



MGC NEWSLETTER

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



Register Run Sunday 26th November 2023

We are long overdue for a register run so will be looking to put one together for Sunday 26th November 2023. Please add this date to your diary now.

As originally planned, the first stop will be at Caffeine & Gasoline at Hampton Downs, followed by a drive through the Waikato countryside to the final stop at the Classics Museum in Hamilton.

We will be in touch closer to that November date, so very much looking forward to an enjoyable day out.

After the eight-day MG centenary celebrations in January, we will be putting together another register run for either February or March. Watch this space.

Ian Grant



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NB: No calls after 9 pm, please.



Register website

Go to: 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 5th November 2023

Articles and photos always appreciated

Please email articles and photos to editor@mgclub.org.nz

Cover photo: Bob and Jill Sherman with the MGC Trophy
MGCs by Lake Karapiro

Register Trophy Awarded

Harvey Heath designed and manufactured our MGC Register Trophy which was awarded to Tony Barbarich back in December 2020. Try as we might, and with both Covid-19 and the weather not playing ball during 2021, our trophy sat in the cupboard for that year.

Although the presentation was in early 2023, the 2022 recipients are Bob and Jill Sherman for their ongoing, regular support of club events and flying the flag for the C Register.

The task was when to make the presentation. With the trophy engraved with their names, Ian joined the Bay of Plenty group's Sunday outing just before Easter which was a very enjoyable drive through the South Waikato for a lunch stop alongside the lake in Mangakino.

The attraction in Mangakino is the Bus Stop Café, which is an old Bedford bus that has been converted into a kitchen and has been in the same spot, serving the lakeside reserve for the last eighteen years. Sadly, the bus is a casualty of plans to refresh the reserve and this local icon will be very much missed as Easter weekend was when the curtain fell.

Bob and Jill have been great supporters of the register with their restored 1969 NZ-new GT.

The restoration over several years culminated in the EB8055 being one of the three-car team representing the club at the 2016 Inter-Marque Concours d'Elegance at Ellerslie Racecourse. See photo below.

Congratulations to Bob and Jill and I am sure they and their GT will be seen at many more events in future.

Ian Grant



Brits and Euro 2023



The weather had become more settled and the classic car shiners were out in their hundreds. Another, really excellent show with four Cs on display, including the ex-Marti Anderson green GT now owned by Doug Sturgin and was recently up for sale on TradeMe. We also had another three owners visit the MGCC stand but without their cars. So a really good turn-out for the

register and we thank you all for coming along. Please make a note of next year's event, Sunday 3rd March 2024, as the club will be celebrating the MG100 Centenary and hope to have a large display of cars.

Those attending:

Ian Grant	MGTF (MGC Roadster)
Harvey Heath	MGC Roadster
Tony Barbarich	MGC GT
Doug Sturgin	MGC GT (photo right)
Peter Dunlop	MGC GT
John Vevers	MGC Roadster (currently off road)
Brent Hughes	MGC GT (currently off road)



Photo: Ian Grant, Harvey Heath, Tony Barbarich and Peter Dunlop

John Vevers Saves the Day

You may have noticed that the memory of some older MGC owners, including myself, is not quite as sharp as it used to be.

We were at Brits and Euros chewing the fat on our favourite MG when a visitor enquired if we knew anyone who may be interested in buying a BMC six-cylinder engine and auto gearbox. The four C owners present raised an eyebrow and enquired further. I entered his name and contact details into my phone and within 24 hrs had forgotten his name! No name, no number, bugger! Luckily, our ever-helpful “roving reporter” John Vevers, who had also spoken to the same gentleman earlier knew his name. Thank you John, you saved the day and Harvey Heath is now the proud owner of an engine and gearbox!

