



MGC NEWSLETTER

Winter, Issue No.25, August 2019



THE MGC REGISTER of NEW ZEALAND



MGC stars at the 2019 British Grand Prix
World Champion Lewis Hamilton, with father
Anthony (driving) and brother Nicolas.

Lewis Hamilton parades in an MGC

This year's **British Grand Prix** at **Silverstone** saw a return to the old days with drivers parading in open topped MGs before the big race. The current F1 World Champion and eventual winner **Lewis Hamilton** was driven around the circuit by his father **Anthony** and brother **Nicolas** in Anthony's **MGC** rego **RMO 863F**. This car was up for sale at GBP 34,950 in December 2017 and reported to be in concours condition. We assume it was Anthony that bought it. I am a great Hamilton fan and to see him, and his family, in an MGC made my day.

Wikipedia entry says:

Lewis Carl Davidson Hamilton MBE is a British racing driver who races in Formula One for Mercedes-AMG Petronas Motorsport. A five-time Formula One World Champion, he is often considered the best driver of his generation and widely regarded as one of the greatest drivers in the history of the sport.....and his father owns an MGC (I added this bit)



A wonderful front page photo for all MGC and F1 fans.....could this be the most publicised MGC shot ever?.....if not it certainly is the most publicised **recent** MGC shot! **Peter Dunlop**

Photo by Steve Etherington for Mercedes-AMG Petronas Motorsport & others.

Read more at <https://www.lewishamilton.com>

Wondering how to find our Website?

Go to: www.mgclub.org.nz

Click on "Information"

Then click on the word "Registers"

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



Welcome to New Owners



Several of our MGCs are now in the hands of new owners. All four that were advertised in our newsletter last April have been sold.

After nearly 25 years, **David Sellars** very reluctantly parted with his white GT which is now owned by **Jock and Shirley Burridge**, who were very enjoyable company on the Magical Grand Cruising tour.

A warm welcome to the register for **Rob and Jayne Nicholls** who purchased the white GT from **Ray Davies**, and when I spoke to Rob recently, he said the car is getting regular use which is great to hear.

The green roadster that **Terry Hobbs** put up for sale after 20 years of ownership was purchased by **Ken Lawson. Grant Fitzpatrick**, Ken's nephew, took delivery of the C and as he



knows his way around cars being a restorer specialising in Fords, Grant has done some work on the car before it moved on to Ken. It was great to have Grant and his son Michael along for that first day of the big tour when we made the trip to Taupo. **Allan Krissansen** now owns the red roadster that **Willie Stewart** has owned for the last few years. The pre-purchase report was pretty favourable so we hope you are enjoying the car Allan. News came through late last year that **Graeme Fisher** has bought the red GT that has been in **Graeme**



Collie's hands for quite a few years. Graeme has said there is quite a bit to do before it sees the road and he is looking forward to the project.

We received some very sad news that **John Chambers** passed away recently. John was in the process of restoring his CGT having done the engine and it is currently a newly-painted rolling shell. John's family wanted to find a good home for the car as soon as possible so a family friend contacted **Allen Stephens** and he and his Dad now own the car and are very keen to complete the project. (even the cat is impressed)

Welcome to you all and we hope to C you at our next Register Run, nothing finalised just yet, but we will certainly let you know. Three other MGCS were seen advertised for sale and two have definitely been sold, owners unknown. One is a white roadster that was in the hands of

Grant Gordon for over 20 years before he let it go a couple of years ago. Since then it has had another owner and has since been sold by Waimak Classic Cars.

The other C is the ex-**Brett Robinson** roadster in Mineral Blue that, in more recent times, was owned by **Nigel Dixon and Angela Pethig**. This was seen on the Dutton Garage web site and is now listed in the company's sold file. Dutton Garage, which is based in Victoria, Australia, has a branch here in New Zealand.

The other C that might have been sold, as it no longer features on **TradeMe**, is the yellow GT that was brought to New Zealand from Australia in 2007 and is a highly modified track and road car.

