



# MGC NEWSLETTER

Spring Issue 2022 No.34,  
MGC Register of New Zealand



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## MGB60 Anniversary







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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 word "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 its Editor. Readers should exercise their own judgement when considering technical or other matters, information and advice.

**Next MGC Newsletter closing date: Sunday 4th December 2022**

Articles and photos always appreciated

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

**Cover photo :** MGCs at MGB60, Lloyd Elsmore Park Pakuranga.  
Sunday 25th September 2022

## Editorial

The main event this month was obviously the celebration of the MGB60 anniversary, Darryl Bretherton arranging for this to be held at Lloyd Elsmore Park, Pakuranga. Thankfully the weather played ball and we had a warm sunny day compared to the past few weeks of rain. This was noticed as the park's grounds were still very wet, we had to pick our spot carefully as some areas of the grass park were quite boggy as was proven by a couple of cars needing a tow out after getting stuck. Some 80+ MGBs were on display along with a few older MGs and three of the latest models from Tristram Motors. A few photos from the day.

*Anne, Steve and Jack*



## The MGC Register at MGB60 Anniversary

25th September 2022. Lloyd Elsmore Park, Pakuranga.



**From left to right** Brian Young, John Bertenshaw, Peter & Raewyn Dunlop, Ian Grant, Graham Standring, Nik Brown, Bob & Jill Sherman, and Alan Krissansen.

**WOW**, what a great turn out guys, **TEN** cars plus an additional **THREE** owners, our very best attendance at any MGC event so far. Thank you all so much for making the effort, it was good to meet our new members and to catch up with you all once again.

The total attendance was around **79 MGBs** including the two variants, the MGC and MGBV8, another excellent result for the **MG Car Club**. Our thanks go to **Darryl Bretherton** and his helpers for all their work and organisation.

The weather was good which added to the day, and I had the chance to talk to you all, put names to faces and see a number of cars “in the flesh” for the first time. The highlight of the day for me was seeing you guys enjoying the chance to inspect each other’s cars and generally talk “MGC”.

We were also privileged to have two well-known personalities join us for the day. **Graham Standring**, the much-respected motocross rider and speedway midget racer and his pal **Nik Brown** the likeable and amusing broadcaster and current breakfast show host for **The Sound** radio station. Graham brought along his beautifully rebuilt 1968 GT which he and Nik completed in just **TWO** months! Nik arrived in a very elegant MGRV8.

We also met **Grant and Debbie Doull** for the first time with their newly acquired and beautifully prepared Mineral Blue GT plus **Brian Young** with his BRG roadster, **John Bertenshaw’s** Tartan Red roadster and the elusive **Brent Hughes**, whom we have been hoping to meet for years!

## The MGC Register at MGB60 Anniversary

It was great to have you with us reconfirming the almost **cult attraction** these cars have achieved. We enjoyed your company guys and the chance to hear your personal stories of owning an MGC, „..... **“All good stuff”**.

**Harvey Heath**, our Technical Adviser, who sent his apologies for his absence, had made alternative arrangements for his cars to be present. I brought along his roadster and **Ian Grant** drove his GT. Unfortunately, Ian's Tartan Red roadster is still awaiting its engine rebuild to be completed. Harvey is currently in the UK and attended **MGB60** at **The British Motor Museum**, in **Gaydon**.

Our next event is the **MGC Register Run** on **Sunday 27th November**.

The plan is to meet at **Hampton Downs** for their morning **Caffeine & Gasoline** gathering and then to drive down through the countryside arriving at the **Hamilton Classic Car Museum** for lunch and a visit to the museum. *Peter Dunlop*



### Owners & Cars attending:

Bob & Jill Sherman	1969 GT	Tartan Red	EB8055
Tony Barbarich	1969 GT	Tartan Red	ED3683
Graham Standring	1968 GT	White	TH MGC
Alan Krissansen	1969 Roadster	Tartan Red	ZN8443
Grant and Debbie Doull	1968 GT	Mineral Blue	GO5975
Brian Young	1968 Roadster	BRG	1MGC1
John Bertenshaw	1968 Roadster	Tartan Red	MG3
Ian Grant	1969 GT	Mineral Blue	MGC3L
Raewyn Dunlop	1968 GT	Snowberry	KOOLMG
Peter Dunlop	1969 Roadster	Mineral Blue	BLUE C

