



*Merry Christmas*

## ***THE MGC REGISTER of NEW ZEALAND***

***MG Car Club (Auckland Centre) Inc.  
P. O. Box 90456, Victoria Street West,  
Auckland 1142, New Zealand.  
Issue No.18 - December 2016***



***“We wish you all a very Happy Christmas”***



***“The Mighty MGs Run”  
Lake Karapiro, New Zealand***



## ***"The Mighty MGs Run" Report.....Ian Grant***

Our annual MGC Register event focused again on "The Mighty MGs" from the book of the same name by respected British motoring journalist, Graham Robson. Rather than having the event for just the owners of the MGA Twin Cams, MGCs and MGBGT V8s as we did for the inaugural outing, this year it was



opened up to all MG enthusiasts and it was well supported with around 30 cars in attendance from the three centres, Auckland, Team Waikato and Team Bay of Plenty. Over the days leading up to Sunday 6<sup>th</sup> November, the weather forecast maps on the internet were viewed many times and it was looking like we might get away with a good day as long as the advancing wet weather front didn't quicken its pace and arrive a few hours earlier than predicted. Saturday was a damp day with Sunday's map looking patchy and as the non-driving activities were going to be outdoors, it was a tough call as to whether we would



postpone to a later date. After checking the weather maps once again and a telephone discussion with Peter, the decision was made to proceed and I sent texts to everyone who had registered advising it was all on for the following day. Fingers crossed!! Sunday morning dawned and it was raining steadily in Matamata but the weather radar showed it was moving away to the east with reasonably clear skies following. By the

time Joanna and I left home for the drive to Tātuanui, the roads were dry and it was looking brighter. Those who joined us from the south and east did have some rain to contend with but the Auckland and Waikato groups had dry trips. From our assembly point at the Tātuanui Hall, it was a short trip into Morrinsville for a 90-minute stop for refreshments and socialising as well as tackling the "Herd of Cows" fun event. The life-size cows, all 42 of them, make up the town's street-art exhibition, having been painted by local artists and there is a lot of beautiful work on display. The task for our intrepid MG drivers was to match 13 clues to 13 cows, the locations of which were highlighted on their maps. Just to keep it interesting I had prepared five different clues sheets which had people heading off in different directions. Some had to be driven to but there were a number within comfortable walking distance and there was enough time for relaxing refreshment stops at the cafes in town. Midday was our departure time for the 45-minute drive through the Waikato countryside to our picnic venue at the Mighty River Domain which is on the banks of Lake Karapiro, a short distance from the Karapiro Dam. The cars were then displayed overlooking the lake. The Mighty MGs, represented by seven MGCs and one factory BV8, were supported by a BV8 conversion and a couple of RV8s. Sadly though, no MGA Twin Cams this year but there was a variety of MG models to keep everyone interested. The car that attracted quite a bit of

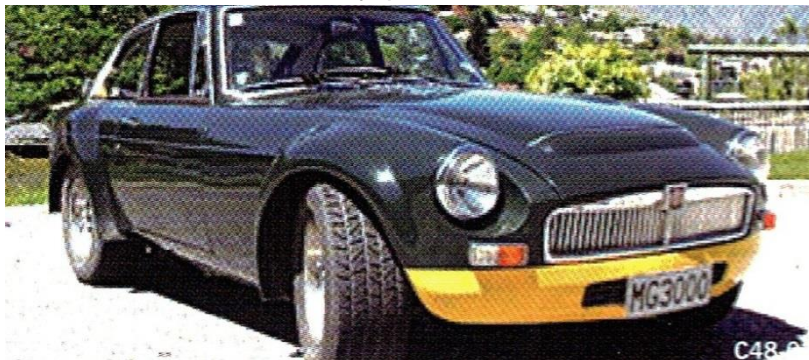




attention was MGC owner John Vevers' Austin 3-Litre, which shares the C-Series power unit with the MGC. This car would have to be one of the best 3-Litres anywhere. As the day progressed the weather improved and we got through the whole day rainless. My sincere thanks go to Joanna for her assistance in putting the event together and to everyone who came along to enjoy the fun, the drive, the picnic and the company.