So, if you come across **SZ47, MG6 or EFT853** on your travels, we would love to welcome the cars' new owners to the register. **Ian Grant**



“NZ Classic Driver” magazine and the Magical Grand Cruising Tour report

Before embarking on the Magical Grand Cruising tour last November, we had organised a photo-shoot with the **NZ Classic Car** magazine's representative in Southland which would be supported by the story of the tour that we were to provide. This was to coincide with the report about the restoration that **Ross Osborne** had carried out on his CGT and the expectation was that both would appear in the same issue earlier this year. The tour story was completed and forwarded on for publication and Ross's article appeared in the February issue, but our report was not included and hasn't featured in subsequent issues.

Determined that our special event would not be forgotten, I contacted **Allan Walton** at **NZ Classic Driver** to confirm I had a tour report and this appeared in full in the May/June issue in the News and Events section.

So, we got it out there in the public domain, hope you enjoyed it, and my sincere thanks to Allan for his support.

Ian Grant



MGC owners go Boating



Classic boat ownership sits well with the mentality of classic cars, so it was no surprise to see eight MGCC members, including four MGC owners, at this year's **Lake Rotoiti Classic & Wooden Boat Parade**. Lake Rotoiti is probably one of the nicest lakes in the North Island, ideally suited to the leisurely boating style of classic craft. A wonderful mix of power boats, launches, sailing and rowing boats provided an impressive display. This year saw seventy craft parading from Okere Falls to Okawa Bay and then on to Wairau Bay for a picnic, concours judging and various fun games including sack races, egg catching and a Tug-of-War. The fleet

included beautifully varnished Rivas, Chris Craft and a fleet of much-admired al. alloy Albatross power boats.

The **Nick and Sharon Wilcox** owned 1976 Sea Nymph Ranger “Dayz” (photo right) sporting new paint work and original 120HP Chrysler four-cylinder OBM, created a perfect period picture as did the **Dunlop's** Drascombe Lugger sailing boat “Jameelah” expertly crewed by **Derrick Smith and Malcolm Dryden**.

Boating on sunny days is always a very liquid affair amply demonstrated by these waterborne C owners.



Those attending:

Nick & Sharon Wilcox, Sea Nymph Ranger (C Roadster)
Derrick Smith and Malcolm Dryden (C Roadster)
Peter & Raewyn Dunlop, Drascombe Lugger, (2 x GT)
Peter Dunlop



Ross Osborne's restoration in "NZ Classic Car"

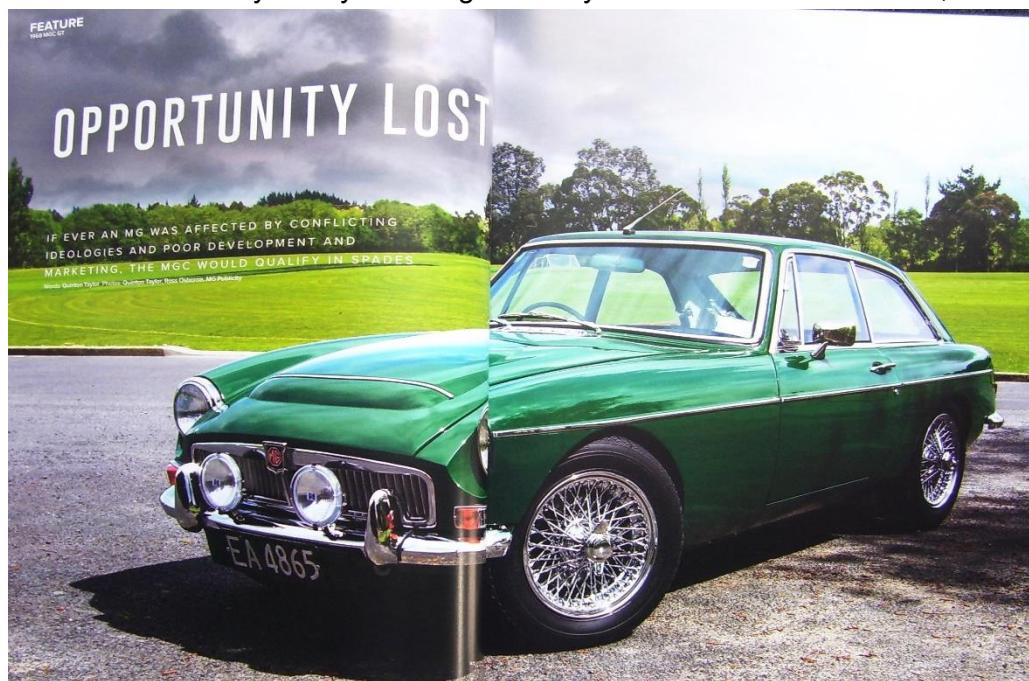
As we are still within the period of 50 years since the MGC was produced in Abingdon, the **NZ Classic Car** magazine featured an article on **Ross Osborne's** CGT restoration.

