

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



**MG Car Club (Auckland Centre) Inc**  
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## ***The MGC 50<sup>th</sup> Anniversary Celebrations at Chateau Impney, Droitwich Spa***



***Peter, Raewyn, Ian, Jane and Harvey  
with Harvey's CGT in the grounds of Chateau Impney***

***NZ MGC50 Celebration  
Saturday 21<sup>st</sup> & Sunday 22<sup>nd</sup> October 2017  
Rex Benns Kiwiana Museum, Drury***

We sent out our “**Expression of Interest**” forms with the last newsletter, which we hope escaped being deleted from your computers, but if you did don't worry you'll find it is attached to the e-mail with this newsletter. It is also on our web page at [www.mgclub.org.nz](http://www.mgclub.org.nz), under Information, MG Registers, MGC Register. So far we haven't been overwhelmed with the response, so if you are thinking of joining us please fill in the form and send it back to me

as soon as possible. We need to get an idea of how many people will be attending. It will be a great weekend with plenty to see, do and enjoy. The aim is to top our best turn out of MGCs seen so far, which was ten cars at Hampton Downs in March 2013, so please let us know if you are coming and book these dates in your diary now. The programme we will be running for the weekend is:

### **Saturday 21<sup>st</sup> October 2017**

Midday: arrive at BP Autobahn, Papakura (south access only); Registrations;

12.30pm: Depart for Register Run to Glenbrook;

1.30pm: Arrive at Glenbrook Vintage Railway, train departs at 2.00pm and 3.30pm;

4.30pm: Depart Glenbrook for home or accommodation for those visiting;

6.30pm: Register Dinner at a South Auckland location, Fun Event.

### **Sunday 22<sup>nd</sup> October 2017**

10.00am: Arrive at Rex Benns' Kiwiana Museum, 30 Elizabeth Place, Drury:

Registrations for new arrivals;

11.00am: Guided tour of the museum by our host, Rex Benns;

12.30pm: Picnic for lunch – BYO food and drinks;

1.30pm: "Pride of Ownership" competition;

2:30pm: Prize-giving and farewell;

3.30pm: Depart.

### ***NZ MGC 50<sup>th</sup> Anniversary - South Island Tour***

The planning for this is progressing and we would like our South Island owners to note that the dates for the celebration event will be on the weekend of the 24<sup>th</sup> and 25<sup>th</sup> March in Christchurch, which is the weekend before Easter.

We would like to have a tour itinerary published by next month and those who are looking to make the trip can either do it all or part of it, your choice. A number of our North Island owners who have registered for the October event in Auckland have indicated the trip to the South Island is also part of their plans.

### ***NZ Classic Car Magazines to Feature the MGC***



Look out for the September / October issue of *NZ Classic Driver* as the MGC will be one of the main features. Back in April, and we picked a beautiful day for it, Peter Dunlop, Rob Sherman, Nick Wilcox and I met up with magazine editor Allan Walton and photographer Cameron Leggett on the banks of Lake Karapiro for a four-car photo-shoot. There will be stories about the four featured MGCs along with an article about the history of our register and a piece, with photographs, that covers the celebrations in England. To Peter, Rob and Nick, my sincere thanks for giving their time and making their cars available.

On my return from the UK trip I received an e-mail from Sue Martin (MGCC Auckland Centre secretary) asking me to contact Donn Anderson, who is a former MG Car Club member and a long-time motoring scribe. He was aware that this year marked the MGC's 50<sup>th</sup> anniversary



and wanted some information and photographs to complement the article he is writing that will appear in an upcoming *NZ Classic Car* magazine.

Donn knows the MGC well. In amongst the pack of information that Brett Robinson passed on to us is a copy of the now-defunct *Motorman* magazine dated August 1969 which has Donn's report on his trip from London to the Scottish Highlands in the automatic MGC GT, NOF 27F, which was also tested by *Autocar*.

So, very much looking forward to these upcoming issues and lifting the profile of the MGC.



*NOF 27F, when road-tested by Donn Anderson and cruising on the M1 with the speedometer needle touching 102mph at 4750rpm.*

### ***UK MGC50 at Chateau Impney, Droitwich Spa***

After spending the first weekend in June staying with a cousin in Manchester, Joanna and I set off by train on the Monday heading south to Melksham in Wiltshire to pick up our hire car, the MGC roadster that I had used on my trip four years ago.