### ***The Voyage of Discovery Continues.....Ian Grant***

Believe it or not, although Peter Dunlop and I revived the register six years ago, the voyage of discovery continues. This time we concentrate on MG3000 and MG3000. In our last newsletter there was a picture of a green GT, MG3000 which, from the advertisement in the NZ Classic Car magazine from 2004, was in the Queenstown area. I requested any information that would assist in locating this GT. Paul Walbran provided the name and address of the owner as he had bought some parts from Paul and the two had met on an occasion when Paul was in Queenstown. I followed this up and found a contact number and gave Martin Bell a call. As has always been the case when a call comes from me out of the blue, the reaction was very positive and Martin is keen to be kept up to date with MGC



happenings. His car didn't sell from that 2004 advertisement and is currently off the road while he attends to a few things but he now has a target date, our MGC50 celebrations. Martin operates a tour bus business and will be a very

handy person to know when we head to the South Island in March 2018 for MGC50. Harvey Heath has just returned from visiting family in the South Island and caught up with Martin while in Queenstown. Welcome to the MGC Register Martin, we look forward to meeting you in the not too distant future. With regards to MG3000, I can clearly remember seeing this GT way back in the 1970s when it was owned by Dave Malcolm-Smith but had not been able to find where it is now. The car was originally Mineral Blue, Dave repainted it gold, and it was one of the GTs that came out to New Zealand in that group on the Auckland Star. We have just one photograph on file, circa 1976, which was taken at a club event with the car wearing its original registration plates, EB4746 (incidentally, for the train-spotters amongst us, the white GT that Ray Davies bought from Mike Laimbeer was EB4745). Sadly, Dave succumbed to illness in 2003, which I was aware of, but from there the trail had gone cold.

Research has revealed that after Dave's passing, the ownership moved to his wife Valerie, who passed away in 2014. Their son Richard now has the ownership. In a recent e-mail Richard stated he would like to get some work done on the car as Dad had done some modifications to both the suspension and the ignition system and



since the NZTA has stopped sending out reminders about registrations, this has officially been cancelled so the car will have to go through compliance to return to the road. All the best with it Richard, here's hoping you will be able to make it to MGC50 in October.

### ***The 50<sup>th</sup> Anniversary of the MGC in the UK***

#### ***"More Than Meets the Eye", 7<sup>th</sup> to 12<sup>th</sup> June 2017***

Entries for the big celebration opened on 1<sup>st</sup> July and the total attending will be very close to 140 by the time you read this. It will definitely have an international flavour with the UK, Australia, Belgium, Canada, Germany, Netherlands, New Zealand, Norway, Spain, Sweden, Switzerland and the United States being represented so far. Ian and Joanna Grant, Peter and Raewyn Dunlop and Harvey Heath have registered and are currently completing their travel arrangements. The activities will take in the counties of Oxfordshire, Warwickshire, Worcestershire and Gloucestershire. Ginny Cartmell, the UK Register's secretary, has asked us to pass this on and wants you all to know you are very welcome to attend. The dates for MG Live at Silverstone are 17<sup>th</sup> & 18<sup>th</sup> June so this will give the overseas visitors the opportunity to attend both events. We will keep you up-to-date as further information comes to hand.

#### ***MGC Register Calendar - 2017.....Ian Grant***

Those of you who supported the UK Register's 2016 calendar project will be working your way through the year with the snow-covered, Swiss MGC GT as the car on show for this month. This calendar was a trial for the production of the 50<sup>th</sup> anniversary calendar for 2017. Looks like things have changed a bit. While mowing my lawns and therefore having some time to do some deep thinking, I thought about a calendar that would run from October 2017 to September 2019, this two-year period covering the production run of the MGC, 50 years earlier. The theme for each month could be "50 years ago this month....." with each month featuring something that occurred during that month 50 years ago. I ran this passed Ginny Cartmell and she has discussed it with her committee and they have decided to run with my idea and produce a two-year calendar. No doubt it will be a topic of conversation at the 50<sup>th</sup> anniversary in England next year and you will certainly be kept up-to-date as more information becomes available.