The heading was *Opportunity Lost*, with the lead-in statement, *If ever an MG was affected by conflicting ideologies, poor development and marketing, the MGC would qualify in spades.*

The article starts by briefly covering the story of the MGC's introduction, which is generally well known, but

with some development by owners and by fitting modern rubber, the C has become a very good touring car.

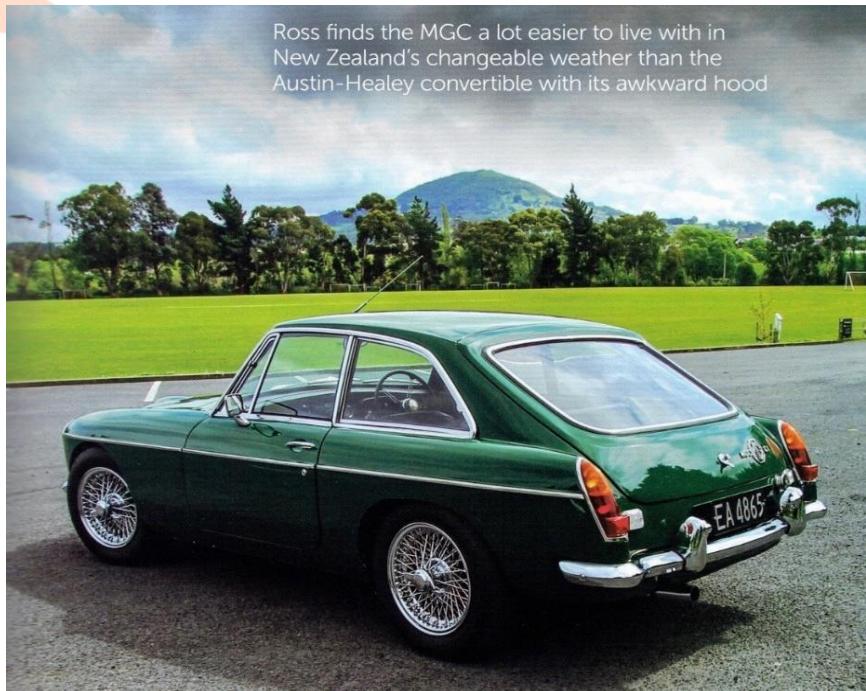
Ross had been looking for a restoration project and through the MG Car Club in Auckland back in 2014 he heard about a CGT that had been off the road since 1999 having been in the same ownership since 1977. The price was a bit high and transporting it to the other end of the country really made the exercise somewhat



expensive. But in mid-2015 Ross was in Auckland as a member of **Inky Tulloch's** race team at Pukekohe so he enquired again and this time the deal was done. Ross states the car wasn't pretty but was all there and hadn't been messed with. The problem in getting the C home was solved too as there was room in the big race car transporter. It was stripped right down to bare metal and Ross toyed with the idea of changing the colour but the decision was made to stay with its original British Racing Green.