Heading east across the Wiltshire countryside towards our two-night B&B accommodation near Abingdon, the weather turned nasty and it rained and rained, accompanied by a noticeable drop in the temperature. We had left our warmer clothes with my cousin in Essex thinking that they wouldn't be required, not a good decision.

But after spending a chilly day at a Birds of Prey sanctuary on the Tuesday, the weather improved for our Wednesday drive to Droitwich Spa, a very enjoyable trip through the English countryside.

We arrived at Chateau Impney at around 2pm and immediately were very warmly greeted by Ginny and Barrie Cartmell, Tim and Virginia Hodgkinson and Vic and Gladys Young. It was a real pleasure to renew our acquaintances after I had met them for the first time four years ago. Displayed in the foyer of the chateau were three significant MGCs, the Royal GT, the prototype FRX 692C and Romeo, one of the two factory racing Cs.

As the afternoon progressed more Cs arrived, a mix of right-hand drive local cars and left-hand drive Continental Europe examples. At dinner that evening the place was buzzing and we enjoyed the company of owners we had not met before.

After breakfast the next morning there was a drivers' briefing before we hit the road on our way to RAF Cosford at Albrighton, which is to the east of Wolverhampton. Our route



instructions were accompanied by tulip diagrams and these took us through some beautiful villages and along narrow country roads, a very enjoyable drive.



There were around 70 MGCs in the carpark at the air base and after taking some time to have a good look through the display hangars we adjourned to the main hanger where the banquet tables were set up for lunch. While dining we had a de Havilland Comet looking down on us just to make sure we were behaving ourselves.

There was no rain at Cosford or on the drive back to the chateau but it had certainly rained heavily earlier on the route home as we had

several flooded sections to negotiate. At dinner that evening we sat with people we hadn't met before so got the chance to talk to fellow owners from France, Italy and Switzerland.

Friday's outing was to the Gloucestershire Warwickshire Railway and, with the weather behaving itself, it was another very nice drive. The trip on the train to Cheltenham was neat too and the lunch that was provided was extremely good. I did manage to have a walk around the car park with the video camera to capture all of the MGCs on film.

Saturday was Show Day at the chateau and the number of MGCs increased noticeably with the final figure recorded as 217. Harvey's GT and our roadster were parked together in a prominent spot with our register flag flying and it attracted quite a lot of attention.

There were around 50 cars in the Concours d'Elegance and the Pride of Ownership with the remaining Cs parked around the chateau grounds and I took advantage of this with the video camera so as to keep a permanent record of this special event.



The Saturday evening function was the Gala Dinner which gave everyone the opportunity to dress up and after the main course the anniversary cake was brought out and cameras flashed before the cake was cut to be shared amongst all of those in attendance.



While dining each evening, keeping us company in this function room were four MGs.

These was a 1931 "C" Type, which had been loaned by the Morgans from Australia sitting alongside KOV 257F, a blue CGT that appeared on the cover of the factory magazine *Safety Fast* in 1967 after being despatched to the BMC Abingdon Publicity Department and it featured in motoring magazines and books and

was road-tested by many journalists. It has a special interior finish as it was owned by then chairman of BMC, Sir George Harriman.

Andrew Young's yellow racing CGT which was the outright winner of the 2016 BCV8 Championship, a car that packs a real punch with a specification that can only be described as much more than adequate and next to that YWT 666G, a blue roadster that was much raced and rallied with great success recording 49 wins from 100 races on the track and in



later life became an FIA Historic Rallye car covering London to Cape Town and the Inca Trail event twice and other such marathon events.

Sunday's outing was to The Fleece Inn, a British Heritage site in south-east Worcestershire. It was a very nice day for another countryside cruise and an enjoyable lunch with good company. A lot of owners made tracks for home from here in preparation for the working week while some returned to Chateau Impney. Joanna and I had a change of plan as instead of returning to the chateau, we followed Harvey and Jane, a long-time family friend of Harvey's and his UK host, to her place near Gloucester where she very kindly accommodated us for the next two nights. On Monday, while the ladies went into Gloucester, Harvey and I enjoyed the drive north in his GT to spend the day at the British Motor Museum in Gaydon. Ginny had organised a discounted entry as part of MGC50 and we had a prime parking spot on the grass in front of the main building, around 50 MGCs were in the line-up.