### Plus, additional owners:

Nick Wilcox	1968 Mineral Blue Roadster
Derrick Smith	1968 Black Roadster
Brent Hughes	1968 Snowberry White GT



## MGB60 Anniversary Photo Gallery

A smiling **Alan Krissansen** with **Ian Grant** and **Eben Krissansen** with their 1969 roadster.



The one and only **Nik Brown** chats to **Debbie** and **Grant Doull** with their Mineral Blue 1968 GT



**Bob** and **Jill Sherman's** Ellerslie Concours Tartan Red 1969 GT



## MGB60 Anniversary Photo Gallery

**Brian Young** and **John Bertenshaw** and Brian's 1968 BRG roadster



**John Bertenshaw's** lovely 1968 Tartan Red roadster



## MGB60 Anniversary Photo Gallery



**Graham Standing's**  
recently rebuilt and stunning  
1968 GT

**Graham** with his well-known  
“Wendy’s” Speedway Midget



Long-term MGC Register  
supporter **Tony Barbarich's**  
1969 GT

**Tony** receives our register  
trophy crafted by **Harvey**  
**Heath**, (photo 2020)



# MGB60 Anniversary Photo Gallery

**Harvey Heath** and his two Mineral Blue Cs



**Brent Hughes**, CGT owner with **Peter & Raewyn Dunlop's** 1968 Snowberry White GT.



**Raewyn** with C roadster owners **Derrick Smith** and **Malcolm Dryden**



## Grant and Debbie Doull's New (old) MGCGT

December last year we became the proud owners of a **1968 MGCGT** (coincidentally the same year I arrived in the world).

I have always been keen on MGBs but had been looking for something a bit unique and when I came across the MGCGT of **Allen & Rodney Stephens** I knew I had found it. The car has had several owners over the last 54 years and



came with a little notebook with many of their records and notes about the car, however, the last two owners have brought a new lease of life to this classic.

**John Chambers** of New Plymouth started the restoration several years ago. Regrettably, he passed away before the car was completed then along came Allen and Rodney Stephens who took over the project and finished it off with the help of local specialist **Steve Hildred Motors**.



Our MGC is really quite special having had a bare metal respray, reconditioned engine with a mild cam, triple **Webers**, **Willwood front brakes**, a **Frontline Engineering five-link rear end** and **rear disc brakes**.

I particularly like that all the mods enhance the original but don't really modernise it and can all be reversed easily if anyone wanted to take it back to the original. The interior is still original and needs replacement at some stage, but I'll get around to that in good time.



## *Grant and Debbie Doull's New (old) MGC GT*

Of course, when we purchased the MGC we joined the **MG Car Club** and I have to say you are all a pretty friendly bunch and we are enjoying coming along to the events and getting to know more members along the way.



*Grant and Debbie Doull*

## *Getting Harvey Heath's New Roadster Ready For MGB60*



**Harvey** was determined to have both his MGCs at **MGB60** on **Sunday 25th September** and had issued a master plan. Ian Grant was to drive his GT and Peter would be in charge of the roadster was being polished to within an inch of its life for the event. **Raewyn** (Peter's wife) would be driving the Dunlop's white GT.

Why all this fuss I hear you ask?

Well, **Harvey** is in the UK for an extended holiday attending various MGCC events and generally enjoying himself, lucky lad, but was adamant his cars should be at **MGB60** and so the master plan was created.

We hope **Harvey and Jane** are having a wonderful holiday.

*Peter Dunlop*

## "Classic Driver" Magazine Featuring MGB60



The **MG Car Club** was invited to take part in a photo shoot for the **Classic Driver's** magazine coverage of the MGB60 celebrations and it was good to catch up with editor **Allan Walton** who has always shown a special interest in the MGC. The shoot included a comprehensive range of MGB models plus its various derivatives, the MGC,

MGBV8, the Costello V8 and a Rod Brayshaw constructed V8.