#### ***MGC.....Something Rather Special .....Pearl McGlen***

*I found this Downton Engineering-focused article while flicking through an old copy of the 1979 MG Owners' Club Year Book, it makes good period reading keeping in mind that the MGC had been around for twelve years when this article was written. By that time a lot of people had fallen in love with this very special car, me included.....Peter Dunlop*

*Glen & Pearl McGlen, who wrote the following article, owned a concours winning GT fitted with a Downton No. 43, Stage 2 conversion.*

Over the last eighteen months, the MGC, so often harshly criticised in the past, appears to have eventually begun to establish its true worth. It is now rapidly gathering a large and extremely enthusiastic following and, as a well-known motoring journal recently remarked, is actually becoming a "cult" car. Many good things have been happening for the once ill-fortuned C, including several much kinder articles published in leading magazines, a large



part of an extremely good book devoted to them (The MGA, MGB and MGC by Graham Robson) and even the well-known editor of Classic Cars Magazine, Michael Bowler, actually using one as daily transport, albeit on loan for six months! Perhaps the one thing which has

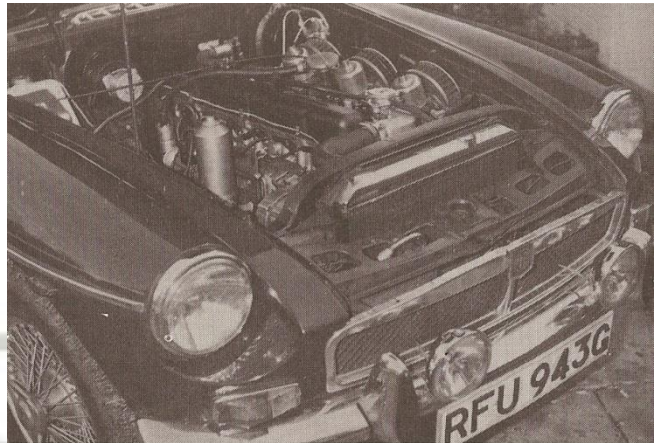


Derek & Pearl McGlen's Concours Winning MGC/GT  
Downton Stage 2, No 43 Conversion

always generated the most interest regarding these cars is the subject of tuning and in particular the famous Downton cars. I think that most people now realise that Downton Engineering closed down in 1975 but it would be interesting to see why. Of the various criticisms levelled against the MGC when it was first announced late in 1967 and subsequently road tested by a great number of motoring magazines, was the fact upon which they all appeared to be unanimous, i.e. that the car was rather disappointing performance-wise in view of the massive power mill housed under that distinctive bonnet bulge. During the rather foreshortened production cycle of the

MGC there was one firm who set out to specialise in improving the performance of these cars and that was the famous Downton Engineering owned by the late Daniel Richmond. Downton were in fact the official tuners for what was then BMC and were responsible for tuning many of the works competition cars. In fact their Stage One conversion for the MGC was actually marketed by Abingdon themselves under the auspices of their Special Tuning Department and so much did they think of Downton conversions that no loss of warranty resulted from the addition of a Stage One conversion. Daniel Richmond was that rare breed of man, a genius when it came to "tuning" engines. Whereas the majority of modified cars tend to be rough and inflexible in traffic and almost always suffer from idiosyncrasies of one sort or another. The "Downton" cars were in a class of their own being smooth and well-mannered under all circumstances and a delight to drive. Two conversions were offered for the MGC direct from Downton, apart from the Stage One kit which was marketed by Abingdon, these being the Stage Two or No. 43 conversion which retained the twin carburettor set up and the Stage Three or No. 45 conversion which added a third carburettor to the other modifications. At the end of this article there is list of these modifications together with the performance figures achieved. Near the end of the C's far too short production period, University Motors purchased the last remaining stock of Cs which amounted to something in the region of 180 cars. These were then offered to potential customers with the choice of Stage One, Two, or Three "Downtonised" engines. University Motors also made several external changes to some of the Cs usually involving a different radiator grille, paintwork, vinyl roof, etc. However, by far the most important factor to emerge from the UM Specials, as they were known, was still the Downtonised engines. This was what really made them special. It was a black day indeed when Downton Engineering eventually closed following the death of firstly its owner Daniel Richmond closely followed by his wife who had endeavoured to continue the firm for a short while. Now sadly Downton is no more. There are of course other motor engineers of high repute only too willing and able to undertake modifications of the C but they will never be the same as a Downton. Somehow or other that magic aura is missing and whereas a genuine Downton C is a very rare beast indeed and will always remain highly prized and much admired, it is doubtful whether a C converted by any less magical a name will ever aspire to gain so much respect. As some