He managed to get it going by freeing up the brakes and a short road test revealed the engine, gearbox and differential were all operating with no obvious problems. Then the restoration began. The car was dismantled and Ross used paint stripper to remove the paint instead of sanding it. Very little filler was found, but earlier repairs had been carried out using lead which was all removed and replaced with patch panels. At the factory the cars went through a bath of etch primer and once Ross removed the paint and under-seal, he found the primer was in really good condition. There was very little rust and all of the body work was done by **Vaughan Ramage in Gore**, and he did a beautiful job. Ross purchased a rotisserie which made working on the body a lot easier for Vaughan and then another Gore company, **Bodyline Panel & Paint**, applied the paint before it went back to Ross's place for reassembly. Such was the originality of this MGC, Ross cleaned every original bolt, except the

Ross finds the MGC a lot easier to live with in New Zealand's changeable weather than the Austin-Healey convertible with its awkward hood



very small ones which had rusted up, had them zinc plated and re-fitted them to the bodyshell. The wiring loom was tidied up using the correct connectors and colours before being re-covered with cotton in Auckland. When it came to the upholstery, Ross did a lot of research overseas regarding a leather kit and had it installed by the local **A1 Auto Upholsterers**. The water pump, starter motor and alternator were refurbished, the radiator re-cored with a better flow unit to alleviate any cooling issues and the bumpers were re-chromed. A new set of chrome wire wheels with re-plated knock-ons were fitted. With the cylinder head removed it became apparent the engine had been worked on before as it had been re-bored, but the bottom end was in excellent condition so no further work was required here, but the head was treated to a complete makeover. The engine had good oil pressure but Ross found the laygear in the gearbox had a crack through low gear and a good second-hand one was purchased from Auckland. The brake cylinders were re-sleeved and the car has new brake lines. When the differential was dismantled Ross found the thrust washers on either side of the carrier had completely disappeared and using the information available, he reset the diff up as new. The dashboard was stripped and had a crackle-finish re-paint and the original instruments were overhauled and re-fitted. When it came to the floor coverings, Ross went the full-carpet way which has proved to have had a noise dampening effect. Ross owns an Austin Healey for top-down motoring, so the C does the job if the weather is changeable and the magazine's reporter was very impressed with the ride (rubber bushes in the suspension) and how enjoyable and practical the car is.

Ross and Shona joined the **Magical Grand Cruising Tour** in Christchurch for the big Southern Loop and they are not precious about their new toy as we encountered some heavy rain on the trip. Well done Ross, the car looks stunning.

This GT is one of that group of eight with consecutive numbers that came to New Zealand new. It was first registered in the Hawkes Bay and Ross has told me he managed to contact the original owner, **Mrs Gordon**, who is now in her 90s, and she was thrilled to hear the car was still around and being restored.

Ian Grant

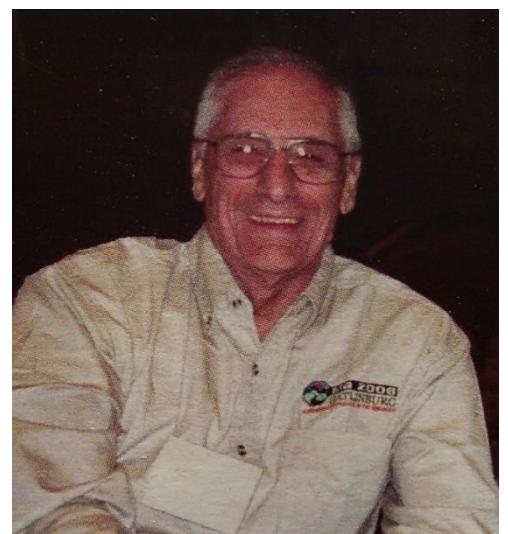
USA MGC Register's Tom Boscarino inducted into British Sports Car Hall of Fame

The following is taken from the Spring 2019 edition of 'C' Notes, the official publication of the American MGC Register –

The Spring 2019 edition of 'C Notes', the official publication of the American MGC Register, announced **Tom Boscarino** has been elected posthumously for induction to the British Sports Car Hall of Fame.