There have been a lot of changes at the museum since I was there four years ago. There is a new two-storey building which is separate to the main exhibit centre and all of the ground floor of the new structure is purely Jaguar. The museum's workshop is at one end of the ground floor and our guide informed us no outside work is done here, the work carried out is on museum vehicles only. On the upper floor a large number of various vehicles are displayed, all of which had a part to play in British motoring history.

Later that afternoon a two-hour trip in Harvey's GT took us back to Jane's place and Joanna and I returned our MGC hire car to Vintage Classics the next morning.

At the Gala Dinner on Saturday both Ginny and Barrie were presented with beautiful gifts in



recognition for the time and effort they have put in to the UK MGC Register over the last 25 years or so. They have decided it is time to step aside and the folks taking over have had a good grounding as to what is required to keep everything running.

MGC50 took a huge amount of time and work to organise and although Ginny and Barrie were the prime movers they were very well supported by an excellent team and it was a truly memorable event with 17 countries represented. The high-quality

regalia proved to be very popular and with the wide variety of options that were available, the gamble taken in providing such a range was fully justified.

So, a huge thank you to the UK team, you did "Abingdon's Grand Tourer" proud.

A number of us would get together again on the following weekend when we met up at Silverstone for MGLive.

## ***An MGC50 Trophy Comes to New Zealand***



As well as the Concours d'Elegance and Pride of Ownership trophies, there were other awards given to those owners who had made extensive trips to be at Chateau Impney. Trophies were awarded to the furthest travelled in mainland UK, furthest travelled from mainland Europe and, as you would have seen in our last newsletter, Harvey shipped his GT around the globe to attend. We were extremely pleased to hear his name called out as the recipient of the award for "Furthest Travelled - Worldwide - GT". Congratulations, Harvey.

## ***The Last MGC - GCD1U 9102G***

There was an impressive line-up of MGCs in the Concours d'Elegance and Pride of Ownership competitions and while the cars were being judged I took the opportunity to have a walk around and enjoy the spectacle of so many MGCs together. I put on my trainspotters' hat to have a close look at chassis number plates and was very surprised at the number of very early cars that were there, those that had numbers inside the first 1000 manufactured.



But the real surprise came when I had a look over a dark blue left-hand drive GT and found the plate read GCD1U 9102G, the very last MGC to come off the assembly line. Originally finished in Pale Primrose, this GT was exported to North America where it was in both the USA and Canada. It was also owned in Florida before being moved to the Netherlands sometime around 1989. Its Dutch owner drove it to Chateau Impney.

Considering the last MG Midget, the last Triumph Stag and the last Triumph 2500S

Estate are in the British Motor Museum at Gaydon, surely the last MGC should be there as well. But perhaps the car is in the best place, on the road and being enjoyed by its owner.

## ***MGLive at Silverstone***

This was more like it, beautiful weather for the whole weekend at Silverstone.

It was still important to turn up in the correct machinery so for this weekend I hired an MGF VVC from Great Escape Cars in Redditch. As my Essex-based cousin's husband owned an MG Midget some years ago and has been both a motorbike rider, a flyer of microlight aircraft and enjoys Formula 1 motor racing, I invited him to be my guest at MGLive.

We stayed at the beautiful Redlands Farm B&B in Gaydon, which is just up the road from the British Motor Museum and is a 40-minute drive from Silverstone. With the weather the way it was for the weekend every mile we covered in the MGF was top down with the driving shared between the two of us.





I had purchased the ticket for the drive around the Silverstone track and it is easy to understand why this is regarded as one of the fastest Grand Prix circuits. It was a very enjoyable experience.

MGs galore were parked up in their various register groups and there were some very nice examples of different models. The MGCs, around 50 in total, were parked next

to the main marquee but the biggest line-up was the MGF / MGTF group with well over 100 cars in various colours and trim specifications and the racing was a great spectacle too with some very competitive match-ups that made good viewing.

In recognition of the MGC's 50<sup>th</sup> anniversary, the register was given the track for a trip around Silverstone at lunch-time on Sunday. Harvey drove his GT, Peter took to the track with Phil Parminster in his red GTS replica and Ginny Cartmell offered me the passenger's seat alongside Barrie in their white roadster, a lovely gesture and very much appreciated.

A very enjoyable weekend with plenty to see and do, so it was well worth attending.