members know our club spares secretary John Hill has in fact managed to procure a supply of Downton pattern parts, a welcome addition indeed. The availability of these parts opens the gate for many owners to fit the special inlet and exhaust manifolds and dual exhaust systems to their cars. I am a great believer in owners being able to do exactly as they wish with their cars and applaud the availability of such excellent tuning material but would at the same time beg would-be Downtonisers not to then claim that their car is a genuine Downton. It is extremely important that we keep the history of our lovely C as accurate as possible and it would be sad if the course of history was upset, so to speak, by this type of falsehood. Genuine Downton should always be backed up with the relevant paper work and if you are contemplating the purchase of such a beast, I would stress the importance of some documentary evidence. Graham Robson's excellent new book does mention Downton but only in the context of linking the tuning with UM Specials which tend to give the impression that these were the only cars to have the conversions fitted. In fact Downton were converting the MGC several years before the first UMS was produced and, at the same time, every UM car was not necessarily Downton tuned or customised as was at first believed. So once again it is vital to check any such advertised car's credentials very carefully.



Engine Compartment of Downton Stage 3 No 45 Conversion.  
Note the angled carburettors.

**Courtesy – 1979 MG Owners' Club Year Book**

## ***Downton Engineering Performance Data***

### **Touring Conversion No. 43 (BMC Special Tuning, Stage Two)**

This conversion retains the twin carburettor layout and gives a useful performance increase whilst improving flexibility and fuel economy.

- Modified cylinder head on exchange, with reshaped and balanced combustion chambers;
- Modified porting and valves;
- Compression ratio 9.5:1 or according to export requirements;
- Modified inlet manifold - on exchange, polished and matched to cylinder head;
- Two extractor exhaust manifolds plus dual exhaust system;
- Complete set of gaskets and suitable spark plugs;
- Maximum BHP: 149 net at 5500rpm.

### **Triple Carburettor Conversion No. 45 (BMC Special Tuning, Stage Three)**

The addition of a third carburettor enables the fitting of more efficient inlet manifolding resulting in superior torque and power characteristics whilst retaining good economy.

- Modified cylinder head – on exchange as in No. 43 conversion;
- Three special inlet manifolds, carburettors, linkage and piping;

- Two extractor exhaust manifolds plus dual exhaust system;
- Paper element air cleaners;
- Mixture control and progressive throttle assembly;
- Complete set of gaskets and suitable spark plugs;
- Maximum BHP: 174 net at 5500rpm.

#### Downton Tuning Performance Data

	Standard	No. 43	No. 45
<b>Max Speed</b> (approx.)	118 mph	130 mph	130 mph plus

#### Acceleration

0 – 40 mph	5.6 secs	4.8 secs	4.3 secs
0 – 50 mph	7.6 secs	6.5 secs	5.6 secs
0 – 60 mph	10.0 secs	8.2 secs	7.3 secs
0 – 70 mph	13.8 secs	11.0 secs	9.8 secs
0 – 100 mph	29.3 secs	22.1 secs	19.5 secs

#### Top Gear Acceleration

10 – 30 mph	11.1 secs	8.2 secs	7.9 secs
20 – 40 mph	9.6 secs	7.5 secs	7.2 secs
30 – 50 mph	9.1 secs	7.8 secs	7.5 secs
40 – 60 mph	10.0 secs	8.5 secs	8.1 secs
50 – 70 mph	10.7 secs	9.0 secs	8.6 secs

*Courtesy - 1979 MG Owners' Club Year Book*

#### ***Gearbox Dipstick Gadget.....Bruce Ibbotson***



The attached photo is of the tool I made decades ago to get at the "bloody difficult" gearbox dipstick. It is made of thick, hard 5mm aluminium wire (No.1 gauge from scrap main overhead power lines). The gadget is 150mm long with a finger loop at one end and a hook at the other to get that poorly designed dipstick out. It used to be straight but is easier to use when bent. Thanks again Bruce for your input, I expect a lot of owners have done something similar. (I have a large looped cable tie permanently fitted on the little bugger, Peter Dunlop).