Peter Dunlop



Brits and Euro aerial shot by Cam Leggett



MG100 New Zealand Rally - Itinerary

	Daytime	Evening
13-Jan	Arrival & registration	Welcome function - platters & cash bar
14-Jan	MG exhibition at The Cloud (Auckland waterfront) with live action arena	Evening gathering - guest speaker - platters & cash bar
15-Jan	Experience Auckland scenic tour & lunch	Evening free
16-Jan	To Taupo via observation run, trial or touring routes	Register dinners (additional cost)
17-Jan	Track day - Taupo Motorsport Park	Evening free
18-Jan	Drive to Napier. Activity suggestions in Napier or Taupo	Welcome to Napier gathering – tasting platters & cash bar
19-Jan	Public display Scenic drive to Vineyard lunch	Evening free
20-Jan	Grass motokhana	Art Deco theme night dinner & prize-giving, band, cash bar



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Special Guest Speaker MG100 – Andy Kitson **Former Head of Chassis Development at MG Rover & SAIC UK**

Right from the beginning, the one thing which has set MGs apart from their contemporaries is their excellent road manners and road holding – while modest in power output they could always be depended on to be nimble and well behaved on the road and in cornering.

This didn't happen by accident, it was down to the skills and efforts of MG's great chassis/suspension engineering design teams over the last 100 years.

Andy Kitson was a key engineer in this field for MG for over 30 years, joining the company in 1984 and going on to lead the chassis development team, which was responsible for optimising the performance of chassis dynamics, suspension and steering. This team's work resulted in widespread accolades for the MGF's handling when it was released, and to maintain these qualities as it evolved into the TF. His team also refined and tuned the suspension of the MG Z-saloons of the period, transforming them from their run-of-the-mill Rover siblings to levels that were true to their MG Heritage.

Following MG Rover's demise in 2005, it wasn't long before the new owners realised they needed Andy's expertise and brought him on board to continue the development work on most models produced since.

As well as MG being part of his job, Andy, together with his wife Julie, are MG enthusiasts themselves, owning several MGs between them including a supercharged MGTf race car, Julie's tweaked TF and a supercharged ZT-T 260.

It is easy to forget those dark days that followed the closure of the Abingdon factory in 1980, and the very real prospect that MG as a marque was consigned to the history books. Without the efforts of in-house enthusiasts like Andy and similarly-minded colleagues it may well have stayed that way.

This is a once in a lifetime chance to hear from a fellow MG enthusiast who was instrumental in the marque's development in recent years in the best tradition of his predecessors. If you haven't already done so, make sure you are there by registering for MG100 now!

Andy's visit is proudly being sponsored by

Paul Walbran Motors

The MG specialists



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Waitamata VCC, Manunui Coastal Hill Climb

Pakiri, Sunday 2nd April 2023

Michael Fitzpatrick in his MGC GTS Replica and his wife Mary, in her Morris Mini, were seen competing at the above hill climb with both drivers achieving good results. The event was organised by the Waitemata Vintage Car Club and included a wide variety of vintage race cars and a seven-car team from the MG Car Club.

The course is run on tarmac roads with sea views looking north/east to the Hen and Chickens Islands. On completion of scrutineering the road was closed and the first reconnaissance run was underway by 10.00am. The fastest car on the day was a Formula Ford driven by Chris Fraser at 60.92 secs. Second was a Formula Junior at 64.30 secs. Michael completed five runs with a best time recorded at 68.7 secs.

Detail courtesy of,

John Badham MGCC



Michael Fitzpatrick's GTS

Andrew Walbran's 'Double Six' GTS Project

This is the final paragraph taken from the President's message in the MGCC Auckland Centre's magazine. As you can imagine, Andrew Walbran's report focused on Cyclone Gabrielle's damage and the many cancelled club events.

However, it was his final paragraph that caught my eye:

"In slightly happier news, prior to Gabrielle ruining my driveway, I got the shoehorn out and levered the Aston Martin V12 into the engine bay of Jennie's BGT. I'm pleased to report it fits easily. So long as we don't require a heater, cross-member, exhaust manifolds, oil filter or water pump. Should be fine, I reckon". Am sure the combined experience of the Walbran family will easily overcome all of the above, except maybe wife Jennie and family if the heater is ditched.