**Harvey Heath** with his newly polished and very smart-looking GT provided our contribution. Harvey bought this car new in 1969 when he worked at University Motors in Kingston-upon-Thames and has owned it almost continuously since that time.

*Peter Dunlop*



## *"Good Sort" Andy Culpin Helps Out Harvey*

Our "Good Sort" this issue is the much respected and likeable **Andy Culpin of Race FX at Hampton Downs Motor Sport Park**. Andy's knowledge and expertise, in the circles of race and classic car preparation, are unmatched. This man's workmanship, knowledge and design talents never cease to amaze me. **Harvey Heath** had mentioned a missing radiator cowl from his newly acquired roadster and wondered if I knew of anyone who may have one. Andy's name immediately sprung to mind giving me another good reason for a visit to his wonderful workshop.



I had a hunch there may be one available as the **MGCGTS** replica, which he has been building for some time will have a race-type aluminium alloy radiator which I assumed would require different ducting. This proved to be the case and there was one hidden upstairs in his mezzanine store which Andy was happy to pass on to Harvey. **Great stuff Andy, you are a star!**

*Peter Dunlop*

## *If You Are Looking to Sell Your MGC, We Have Buyers!*

Over the last couple of years, a number of our MGCs have changed ownership for varying reasons. Although the government has now announced measures to move us away from fossil fuels, there is still a definite interest in classic cars and it is a very large industry worldwide.

That being the case I have contact details for a couple of people who are very interested in becoming MGC owners and enjoying the driving experience our grand tourers can provide. We would be very sorry to lose you as a member of our MGC family, but if you are contemplating parting with your C, be it a GT or a roadster, just let me know and I can provide a prospective purchaser's contact details.

*Ian Grant*



## 3 x 45 DCOEs or Triple 2¾" SUS for KOOLMG?

I have a dilemma, should I keep the triple 45s or fit triple SUSs? I've been offered triple SUSs that were once fitted to Harvey Heath's GT and run successfully for many years. There is no doubt that my triple 45s with inlet trumpets look very cool, always generate attention and, at the moment are running well, but is this really a good reason to keep them?

The engine was rebuilt to a sprint/race spec in 1998 when it was planned to enter the car in the UK's

MGCC national sprint and hill climb events. The engine and chassis work were completed but my plans had changed due to the arrival of a Formula Ford RF87.

Since that time the MGC's engine has been de-tuned with the Kent AH4 cam reground to a standard Franklin MG spec. Carbs and timing were adjusted with everything else remaining the same including the Weber 45DCOEs, Manifold exhaust system and electronic ignition. The car is going well at the moment



but is still running rich at times and occasionally spitting back. It also drinks fuel when taken on short runs or driven around town. If I decide to keep the 45s it will definitely have to go on the rolling road to get them properly set up.

I am sure most of you will say that it's a MUST to have the Webers tuned properly on a rolling road before any final decision is made and I agree, but even if this achieves the desired result of a nice "all-rounder" I'm still not sure that I will keep them?



## 3 x 45 DCOEs or Triple 2¾" SUS for KOOLMG?

Pros & Cons:

### 3 x 45 DCOE Weber carbs

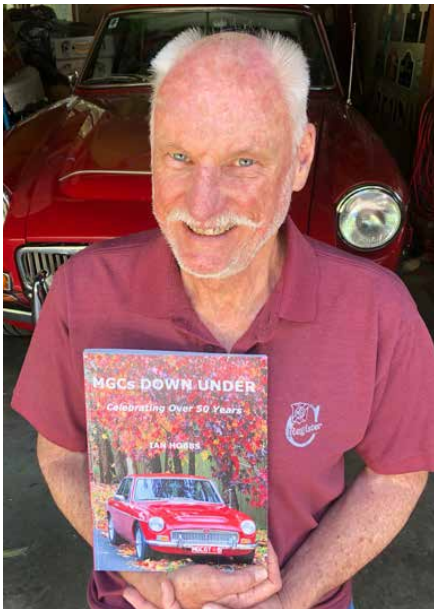
Look good & sound good  
Good fuel distribution  
Excellent inlet manifolds  
Wonderful at full bore  
Poor at low speed  
Poor in traffic  
Poor fuel consumption