### ***Would You Like to Own a Piece of MGC History?***

As already mentioned previously in this newsletter, the last MGC (GCD1U 9102G) was at Chateau Impney. I was waiting with anticipation to see if the last roadster (GCN1 9099G) would also be there, but sadly that was not the case. However, this week in looking through MGCs that are currently for sale in the UK I found this very roadster at *Former Glory* in Oxfordshire. The prices being asked for restored MGCs are increasing and the price tag on this one is £31,950 which converts to \$56,000 on the current exchange rate. So, if you have a friend who looks at your MGC with an "I'd like to have one of those" expressions on his face and has around \$60,000 that he doesn't know what to do with, then this piece of MGC history could be the perfect solution!!



### ***The Voyage of Discovery Continues***

Believe it or not, we have found another MGC, which brings our register total to 73. This one was a private import many years ago that had an engine transplant in the UK, the big six replaced by a V8, and it became a potent club racer here in New Zealand. The owner's name was on one of the lists amongst the information that we received from Brett Robinson and I was very pleasantly surprised to find he still owns it. We haven't as yet received any details about this CGT, chassis and engine numbers, etc, and other details but expect to receive those soon so it can be added to the register.

## ***MG2912 is Back Where it Should Be***

One of our MGCs that has been off the road for many years has finally had its tyres touch the tarmac once again. The McMurray's green GT (GCD1 4130G) has been completed by the guys at Paul Walbran Motors and it has been out on a couple of road tests.

This GT was on the assembly line at Abingdon from the 14<sup>th</sup> to the 21<sup>st</sup> October 1968 and left the factory on the 6<sup>th</sup> November on its way to being shipped to New Zealand. It was registered in Wellington on 20<sup>th</sup> May 1969 as EB7922.

Interestingly, at the factory someone got a bit slack with the record keeping as where the car was shipped to was never noted and one of the key numbers was not recorded either.

It had a fairly quiet life early on. 6,000 miles were put on the odometer in the first 18 months, but then when owned by a company the mileage increased somewhat with 18,000 miles covered in the next 21 months. It then passed through three dealers hands before being owned by two members of the same family from early in 1973 to mid-1977.

The local BMC service agent in the Hawkes Bay town of Wairoa had the C for the next three years and added 26,000 to the odo, which now read 81,000 miles.



In June 1980 a private owner in the same town became its next owner and not long afterwards, having enjoyed just 4,000 miles, the car had its altercation with a truck while crossing a bridge and was written off by the insurance company.

It was put up for tender as an MGBGT and Bob and Jill McMurray went to have a look, saw it wasn't an MGB and successfully tendered for it.

In the early days of their ownership quite a bit of work was done on the car but as is the case sometimes with such projects, other things in life take priority, and it sat in their garage with nothing happening for a long time.

A few years ago, as Bob was showing signs that he was not in the best of health, the decision was made to move the project forward. I picked up all of the internal trim panels and spent some time giving them all a good clean. With the exception of one door trim panel which while stored had suffered water contamination, the rest were in very good condition and cleaned up well.

The C eventually made its way by transporter to Paul Walbran's workshop and Garth Bagnall, a long-time MGCC member, was



involved in a lot of the mechanical work. Peter, Raewyn and I were invited to Paul's workshop to meet up with Jill and her family for the "fire-up" event, the first time the car had been running in over 30 years. Unfortunately, Bob was not well enough to attend.

Since then the work has been completed but the really sad part is that Bob passed away in late June, so the enjoyment he would have got from driving his project car never came to fruition. Paul drove it to Bob's funeral where it became part of his farewell.

So, where to from here? Jill is intending to keep the C and just needs someone to sit alongside her on any club runs she decides to participate in, so just let me know if you (your MGC off the road perhaps) or someone you know would like an MGC experience.



## ***Photo Gallery***



R.I.P. Bob



The perfect plates for the McMurray's CGT



A closer look at Harvey's trophy



Our MGF VVC for the MGLive weekend



The chassis number plate of the very last MGC





Display in the foyer at Chateau Impney, the Royal MGC, FRX 692C (prototype) & RMO 699F (factory GTS)



Richard Stevenson (AMGCRA director, USA) & Harvey with Harvey's GT



The event plaque as fitted to the front of each MGC



## Another Special MGC as Seen at UK MGC50



This pre-production blue automatic roadster originally appeared in the sales brochures, now with its correct D registration (1965) whereas it was F for the 1967 publicity.

*Top left:*  
The fold-away type hood which is available as an optional extra on the MGC Sports model illustrated neatly stowed in the space behind the front seats.