Peter Dunlop

Dave Dart & GCD1 2354G



In our last newsletter we mentioned we had received a brief note and a photograph from David Dart in Australia who is the current owner of the blue CGT, GCD1 2354G.

Regular readers will recall we have mentioned this particular CGT previously - remember the Barry Browne Car Sales (Christchurch) photograph from the early-1970s with the car's story that featured in our September 2020 issue. You can review this in our newsletter archive at www.mgclub.org.nz, under Information, MG Registers, MGC Register.

David reports he has virtually finished breathing life back into the car with only a few minor jobs to complete. The thought of competition was one of his influences in the rebirth but the urge has softened somewhat as David raced a Manx Norton in historic races many years ago, so he thinks that perhaps that particular career is in the past.

Read on for David's MGC story.

Like all readers of this story, I have had many cars over the years (I'm 71) and some posh ones too, but I have always had a soft spot for a car with a genuine racing history of sorts. A mate of mine rang me one day to say he had found this MGC race car in Melbourne (3.5 hours from me), had driven it and spoke in glowing terms about it. The race history piqued my interest but Covid had

Dave Dart & GCD1 2354G

arrived and Melbourne, the lockdown capital of the world, was out of bounds and I was sure this obstacle would work against me. He sent many photos and provided contact details of the seller consequently planting the seed.

I maintained contact with the seller who, fortunately for me, hadn't advertised as he was sick and tired of dealing with 'tossers' and wasn't in a hurry to sell, believing word of mouth may be the solution and ultimately it was. In 2021 I finally got to Melbourne and viewed the car which revealed it had seen little use in the past decade, was essentially as last raced and was in the classic 'barnyard find' condition.



It was filthy inside and out with the Cobra race seats just sitting in it and running very roughly. The good things were it was in original 'as raced' condition as evidenced by the 2004 tyres which were as hard as a cat's head, and was safely stored in a dry and secure environment. The colour was blue but didn't look like the original Mineral Blue that I found after attacking it with

a polisher and copious amounts of Maguires' products!

I was hooked and headed home to share my thoughts with my wife but I was aware of the 'house rules' which state "sure - buy what you like but it has to replace something already in the shed" because apparently, I just can't keep buying this stuff! I accept these rules because like most, I am fortunate to have a few other things in the shed. The sacrifice on this occasion was my 1989 E30 BMW C2 2.5 Alpina which I had owned for about ten years, and it was time to move it on.

A very comprehensive file came with the car including the Confederation of Australian Motor Sport (CAMS) race logbook and a stash of accounts for work done, both here and in New Zealand, and it was clear from the Australian accounts, considerable money had been spent building the car to the historic group Sb CAMS race specification. The deal included a spare MGC long motor for spares from which the head had been previously removed to replace the damaged (but repairable) head on the car, a pair of rough, later model high-back MG seats and for good measure, a five-speed BMW Getrag gearbox! Random I know, but I'm more of a BMW man than a MG man and it was under a bench in the seller's workshop and he wanted it out of there.

Dave Dart & GCD1 2354G

The Alpina sold quickly to a guy who had been chasing it for about five years and the deal on MGC, chassis number GCD1 2354G, engine number 29G-U-H2516, was done.

Without a plan I just started working on it while in the background I researched as much as I could about the car and my thanks go to Kiwi Bruce Paine for the documents and photos he sent along with the original manual and key fob and to Zac Reark who is the son of the builder of the car, Jim Reark, for documents and photos and his availability to answer any question I had. I have managed to source photos of the car in action at circuits such as Phillip Island, Sandown and Calder including two of the three premier Australian tarmac rally events it has participated in, the Targa Tasmania. This event is now in limbo while a review is undertaken brought about by several deaths in recent years.



The car came to Australia in 2001 on the America Star when Bruce Paine sold the car for \$NZ6750 to Jim Reark who became the 17th owner. Jim's sole purpose for the purchase was to build a historic race car and the CAMS logbook confirms he achieved this quickly as he participated in the LACTOS Heritage Tarmac Rally in Tasmania later that year.