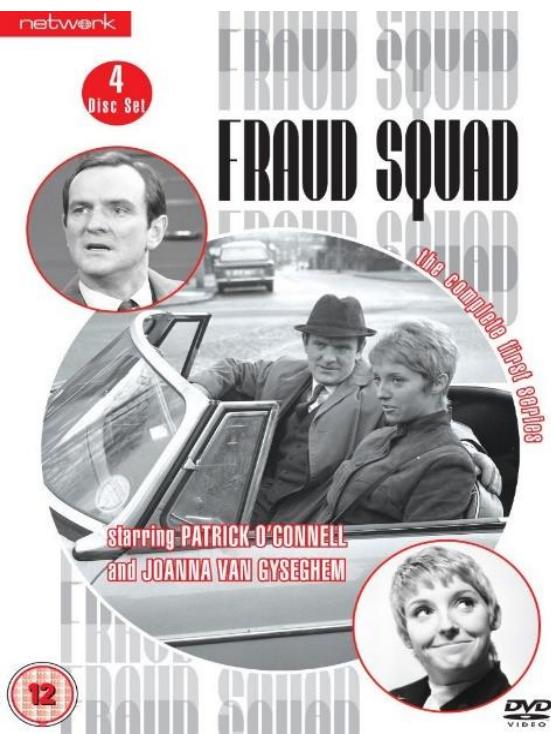
This honour is in recognition for extraordinary service to the British sports car world and its members.

Tom Boscarino, founder of the **American MGC Register** in 1980, and its chairman for 20 years, created a family of over 1700 MGC owners and enthusiasts who benefitted, and continue to benefit, from the shared experience, knowledge, resources, parts, newsletters and society of the register family. Until his death in 2016, he was thoroughly involved and continued to advise and to meet with the membership at the annual 'C' events around the world for 37 years. He was instrumental in the founding of the **North American Council of MG Registers** and was the chair of the first all-register meet, with 1435 MGs in Indianapolis, *Indy' 96*; and was an active member of its board until 2013. His wife **Arlene** and his family were actively involved in this journey and because of Tom's efforts the MGC, quite rightfully, is an important part of British sports car history in the United States.



Ian adds: The place, date and time for this year's ceremony for the inductees has not been announced as yet but is expected to be sometime in the next couple of months. I can't help feeling a real sadness that Tom is no longer with us having passed away during the year before the big international event that celebrated the MGC's 50th anniversary. If anyone deserved to be there, Tom certainly did. **Ian Grant**

MGC stars in Fraud Squad TV series



In our April newsletter last year, I mentioned the television series **Fraud Squad**, where the leading character, Chief Inspector Gamble (**Patrick O'Connell**) drove an MGC roadster in the first series.

Since then I have found all episodes of both series of the programme have been uploaded to **YouTube**. The C features in the opening credits and while scrolling through a few episodes for shots of the car I screen-dumped the two pictures shown here. These are just eight minutes apart and what stand out are the front registration plates. It looks like the television production company had a special arrangement with **University Motors** as the car carries I UML. Take a closer look and it appears the television continuity folk might just have made a little boo-boo. **Ian Grant**



"I've crunched the numbers in your retirement account. It's time to figure out who will be wearing the mask and who will be driving the getaway car."



Gauge Repairs

As reported in our last newsletter the big trip wasn't hassle-free for one MGC roadster. As the tour progressed the tachometer needle was swinging through a larger and larger arc and it was quite clear that at open road speed the engine definitely was not turning over at 4500rpm. When idling, a blip on the throttle swung the needle right up to the red zone, so all was not well.

As I made the turn to Hanmer Springs from SH7 I noticed the speedometer needle take a couple of flicks, then drop to 0 as the gauge failed.