### 3 x 2 ¾" SU carbs

Look good  
Good fuel distribution  
Excellent inlet manifolds  
Good at High Speed  
Good at Low Speed  
Good in traffic  
Good fuel consumption

*Peter Dunlop*

## "MGCs Down Under" by Ian Hobbs



This Ian Hobbs book encompasses all MGCs in New Zealand and Australia providing a personal and pictorial record of the cars and their owners.

In addition to the history of the MGC and a full register of cars, it includes detailed information on the various modifications and improvements carried out by their owners. This book is not only a valuable point of reference for all MGC owners it will look very nice on your coffee table!

Priced at \$AUD110.00 for the hardback copy and \$AUD79.00 for the paperback plus delivery to NZ.

Please contact Ian Hobbs direct at [mgcgt@optusnet.com.au](mailto:mgcgt@optusnet.com.au) for purchase.

## Is this the new MGC?

This article has been recently seen in the motoring press and begs the question? If it is the new MGC then I very much hope they've got the tyre pressures right this time! Only joking folks!

Autonews



It will be great to have an MGC back in production especially if it looks as good as the various impressions seen on the internet. We were lucky enough to have a presentation by **MG New Zealand** which gave us an insight into the way ahead

for MG which focused on EVs and included a nod to the possibility of a sports car. The launch date is indicated as 2024, let's hope so! *Peter Dunlop*

## Comeback for the MGC?

The classic nameplate of MGC could be returning for MG's next-generation two-seater sports car, following parent company SAIC's decision to file a trademark for the name MGC EV.

Known as the Cyberster in concept guise, MG's long-awaited new sportster will act as a 'halo' model in the company's electric car line-up when it launches in 2024. Images leaked from the patent filing for



**MG's new sports car could be called the MGC EV.**

the latest version of the concept were first shown in the June 22 issue of CCB.

The two-seater soft-top will occupy a unique place in the market, offering an all-electric alternative to the conventionally-powered Mazda MX-5.



## *Paddy Hopkirk MBE 1933 -2022*

Patrick (Paddy) Barron Hopkirk MBE was a well-known and highly respected race and rally driver from Northern Ireland. He was born in Belfast in April 1933 and passed away at the Stoke Mandeville Hospital on the 21st of July.



He started his professional career competing in circuit racing and hill climbs in 1955 and went on to win the Hewison Trophy, which is awarded to the most successful Irish rally driver, in three consecutive years.

In 1956 the Standard Motor Company

offered him a factory drive in the RAC Rally, and this was followed by a spell at Rootes Group before he teamed up with the British Motor Corporation in the 1960s, becoming famous for driving the Mini Cooper S.

The finest moment of his career was the victory in the 1964 Monte Carlo Rally alongside Henry Liddon, driving the now very well-known #37 red and white roofed Mini Cooper S, exactly one year after first driving the car at this famous event. The win made him a household name, receiving a telegram from the then UK Prime Minister, Alec Douglas-Home.

Paddy also had success in the Acropolis Rally in Greece driving the Mini in 1967. In that year he was elected a life member of the British Racing Drivers' Club and in 2010 he was one of the four inaugural inductees to the Rally Hall of Fame in Finland alongside Timo Makinen, Rauno Aaltonen and Erik Carlsson. As well as rallying, Paddy also competed in circuit racing during his time with BMC where he achieved a best placing of 6th in a Mini Cooper S with Timo Makinen in the Bathurst 500 at Mount Panorama in New South Wales. He retired from professional motorsport in 1970 and was appointed MBE in the 2016 New Year's Honours list. In early 2016 he became the IAM RoadSmart Mature Drivers Ambassador.

Some of his time at BMC involved working with the Competitions Department at Abingdon from 1967 to 1969, carrying out testing and driving the lightweight MGCs in competition.