#### ***New Kiwi Register Flag Will Fly at 50<sup>th</sup> Anniversary***



Harvey Heath has confirmed that he will be shipping his much-loved Mineral Blue GT to the UK for the 50-year celebrations being held at Chateau Impney in Droitwich Spa, Worcestershire. Harvey has agreed that our new register flag can be shipped with his car and will be proudly displayed at the event. Ian and Joanna Grant, who will be joining Harvey, have hired a very smart red C roadster for the occasion and the Dunlops will arrive, sadly, in a "froggy" hire car. So there will be three proud Kiwis representing our register even though one of them will turn up in a diesel Peugeot.



## **Mike Laimbeer's CGT Sold.....Ian Grant**



When you hear about meetings that happen purely by chance and what comes from those, it also makes you think about the “near misses” that happen every day where opportunities were lost. One such “meeting by chance” occurred in late October when the Jaguar Enthusiasts Club hosted a British Car Run from Tauranga over to Cambridge for a picnic and socialising. Peter van Harselaar from MG Team BOP spread the word that this event was on, so I decided to go along to meet some new folk and have a look at what was on offer. I met up with the group, around 30 vehicles in total, on the Waikato side of the Kaimai Range and we had a refreshment stop at the Hora Hora Domain at the southern end of Lake Karapiro. As I had the MGF out for the day, Bob and Jill Sherman's CGT was

the only MGC in attendance amongst a very interesting variety of British motoring history. The Sherman's GT was attracting a lot of attention and none more so than one particular gentleman who wanted to know more about MGCs. I didn't need too much of an invitation to share my knowledge so we introduced ourselves and continued the conversation. Ray Davies has been a classic car enthusiast for some years, has a mid-50s Austin Healey and was at the event in a Jaguar XKR with his partner Rosalie Smith, who is the secretary of the Jaguar Enthusiast Club and had organised the day's outing. During our conversation the question was asked if any MGCs come up for sale and Mike Laimbeer's GT in Cambridge immediately came to mind which Ray wanted to know more about. We exchanged contact information and I promised to pass on Mike's details. On returning home I called Mike to let him know I had someone interested in looking at the GT and could I pass his details on. No problem with that and Ray then arranged to view the car on Sunday, bought it and, after it passed a WOF inspection, took delivery a couple of days later. It is a “project car” and there is some work taking place to bring it up to the standard Ray requires. It has a good history, being NZ new and was first registered in Wellington in September 1968. The MGC Register team and fellow owners extend a warm welcome to Ray and Rosalie. We hope you enjoy owning an example of “Abingdon's Grand Tourer” and look forward to seeing you at our MGC50 celebrations in 2017



Photos - above left: Mike Laimbeer at Hampton Downs. above right: Ray's refurbishment work begins.

## **Graham Guy Hands Over His GT**

Graham has told us his well-sorted, quick and truly beautiful Mineral Blue GT has been passed on to his son Dave and is now based in the Auckland area. Unfortunately, during the hand-over trip to Auckland the water pump failed and the car made the rest of the trip on a trailer. On a recommendation from his register colleagues, Graham advised Dave to take the pump to Muzza's Water Pumps (see page 10) where the job was completed to a high standard at a very reasonable price. It will be great to see you and MG2960 out and about soon Dave, please keep in touch.





## ***Rare GTS Photos from MG Live at Silverstone, 1989***



These rare photos, taken in the paddock at Silverstone, were found by register member John Vevers. The factory GTS line-up shows the works cars RMO and MBL plus two of the four 'John Chatham'-built genuine GTS lightweights. EHW

441K (far right) may have been owned by Eddie Kirkland at this time. The unregistered car on the left was still owned by John Chatham.