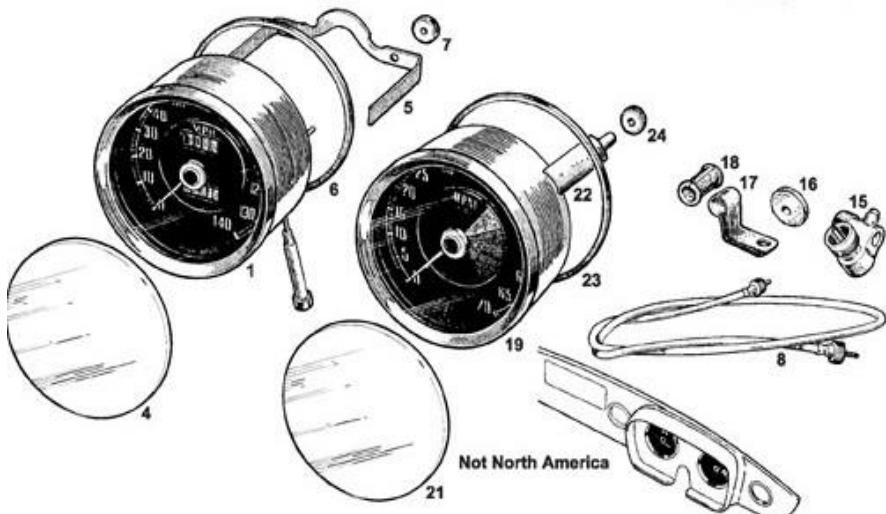
For the remaining 550 or so miles to home, driving was done by feel with a non-functioning speedometer and a highly inaccurate tachometer.

Once home I had used up the annual mileage allowance that my classic car insurance allows and as the policy wasn't due for renewal until June, I had plenty of time to sort these issues out.

The Warrant of Fitness had a March expiry date and I knew it would fail because of a dud speedometer and I

was now in the mood to do something about it. The tachometer came out first and it is much easier to do by removing the steering wheel and the two-piece plastic cowl that surrounds the steering column. I expected the failure of the speedometer to be the angle drive that goes between the gearbox and the cable. Sure enough, when removed, I found the short piece of cable that is part of the angle drive and fits into the shaft of the pinion that is inside the gearbox, to be broken. Did it fail because of age or was this the end result of another cause?

There are four major components to consider – the speedometer gauge, the speedometer cable, the angle drive and the pinion. I jacked the back of the car up onto two axle stands, then started it and put it in 1st gear so it was driving and was able to see the pinion turning. Peter had an issue with the speedometer in Rocket that turned out to be the nylon gear on the pinion actually spinning on the shaft when under load, but I was hoping this wasn't my problem. The inner cable looked reasonable when withdrawn from its outer casing, though there were a couple of spots where it did have a rusty looking colour.



I decided to remove the speedometer gauge as well as I still had my doubts that the angle drive was the reason for the failure. On removal I inserted the little broken piece of cable from the angle drive into the cable port in the gauge and turning this anti-clockwise with my fingers I could see the needle move up with each turn. I did this for a number of turns and was very fortunate when I saw the distance recorder numbers were very close it flicking over to the next mile and the 1 rolled over to a 2. What also caught my attention though, was the wheel that has the yellow numbers in the trip meter had not moved at all. Surely if the mileage recorder had completed a full change in a number, the trip meter should have as well. So, was the cause of this failure actually in the speedometer?

I looked up instrument repairers on the internet and found three listed in Auckland. Research of all three revealed **Steve Sheppard at Auckland Speedometer Services** in Albany has had many years of experience

with Smiths instruments, so I gave him a call. Steve suggested I also provide the speedometer cable for inspection which at this point was still in the car. Around that time the sad news had come through that **Evan Chugg, Bronwyn Walbran's** brother, had passed away and as Evan and I had teamed up as a navigational trialling crew on several occasions, I just had to go to Auckland to pay my respects.

First stop on that trip was Albany to drop off the gauges which I had put in a shoe box with bubble wrap to make it easier for Steve to send back to me. He wasn't too happy with the condition of the speedometer cable as we found a cut in the outer casing which could explain why the inner cable had a rusty colour on it in a couple of places and it looked like moisture had got in. Also, when he looped the two ends of the inner cable together, the cable did not make a perfect circle as it had a couple of flat spots – so a new cable was required. Ten days later the box arrived at home, so now to complete the job. Steve included the parts he had replaced – an electrolytic capacitor and two resistors in the tachometer and the pinion gear from the trip meter. A close look at the photograph shows the worn teeth on the pinion gear, which had jammed, causing the whole speedometer drive from gearbox to gauge to seize, which resulted in damage to the angle drive.