Jim campaigned the car for about 8-10 years (a guess) and then built another tarmac rally car, a 1975 Ferrari Dino 308GT4. Jim was also involved in the Maserati Car Club but, unfortunately, he passed away in 2012 and the car was passed to his son Zac, who sold it in 2016 to the gentleman I purchased the car from in March 2021.

At some stage it moved away from the CAMS logbook specification to compete in the tarmac rallies with the installation of a 5-speed Ford Sierra gearbox, Quaife LSD, Nissan ventilated discs and Volvo four-pot callipers. The modifications to the engine are largely unknown at this stage but the comprehensive file that came with it indicates Volvo pistons and a cam of unknown grind with the obvious triple 45mm Webers and extractors and there is also reference to it going through the balancing process. The car still runs its original engine as per the body tags and the Heritage Certificate and to the obvious question about the grey engine ... I'm not sure of the circumstances that lead to that but perhaps the apprentice of the engine rebuilder at the time thought it was a Holden motor!

Dave Dart & GCD1 2354G

I am the 20th owner and over the past two years have done the following:

- Rebuilt the front brakes that had frozen due to lack of use.
- Replaced the original radiator with a Race Radiators alloy unit to address an overheating problem that Bruce had also experienced under his ownership in New Zealand.
- Removed the water pump and ground out the water gallery down the left side of the motor for the same overheating problem as per the advice on page 98 in Ian Hobbs' magnificent publication, MGCs Down Under – if you haven't bought one, you're missing out, so get onto it.
- Replaced the original (re-graphed) distributor with a Scorchers electronic ignition system along with a new Bosch coil and leads.
- Installed a rev limiter. (I learnt something from the false neutrals in my Manx Norton gearbox which resulted in a major noise between my legs and a major impact on the bank account!)
- Installed K@N filters to replace the stacks and to reduce the chances of the ingress of kookaburras and the like.
- Had the Cobra seats rebuilt (foam had turned to dust) and fitted the seats to modified MGB seat bases to provide some forward and aft movement. I needed the forward movement to reach the pedals and the aft movement to get in and out of the car which is difficult due to the Cobra seat design and the side impact bar of the roll cage.
- Replaced the outdated harnesses with Monza 6-point harnesses.
- Replaced the fuel pump and filter and installed a fuel pressure regulator as apparently Webers don't like pressure higher than about 2.5.
- Removed the grime from the 'blackened' wheels and realised they were alloy centre locks!
- Added new Yokohama Advan AD09 195/55R15 85V tyres.
- Repainted the yellow stripe on the bonnet that had disappeared, I suspect a new bonnet was needed at some stage.
- Washed, vacuumed, cut and polished and found the correct Mineral Blue colour. The cut and polish one liner sounds simple but it took forever!
- Got sundry lights, wipers, etc working again.

The car has never been restored to my knowledge and won't be in my time regardless of the pressure from a couple of friends. There are minor issues of rust in the usual places but nothing structural and while the car looks

Dave Dart & GCD1 2354G

acceptable (I say great!) from ten paces there are some issues with the paint. I'm a patina man and proud of it and often use the well-known phrase – "You only get patina once!"



The recent photos show the bonnet stripe and essentially that was the last thing I had to do, so after a fiddle with the Webers, it is ready for some test and tune sessions at the nearby Winton Raceway and then the decision must be made – what do I do with it?

My original thoughts after receiving the satisfaction of just OWNING a historic race car, were along the

lines of becoming involved in some club track days and perhaps a hill climb or two however now that doesn't appeal as much, but it is still a possibility. I have those who say restore it and those who say register it and use for special events on the road. I have dismissed the registration idea as I think it's a bit unrealistic given my age and other interruptions, and while I have hit my 70s and I am still fit and agile, the entry and exit procedures of the car due to the race seats and roll cage plus that encroaching practical/sensibility gene that invades us all as we get older, tells me this would take away some of the joy I want to experience with the car.

This is a great car which I love for a range of reasons. I also feel satisfied I have given it a new life and I have enjoyed the project.