## Paddy Hopkirk MBE 1933 -2022



This famous photograph shows Paddy Hopkirk giving MaBeL some serious stick during testing at Thruxton, this extremely skilled hard-driving style would help the team identify and eradicate some of the car's handling issues.

In the 1967 Sebring 24-Hour race, Paddy and the Andrew Hedges drove an MGBGT

(LBL591E) to 12th overall and 1st in the prototype class.

Six weeks later Paddy and Timo Makinen drove an MG GT (MBL546E) to 9th overall and 3rd in the prototype class of the Targa Florio. Note this car was an MG GT even though it was the first MGCGTS but ran with an MGB engine, bored out to 2004cc, and a standard MGB bonnet.

In the 1968 Sebring 24-Hour race, Paddy and Andrew took MaBeL to 10th overall and 1st in the prototype class, the car now on the track as a full-spec MGC.

A few weeks after this the pair secured 12th overall and 2nd in class in the Targa Florio driving the MGBGT, LBL591E.

The last outing was at the 1969 Sebring 24-Hour event where Paddy and Andrew drove RMO699F (RoMeO) to 15th overall and 9th in the prototype class. The picture shows Paddy Hopkirk alongside RMO, lined up at an angle in readiness for the Le Mans start. Paddy Hopkirk made a significant contribution to both racing and rallying. R.I.P Paddy.

*Obituary by Ian Grant*



## Paddy Hopkirk MBE 1933 -2022



Peter Dunlop, Harvey Heath, Ian Grant, and “RoMeO” at Silverstone Live 2017

**NEW**

**MGC Engine & Gearbox Mountings**

Previously unavailable MGOC Spares are pleased to offer MGC engine and gearbox mounts, manufactured in the UK and offered as follows:

AHC91	MGC Engine Mount	<b>£18.95</b> each
AHC800	MGC Gearbox Mount	<b>£8.45</b> each

Note when installing new MGC engine mounts, arrestors (part number AHC154 & AHC155) should be fitted to arrest the engine in an emergency stop. To order call 01954 230928 or visit [www.mgocspares.co.uk](http://www.mgocspares.co.uk)



## Future Events

### MGC Register Run Sunday, 27th November 2022

This run will be a good day out guys so please book the date in your diaries now. The plan is to meet at **Hampton Downs Motor Sport Park** for their



regular last Sunday in the month **“Caffeine and Gasoline”** event.

Then drive on south through the countryside to the **Hamilton Classic Car Museum** for lunch and a look at their excellent collection of vehicles. Those driving down from the North will probably meet up at

the BP petrol station on SH1 at Papakura. The meeting point for those coming up from the South is to be decided. More information will be sent to you nearer the date including times, route, and cost. *Peter Dunlop*

### MGCC Annual Concours, Vellenoweth Green, St Heliers, Auckland Sunday 11th December 2022

This is the club's big annual Christmas bash on the seafront at Vellenoweth Green. Our MGCs always put on a good show and add a certain unique display to Abingdon's finest.

This public display attracts young and old to look at your gleaming cars so get out the polish and impress them. There are normally two categories, **Pride of Ownership** and for the

purists, **Concours**. Most of us go for the Pride of Ownership competition as it allows for non-factory equipment and changes. If this is not your bag, then just come along for a nice picnic on the green, there will be many like-minded petrolheads to talk to and lovely cars to look at. All



MGC register members are invited. There is a standard entry fee for MGCC members and an invited guest fee for non-club members.

More information will be sent to you nearer the date.

*Peter Dunlop*

## Harvey's Technical Tip No 13

### Engine Oil filler Cap

Being silly enough to own two MGCs has given me a chance to do some closeup comparisons between two 1969 models which have provided me with some important components that have been fitted by other service centres and can create problems without really knowing it.