Steve had given both instruments a thorough overhaul and made up a new speedometer cable assembly. When I had removed both gauges I found the rubber rings that fit between the back of the instruments and the dashboard were well past their use-by date, so as well as a new angle drive, I had also purchased new rings for both gauges and, just in case I need them at some stage, the two smaller ones for the oil/temperature gauge and fuel gauge. After installing the two gauges and the speedometer cable, I ran a little test on the speedometer by taking hold of the inner cable under the car and turning it anti-clockwise while watching the speedometer through a mirror. The needle moved, the yellow trip meter number rolled over and I was also lucky enough with this little test to again see the mileage recorder number change as well.

Fitting the angle drive with the car jacked up on the right side while lying on the floor is not the easiest task as the thread is quite fine and it is steel on the angle drive mating with plastic or nylon on the gearbox. So, not wanting to damage the thread, I flagged that away and booked the car in to my local garage for its WOF and to complete the job – it is much easier fitting the angle drive and the speedometer cable with the car six feet up in the air.

The car passed its WOF with flying colours and I now have two gauges that are performing as intended. It cost me just over \$500 for the instrument repairs, parts and labour, and the manufacture of a new speedometer cable and another \$120 for the angle drive and the four rubber rings. And, while on the subject of instruments, I found a ½-hour clip on **YouTube** about an issue with an MGC tachometer – fortunately the issue with mine was more straightforward than JR's, it's worth having a look at, use *MGC Tachometer* to find it. **Ian Grant**

Patrick Cheffin's C Roadster gets a new home

Steve Jones, the MGCC Auckland magazine's editor and his wife **Anne** have become the lucky custodians of Patrick Cheffin's triple SU roadster.

They now have a B and a C in the garage.....lucky people!

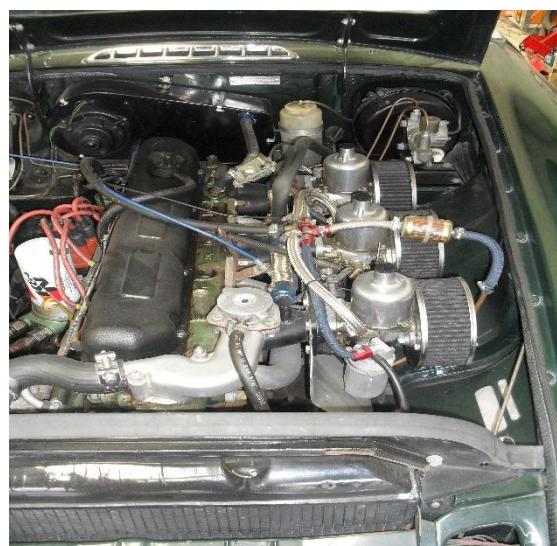


Photo left before shipment to New Zealand.

Seats & Headrests Overhaul

When I bought the C, back in 2011, I knew at some stage I would have to overhaul the seats. The passenger's seat was not too bad, the leather was still supple enough but the driver's seat was cracked especially on the major wear area, that being on the door side of the seat. It was also noticeable when driving that the seat foams had reached their use-by date as the front of the bonnet was obscured by the top of the steering wheel, so the seating position was lower than normal. Over time the leather on the right-hand side of the driver's squab (back) finally went from cracked to broken revealing the near 50-year-old foam.



Back in 2014 I had purchased two of the rubber diaphragms that fit under the seats to support the cushions, knowing they would be needed at some stage.

During 2017 and in preparation for the big trip last November, I started to do some research on having the seats overhauled. My first port of call was the MGC forum on the **MG Experience** web site where there are a lot of discussions on different MG subjects. I came across an article by a US owner that gave a detailed report, with photographs, of how he went about refurbishing his seats. He researched the correct type of foam and cut it to size and included some extra lumbar padding. Further research revealed that Moss in the UK had both squabs and cushions for the 1969 model seats, and considering these seats were fitted in both MGBs and MGCs for just one year, when Moss confirmed they had stock of both at what was a very good price, I decided to purchase these as it was too good to miss. The big box arrived with a landed price, including freight, of \$NZ270.

