Hobbs in South Australia, who can be contacted at: - [mgcgt@optusnet.com.au](mailto:mgcgt@optusnet.com.au).

*Ian Grant*





*MGC GT for sale on TradeMe*



**MGC GT “MG3000” now reduced to \$45,000 (due to damaged gearbox), Queenstown.**



**Please respond to the TradeMe advert if interested.**



## Market Place

MGC Water Pump. I have a number of repair kits in stock and can offer EXCHANGE WATER PUMPS with new bearings and seals fitted for the princely sum of \$70.00 plus post and packaging.

For more information please contact:  
home: 09 8342552;

mobile: 021 1721033;

E-mail: [harvey.w.heath@gmail.com](mailto:harvey.w.heath@gmail.com)

I can offer a service of fitting, reaming and setting up the king pin end float.

There are a number of options available:

1) You can send me your stub axle assembly and I will refurbish it and send it back to you ready for fitting onto your car.

2) You supply all, or some of the parts, and I will assemble your stub axle correctly and return to you for fitting on your car.

3) You bring your car to me and I will do the complete job including removal, refurbishing and refitting. I have a full selection of shims and bushes and king-pins in stock.

COST Option \$80.00 per side labour, plus parts, packaging and delivery (courier or postage). Please call me, **Harvey Heath** for further information on the above options, the work you require and the total price.

home: 09 8342552; mobile: 021 1721033 E-mail: [harvey.w.heath@gmail.com](mailto:harvey.w.heath@gmail.com)



## Market Place

As a result of the major work on 69C, I have some parts for sale.

The overdrive conversion has rendered the original gearbox mainshaft surplus to requirements. The BMC part number is 22B373 and my parts catalogues and microfiche show this shaft was fitted to all non-overdrive MGCs and all full-synchromesh, non-overdrive MGBs with the engine number prefixes 18GD, 18GF, 18GG, 18GH, 18GJ, 18GK and 18V, so it was a widely used mainshaft in production. This one I have has done just 64,000 miles so is in very good condition.

When 69C's engine was stripped and measured there was about 0.005" ovality in a couple of the bores so the engine was taken out to 0.020" oversize and new pistons purchased. I have, therefore, a set of STD pistons for sale. As with the mainshaft, the pistons have done 64,000 miles. If I can be of assistance, just let me know and we can discuss a price.

Also, I have a folding soft-top frame as I am returning to the original packaway hood. The folding frame worked well with no change to the soft-top itself required, but the fitting of inertia reel seatbelts necessitates the change as the folding hood fouls the seat belts when in the down position. Open to negotiation on a price.

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*Ian Grant*