The last one that concerns me is the simple oil filler cap, sold as a replacement for all BMC and British Leyland vehicles using A, B or C type engines. This is not true and my latest addition runs lean and yet it fouls the plugs. On investigation, I found the oil filler cap had been replaced with one that has a breather built into it. All MGCs used a sealed cap. They look the same, fit the same and even have the same lanyard to stop them from being lost. But air entering through this cap is directly drawn at idle, into the crankcase which is connected to the carburettor bodies. At speed, not so much of a problem but setting up the carbs at idle means they are set rich to make the idle mixture normal. As soon as you are underway the mixtures are then richer by a little and therefore not correct. I would recommend you check your car and if necessary fit the original pattern non-vented cap.

Non-vented caps are available, part number 12A402

*Harvey Heath*



Original non-vented caps have no hole through them.



The new vented caps have a deeper body and a hole in the inner seal. The cap also contains a spring-loaded filter.



## *MG Car Club UK Celebrated MGC55*

MGC55 was a very successful get-together, giving the MGC family the opportunity to meet up again after a turbulent couple of years. The decision was made earlier last year to hold the event, with the organising process being up and down because of Covid restrictions and accommodation issues. Overcoming these hurdles resulted in a great time for all involved.

It was a three-day event with MGCs arriving at the accommodation base on the Tuesday afternoon. As with MGC50 in 2017, it was again an international occasion with guests travelling from Canada, The Netherlands, Spain and Sweden, as well as the home countries.



There was plenty of chat going on at the first night dinner as time was taken to renew old acquaintances and make new friends.

After breakfast on Wednesday, everyone descended on the hotel car park to prepare for the road trip. 47 MGCs were sent on their

way in true C Register style with an unplanned slalom as drivers avoided the potholes. The drive through the Hertfordshire countryside was negotiated by using tulip diagrams and for some, a stop at a chocolate factory just could not be passed up. The ultimate destination was Knebworth House near Stevenage, where all of the cars were parked on display.

There was the opportunity to walk around the gardens and take a tour of the house. The on-site tour guides made the visit even more interesting in sharing their knowledge of the Lytton family, who have lived there for many years. Knebworth House and the grounds have had an extensive involvement in the film and music industries, so the museum covering these industries created considerable interest. The weather was playing its part too, so a very enjoyable day was had by all.

That night after dinner, David Knowles, the author of the recently published "MGB – The Superlative MG" gave a very informative talk via video link on the big screen at the hotel, covering the history and the development of the MGC's



## *MG Car Club UK Celebrated MGC55*

six-cylinder engine. It was a very interesting way to conclude the day's activities. The good weather continued. The venue for activities on Thursday was Duxford, and this aviation hub is well worth a visit.

By midday 70 MGCs were lined up on apron with some special cars part of the display. Andrew Young's race-prepared roadster was on show, a C that is performing extremely well in the BCV8 Championship. Tim Hodgkinson's prototype, FRX692C, was accompanied by a pair of University Motors Specials and Simon Wilkinson's "The Beast".

There is much to see at Duxford. A Catalina was carrying out a number of take-offs and landings and the crowd was treated to a Hurricane and a Spitfire completing a number of circuits along with a range of other aircraft activity.

Of the vast range of exhibits, the major attractions are a Concorde (the test aircraft), a Lancaster, complete with a bouncing bomb, and a range of Hurricanes and Spitfires.

At the end of the day the points were added up for the Concours d'Elegance and Pride Of Ownership, the prize-giving held, then everyone made the drive back to the hotel to prepare for the evening's gala dinner.

The 93 guests enjoyed the company and the chat and share in the 55th anniversary cake, a work of art from local cake maker, "The Cake Hole". While the coffee and cake was giving the taste buds a treat, MGCC president John Day was the guest speaker and gave a very humorous but poignant talk on "MG – The Marque of Friendship" and what true friends mean to us all.

Towards the end of the evening the raffle was drawn, the prize being a hard-back, signed copy of "MGCs Down Under". The sale of tickets generated £312.50 which was then supplemented by the evening's spot raffles, which brought the total to £500. This was donated to Leukaemia UK, the chosen charity for the event.

A very casual breakfast on Friday was followed by many au revoirs and farewells. MGC55 was dedicated to the memory of Gladys Young, wife of the well-known MGC identity, Vic Young.



## Parts for Sale

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)