I'm indebted to the two lads, Grant and Hobbs for their information and advice. I thank Bruce Paine in New Zealand for his eagerness in providing the NZ history during his ownership and I also thank Zac Reark who has provide some good history and documents on the GT's life in Australia.

David Dart
Australia.



MG Driver Parade and Concours, Pukekohe Raceway, Sat. 25th Feb. 2023



This was the last Historic Racing Club meeting at Pukekohe and was dedicated to Jim Palmer, the well-known and highly respected 1960s Kiwi motor racing legend. Jim is now in his eighties and would lead the MG parade of the “NZ International Grand Prix Legends”. Unfortunately, this was not to be due to weather-induced delays and on-circuit incidents resulting in the cancellation of the driver parade. Everyone was automatically entered for the Concours organised by Paul Walbran, with Dave Hewitt’s superb 1936 MGTA taking honours.

The MGC Register entries were:

Alan Krissansen MGC Roadster	79 Points
Harvey Heath MGC Roadster	71 Points
Peter Dunlop MGC GT	87 Points
Ian Grant MGTF 135	73 Points

The first race of the day, the Pirelli Porsche Championship was now underway with all thirty starters looking for a good final result. It was wet, the tyres were cold, and the notorious “red mist” had kicked in. Two incidents one of which was major, within the first few laps stopped the race for maybe another forty minutes. I was now starting to worry that the lunch break and parade might be sacrificed. The organisers were also concerned that they may be unable to complete the scheduled race programme and so the decision was made, as I had feared, to cancel the lunch break and parade laps. *Peter Dunlop*

“Legends Club” members:

Jim Palmer,	}	
Kevin Lancaster }	In photo right.	
Ray Stone	}	
Jim Murdock,	}	
Graeme Lawrence,		Paul Fahey,
Roger Anderson,		Paul Adams
Graeme Harvey.		



MGC GT for sale on TradeMe

1968 MGC GT

10,000km, 3000cc, Manual, Number plate: MG3000, Year: 1968

Exterior colour: Green,

Six cylinders, Number of owners, 3

NZ New, Registration expires: Oct 2023,
WoF expires: Oct 2023

Price \$70,000 ono

This GTS-styled car was built in June 1968 and exported new to NZ where it has had a track career when owned by

Jamie Williams. We have a race photograph in the register files.

The car has been in Queenstown since 1998 in the hands of Martin Bell, who, in more recent times has passed it on to his son, David.



Also for sale on TradeMe is a red 1968 GT that is in Dunedin and currently owned by Graeme Cochrane, who purchased it from the estate of Ross Butler in August 2021.



Ian Grant knows this GT as Ross and his brother Chris did the majority of the Magical

Grand Cruising Tour around the South Island for the MGC 50th anniversary.

Going by the pictures on TradeMe, Graeme has done quite a bit of work on the car and in one of the sales photographs it is parked behind Ross Osborne's green GT.

The accompanying photograph shows the GT parked alongside Ian's roadster in the carpark of the Owaka Aviation Museum in Blenheim, where the guys spent a very enjoyable afternoon.



"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.

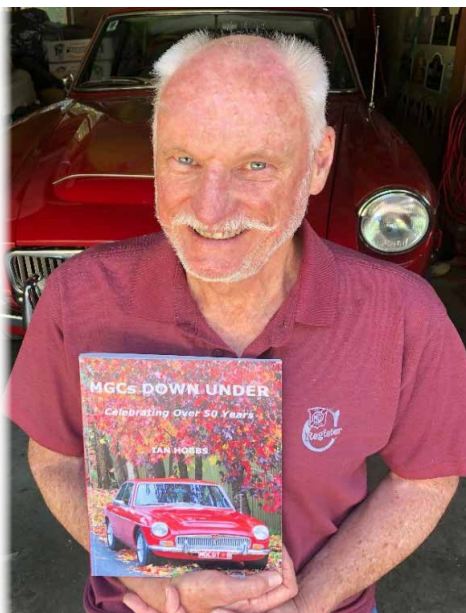
Brett Robinson has outlined the early days of the New Zealand register with Ian Grant covering the register revival and the Magical Grand Cruising Tour of NZ, celebrating the car's 50th anniversary.