## ***Mrs Dunlop Gets a New Toy.....Peter Dunlop***

Thought I'd let you know what has happened to Alistair Dunlop's red GT that was up for sale in our last newsletter. Alistair, who jointly owned the car with his brother Stephen, now lives in Queensland and, as the car was in Auckland, found it difficult to sell. During an exchange of e-mails I suggested that next time he was in Auckland he should bring the car over to our place and I would try to sell it on his behalf. This was agreed, the car arrived



one beautiful sunny morning, sporting all new chrome and gleaming bright red paintwork. My wife Raewyn, who had always owned red cars, immediately fell in love with it. I had no plans to buy another C but what could I do? In my defence, although Alistair and I are not related, this car has been owned by the Dunlop clan since 1986 and has a build date of 14<sup>th</sup> May 1968 which was my 21<sup>st</sup> birthday, so it must have been written in the stars. It also proves the point that it's always easy to buy cars (especially MGCs) it's just difficult selling them.

### ***Water Pump Reconditioning.....Peter Dunlop***

These days a new water pump for your C will cost you an arm and a leg so why not have the old unit reconditioned for a fraction of the price as did John Vevers for his Austin 3-litre. The pump was back with John within five days, was machined, had new bearings, seals, gasket and painted in a grey primer, costing \$127.00 delivered. The contact is Mark at Muzza's Water Pumps who says the pump will out-live John and he can recondition most pumps for between \$120 and \$200, depending on the model and the work involved. I have four original MGC pumps under my workbench that require reconditioning. So if any of you would like to have one, for a small sum, please let me know.

Muzza's Automotive Water Pumps, 153 Neilson St, Onehunga, ph: 09 6364600.



### ***Master & Slave Cylinder Reconditioning Service***



Peter Dunlop has recently had a master cylinder reconditioned by Just Brakes of Penrose, Auckland for his wife's newly acquired GT. The process included fitting a stainless steel sleeve in the bore plus new seals, etc. and cost \$161.00 inc. GST. If you are interested please contact Just Brakes Ltd, ph: 09 5794666 and ask for Brad Godfrey.

### ***Second-Hand MGC Parts***

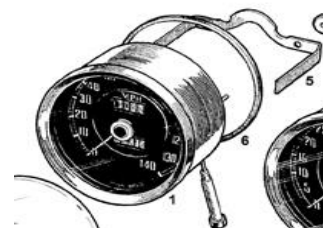
Sometimes you just can't get the bit you need, maybe it's out of stock, too expensive or just no longer exists. So why not buy a good second-hand part? I recently bought the clamp, that holds the speedo in the dashboard, and which is currently out of production. If you find yourself in the same boat then why not try the guys below who may well be able to help you with that illusive part. Stephen Curtis specialises in MGC bits while Andrew Jennings may also have what you want especially if it's common to the MGB.

Stephen Curtis can be contacted at [stephen.curtis@tesco.net](mailto:stephen.curtis@tesco.net) or ph: 004478882417705.

Andrew Jennings is based near Southampton in the UK and can be contacted on [mq@andyjennings.co.uk](mailto:mq@andyjennings.co.uk) or ph: 00441489790611.

### ***Speedometer & Tachometer Repairs.....Peter Dunlop***

On another note, my white GT has an odometer reading of 71,924 miles which I know is correct as it read 71,924 miles when I bought it in 1981 and it still reads the same today 35 years later, or did, up until I got it fixed. Apparently the WOF computer, that has had the honour of monitoring my car for the last 9 years, has finally realised the car's mileage is probably incorrect so it should be fixed. The Brit MOT computer that had it for 26 years never noticed! Having seen a company specialising in these old mechanical instruments at a





recent exhibition I duly took it along for them to repair. The cost was \$250.00, so if any of you guys need a speedo fixed get a quote first. It could cost you more than you thought.

### ***Dunlop's Retro Ramblings.....Peter Dunlop***

Ian Grant has kindly given me the chance to scratch the old grey matter and delve back into our historic C Register stories, photos and general MGC nostalgia. There will of course always be the temptation to wander off into some personal bits and pieces from time to time but I will try to keep to the subject and hope you will find Dunlop's Retro Ramblings worth a second glance.