*Centre left:*  
The optional extra tonneau cover available on the MGC Sports model. The provision of a zip fastener enables the driver to use the car without detaching the tonneau completely.

*Bottom left:*  
The attractively designed hard top which is available also as an optional extra. The hard top can be easily fitted onto the built-in soft top fastening positions.

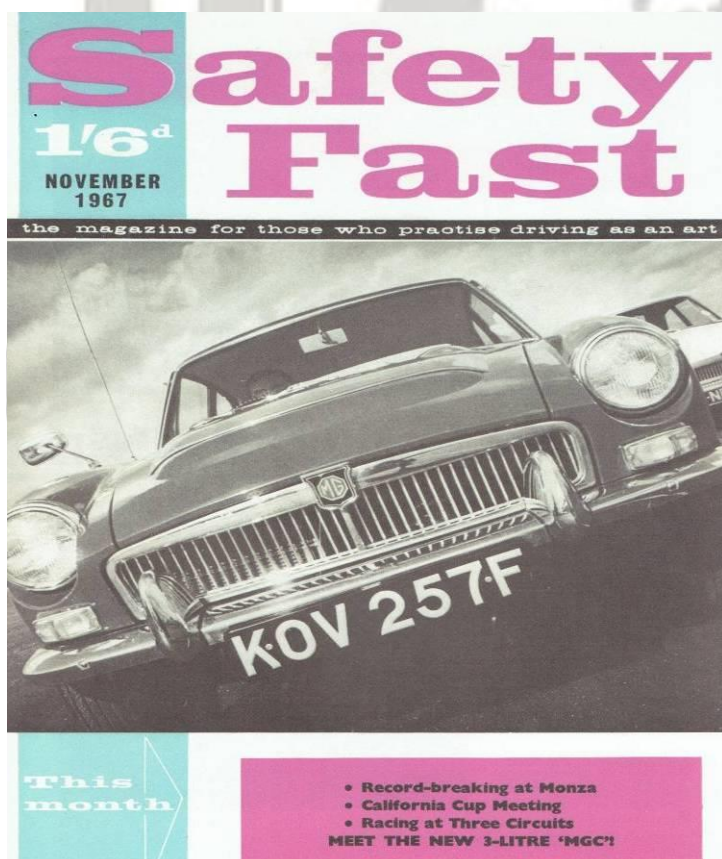


The MGC GT fulfils all the qualifications of the official definition of a Grand Touring car. It has the performance of a sports car with all the comfort of a saloon. It will do as good a job of hard, safe motoring that anyone is ever likely to require.

The emphasis with the MGC Sports car is on performance. Acceleration is of a very high order, overtaking safe, and there is the assurance of ample power in hand at all times. But this is not all—the comfortable seating and the conveniently placed controls make the MGC a pleasure to drive.



## ***And Another Special MGC as Seen at UK MGC50***



This MGCGT has featured in motoring magazines and books and was road tested by many journalists. The car, being a demonstrator, had its assembly finished in the Abingdon Motor Show Shop. The factory build records show it as having a manual gearbox with overdrive, but it actually has automatic transmission. It was presented to motoring journalists on Press Day at the MGC's launch and it was a test car in the factory high speed trial at Silverstone for three weeks in 1968. It was fitted with a special interior for Sir George Harriman, the Chairman of BMC, who owned the car for his personal use. It also competed in the "RAC Euro Classic" in 1993, 1998 and 1999, the "Prix Des Alps" in 1998 and 1999 and in the MGCC Switzerland in 1998. It was voted "Most Original MGC" at MGC Day in 2001.





Peter with Phil Parminster in preparation for the trip around Silverstone at MGLive



I knew that teardrop on the bonnet would come in handy sometime



A group photograph with our friends from the United States (AMGCRA – American MGC Register Association). On the extreme left are Richard and Janet Stevenson, Richard is the AMGCRA Co-Ordinator Director. On the extreme right are six NZ / OZ characters, yours truly at the back, Joanna is to my left and on her left is Allan Fabry from Australia. In front of Joanna is Allan's wife Pam with Raewyn and Peter to her left.

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

From the world of transport comes the news that the Arabs have developed a new high-performance camel. Yes, this one has four humps and will be marketed with the appropriate badgewear as the new.....



## ***Saudi Quattro***

Amazing what you can do with PhotoShop!!

***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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