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

At last year's MGC55 event in England, 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.

Ian Grant



"MGCs Down Under" by Ian Hobbs

Example pages from the book reproduced with kind
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Sir Len Southward was an avid collector and his museum in Paraparaumu, which is about an hour's drive north of our capital city Wellington, is well known both locally and internationally and definitely worth visiting.

As the photograph of the MGC showed the car on axle stands, was it on display at the museum? I was there in December 2003 and the MGC was not on display then. I decided to find out more about the car so I wrote to the museum's curator. A week

or so later, while on my way to work, my mobile rang and a message was left by Stan Bellamore, and during the day, I returned his call.

Stan confirmed the MGC was on display and was actually owned by his son John, who had been away working in Australia for quite a few years, so displaying the 'C' was the best way to keep it.

After we concluded our conversation, I started to come up with all of the questions I should have asked, so I called Stan back the next day. One of my questions was, "How long did John own it?" and that is when one of those "golden nuggets" as I call them turned up, those crucial pieces of information that have arrived several times to reveal what we have been looking for, when Stan replied, "John's here, hold on and I will put you through to him".

John revealed he bought the 'C' in late 1979 in Dunedin and the following day I received scanned copies of the sales invoice and the window card. He sold it in 2000 to a local owner, the 'C' having covered just under 4000 miles during John's 20 years of ownership.

It changed owners in 2001 and has been owned by Maureen and Doug Stanaway in the South Island since then, and a couple of years ago I had the opportunity to call and see them and pass on the 'C's early history. It now carries the personalised registration plates, 68MGC.

Now, to answer the query, "what happened to that CGT that started it all?". Having seen it at

the wrecking yard in Masterton back in 1977, I assumed that sadly this MGC had been destroyed.

Looking through the early Register information as provided by Brett Robinson, he had recorded the registration numbers DC309, FM1098 and MG1990 against GCD1 2353G. I definitely recalled the first two numbers, DC309 when owned by a gentleman who was in the Diplomatic Corps, where all cars were registered with the DC series plates. When he sold it and we had it for sale at Moncrieff's, it had been re-registered FM1098. But what about MG1990? The standard issue MG series plates were issued in the mid-80s, so this CGT wasn't destroyed after all. Brett's records also showed the name Bob Dunlop against the car.

At an MG Car Club Auckland Centre club night in early 2011, I was introduced to Alistair Dunlop, who is Bob's son. Our conversation revealed that someone bought the CGT from the Masterton wreckers with the intention of restoring it, but the project only got as far as the strip down stage. Bob found out about it and bought it back in the mid-80s and it took him through to the late-90s to complete the project.

At that time Bob and his wife emigrated to the Gold Coast in Queensland to enjoy retirement and his MGC. Sadly though, Bob fell ill and passed away not long afterwards so a decision had to be made what to do with the car. Bob's

"MGCs Down Under" by Ian Hobbs

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It had been part of the weekend's plan to have a quiz for entertainment at the dinner on the night before but as the venue was so busy, it was difficult to organise, so the quiz questions were used for the POK. John Barrett was the winner with Derrick Smith and Graeme Walsh on the podium, each taking home an item of regalia from the UK event.

Special guests invited to do the presentations were Jan McLaren (Bruce's sister) and her husband Mark Donaldson, who is the president of the Austin-Healey Car Club. Jan was invited

to cut the cake (made by Raewyn Dunlop) and everyone enjoyed a piece. Harvey Heath's son Simon produced some very smart certificates which were handed out to everyone who had participated in the weekend's activities. Towards the end of the day we had a very pleasant surprise when Brett Robinson (the Father of the NZ MGC Register) arrived, on his way home from Auckland to the Waikato.

The weekend's events were enjoyed by MGC owners and several other MGCC members who came along to be part of the celebrations.