To start with I thought I'd feature a very early black and white photo taken in December 1975 when the register had its first meeting. The four cars present were, EB4746, a Mineral Blue GT (now gold) which was owned by Dave Malcolm-Smith and is still in his family, now MG3000. DO9947, a Mineral Blue roadster owned by Brett Robinson and now with Angela Pethig in Christchurch (MG6), EA4865, a British Racing Green GT owned by Geoff Sarney and now with Ross Osborne in Dunedin and finally EC 4653, a Snowberry White GT owned by Lew Henry and now by Barry Hoffman in Dannevirke (MG206). It's good to see all of these cars still survive. This inaugural get together was organised by the then secretary Brett Robinson who lives in Hamilton and is still very much part of our register. Ian Grant had a cuppa with him recently bringing him up to date on the register and Ian's recent finds.



### ***Andrew Hedges, BMC Works Driver, 1962 to 1969***



The main story for this issue is a snapshot look at the achievements of Andrew Hedges, a well-respected lifelong sports car competitor who was generally recognised as Abingdon's most successful post-war driver. His name does not necessarily spring to mind like those of Paddy Hopkirk or Timo Makinen but never the less he was very much part of the BMC works scene specialising in endurance events across Europe and the USA. (Photos: Andrew Hedges (left) with Julien Vernaev; MGB, 1966 Marathon de la

Route.) Andrew was born on 16<sup>th</sup> September 1935 in Oxfordshire, not far from Abingdon, and died on 2<sup>nd</sup> October 2005, aged 70. His early amateur career of speed sports included motor racing, rallying, the British Olympic bobsleigh team and power-boat racing. His motor racing career with MG at Abingdon started with success in the 12-Hour Sebring event of 1962, where he drove an MGA finishing 2<sup>nd</sup> in class with co-driver Jack Sears. This led to a seven-year career with the MG Competitions Department establishing him as one of the most successful MG works drivers of his time. During this period he also drove a Jaguar at Monza, a Ford GT40 at Daytona and Sebring, a Ferrari GTO and a Porsche in the Targa Florio and a Healey at Le Mans. The last Abingdon-built MG to compete in the Le Mans 24-Hour event was a 1965 MGB driven by Andrew and Paddy Hopkirk, they finished 2<sup>nd</sup> in their

class and 11<sup>th</sup> overall, no mean feat. Undoubtedly his finest achievement for the MG flag was in an MGB winning the gruelling 84-Hour Marathon de la Route of 1966 which was run over the old Nurburgring circuit in the wooded Eifel Mountains of Germany. However, it was his time driving the first works MGC GTS "Mabel", which caught the eye and his achievement in the season of 1968. "Mabel" was entered in the March for the American Sebring 12-Hour endurance race where Paddy Hopkirk and Andrew drove a flawless race finishing 10<sup>th</sup> overall and 3<sup>rd</sup> in the prototype



class. The Marathon de la Route was next where he drove with Julien Vernaeve and Tony Fall finishing 6<sup>th</sup> overall and 1<sup>st</sup> in class. After 67 hours of racing the car was 3<sup>rd</sup> overall, Andrew was driving and closing in on the leading Porches when he came in for a scheduled pit-stop. Under braking for the pits the pads, which had worn down to the backing plates, welded themselves to the discs (rotors) requiring a complete change of front brakes and incurring a 17-lap penalty for exceeding the maximum allowed pit-stop time. They never recovered their placing finishing in 6<sup>th</sup> place overall. The last race for the MG works team, before it was officially shut down, was the 1969 Sebring 12-Hour endurance race where he drove the GTS "Romeo" with Paddy Hopkirk finishing 15<sup>th</sup> overall and 5<sup>th</sup> in Class, not the result they or BMC were hoping for.

Ian found an obituary to Andrew Hedges in the December 2005 issue of the Classic & Sports Car magazine. He e-mailed it to David Saunders, the owner of the Sebring CGT, RMO699F, and received this reply –*Thanks for the note regarding Andrew. The family asked me to attend the funeral and celebration of his life and they specifically asked if I could take RMO and put it in the marquee on the family farm. Many of the ex-works drivers and old mechanics from Abingdon competitions department were there. It was a very good send-off for Andrew.*





## ***and Finally .....***

A traditional Christmas scene to warm the cockles of your hearts.....



***Drive safely, enjoy your MGC and remember C-ing is believing.....***

# *Ian Grant*



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

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## ***"THE MIGHTY MGs RUN" PHOTO GALLERY***





## ***"THE MIGHTY MGs RUN" PHOTO GALLERY***