Photo by Jock Burridge on Day 14 of the MaGiCal Grand Cruising Tour (see previous article), taken at Papatowai's Whistling Frog near Kaka Point which is just over an hour's drive from Dunedin.
L to R: Ian Grant, Ross & Shona Osborne, Jack Shuttleworth, Chris Butler, Shirl Burridge, Jenny Shuttleworth, Ross Butler (sadly passed away August 2021), Maureen & Doug Stanaway.

"MGCs Down Under" by Ian Hobbs

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MGC #GCD1/2348G - BRUCE IBBOTSON - Queensland, Australia



Model: MGC GT
Year of Manufacture: 1968
(despatched April 1968)
Registration No: PFT-000
Colour: Sandy Beige/black trim
Chassis No: GCD1/2348 G
Purchase date: 1968



THE IBBOTSON CHRONICLES

QUEENSLAND MG enthusiast Bruce Ibbotson purchased an MGC GT in 1968 and more than 50 years later still owns that very same car. As time has passed he has updated and modified his MGC, carrying out most of the work himself. As far as I'm aware, no other person in Australia still owns an MGC today that they purchased new. This is his extraordinary story.

How to Develop the MGC and MGC GT for Normal Road Use

Many articles have been written about what is wrong with the 'C' by comparing the MGC with the MGB. Even today, over 32 years later, motoring journalists (a late 1999 article in *Classic Cars*, UK) still write as they did in 1967, that the 'C's' problem is the heavy motor that is the issue and it cannot be fixed, end of the



"MGCs Down Under" by Ian Hobbs

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Brett Robinson.

overseas and passed his file on to Jamie Williams of MGCC Wellington who had a CGT that he was racing. Steven returned to New Zealand during the mid-1980s and settled in Christchurch and I made contact with him again in 1988. I found he still had his roadster along with his enthusiasm for MGCs, so much so that, although informally, he became the Canterbury contact for the Register.

During the decade or so that he was overseas, and while I was busy with family and work, I continued to record all sightings, whether on car sales yards, on the road, for sale in newspapers, etc, and make contact with owners, but purely on an informal basis.

I prepared an information sheet that was sent to each owner I made contact with and these were returned to me with the car's details, chassis and engine numbers, ownership history, etc, this information forming the basis of the Register.

In late 1988 I arranged a 'proper' meeting in Hamilton that was held on January 15, 1989 to organise a more formal group/Register. This meeting came after "Newsletter 1" was published and a report on the meeting appeared in "Newsletter 2".

Attending the meeting I chaired were Lew Henry (GT, #2100G), Dave Romer (GT, #6811G & roadster #2463) and John Vevers (roadster, #3438) with apologies from Roger Dalziel (roadster, #1942) and Bob Dunlop (GT, #2353G).

When Peter Dunlop contacted me back in late 2010, I was very pleased to hear he and Ian Grant were reviving the Register, so I was more than happy to share the information I had collected. I have since met them both and have had a couple of very productive "Register meetings" with Ian.

The Revival of the New Zealand MGC Register

by Ian Grant (NZ MGC Register Secretary/Historian)

Looking back, the revival of the Register in New Zealand started the day I received my copy of the MG Car Club Auckland Centre's monthly MaG in October 2010. On opening the envelope, what was on the cover really caught my attention (see below). The pictures were supplemented by Peter Dunlop's story of the trials and tribulations he had to go through to finally get his CGT on the road after bringing it with him when he and (kiwi) wife Raewyn emigrated from England. I set my sights on meeting this Mr Dunlop at an upcoming club event, whenever that might be.

I didn't have to wait too long. The large-scale MG Car Club milestone, the 80th birthday which was going to be celebrated worldwide, was only a couple of weeks away. The four Centres in New Zealand had organised pre-dawn events, so enthusiasts could all be together to see the sun rise on the Club's birthday.



Love Poem created by Artificial Intelligence

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



Cyberster at MG100 in the UK



Bronwyn and Andrew Walbran
admiring the new MGCyberster at
MG100

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

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



Market Place

PARTS FOR SALE

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.

Phone: 027 6787923;

Ian Grant