While having another look at the MG Experience forum, I found an owner in the States asking for some advice about his seats. One of the replies, from **Brian Hutchison** in England, mentioned he had a couple of the original headrests available if required. It was only the North American market cars that had these headrests



in response to **Ralph Nader's** crusade about vehicle safety. But, would they fit my car? A study of my original parts catalogues revealed they would fit even though the headrests were not a requirement for the UK and NZ markets. I found Brian's e-mail address and when I went to send the e-mail to him, I was quite surprised to find his address popped up in my system, we had corresponded at some stage previously. He replied within 24 hours, with photographs, and the deal was done and they arrived costing \$NZ200, including freight.

I cut the leather on the top of the back of the seat to reveal the vertical tubular stanchions and the headrests just slid into place. This was a major difference between the 1968 and 1969 model seats, the earlier seats having solid stanchions with no provision for headrests, the later seats tubular. The headrests have some extra parts to make them fit, finishing sleeves that go onto the headrest stalks and sit immediately under the body of the

solid stanchions with no provision for headrests, the later seats tubular. The headrests have some extra parts to make them fit, finishing sleeves that go onto the headrest stalks and sit immediately under the body of the

headrest. Fitted into the top of the tubular stanchions are sleeves that the headrest stalks slide through into the seat. The photograph of the original fittings shows how these two upper pieces fit together and, on the right, how they look individually.

When the headrests are fitted into the seats this leaves a slight gap between the top of the seat squab and the base of the headrest, as shown in the car. The third parts are fitted to the bottom of headrest stalks and are held in place by screws into captive threads to make the headrests a snug fit in the stanchions and to prevent rattling.

The headrests arrived with the top fittings but not the lower ones, although

the screws were in the bottom of the stalks. The finishing sleeves had been subject to UV degradation, so were quite brittle and one was found to be cracked. As I had good samples, I considered finding someone who had a 3D printer to make replacements. But Harvey came to stay for a couple of days when the two of us put the cylinder head back on the car and he took them home and turned out new units on his lathe. I found suitable lower substitutes, those being the feet that fit onto the legs of chairs – correct inside diameter, take just a little off the outside, drill a hole in the bottom for the screw and job done.

Now I started thinking about the leather kit. **The MG Owners' Club** could provide the correct 1969 patterned kit at around \$NZ1500 but I was just a little concerned that the new foams and a leather kit would not quite fit together. Experience has revealed that some after-market parts are not quite made to the original specifications.

I had spoken to some car enthusiasts in town about getting the seats done and a few people suggested I go and talk to Ted at **Matamata Motor Trimmers** as he and his team were known to put out high quality work. I removed the seats from the car and took them in and Ted gave me a price to make up a leather kit to the same pattern as the originals and re-foam and re-leather the headrests. This price was only just a little more than buying just the leather kit from the UK. A couple of weeks later I took the seats and headrests to him and within ten working days they were ready and at \$NZ1650 I could not be more pleased with the result.



frame to replace the pack-away. I found a frame on TradeMe a while ago, researching my parts catalogues first to make sure the car's original soft-top would fit before making the purchase. This enabled me to free up



Ted had called me in partway through just to check I was happy with the job so far and to try one of the seats with its extra little bit of lumbar support. Very nice too and now I have a clear view down that shapely bonnet and on the big trip it was 2500 miles in real comfort.

The original full tonneau cover is now tucked away in storage as it is no longer of any use and I think at some stage I will get Ted to make up a custom tonneau with headrest pockets as the interior of the car does need protection during our hot summers. So, all up, this project has cost around \$NZ2200.

Just as an aside, the other change I made to the car before the trip was to fit a folding hood

boot space for the big trip and if the top is folded down correctly it fits nicely behind the seats and I can cover it with the short tonneau cover, this short cover really finishes the car off nicely in top-down mode. **Ian Grant**

Healey wheels on an MGC?

A perfect swap and a perfect fit. **Raewyn Dunlop's** red GT now has a nice set of chrome wires all of its own. It all started when a good friend of mine, **Mark Donaldson**, said that he would like a set of painted wires for his early **Healey 3000** as the chrome wheels fitted didn't really suit the car. Most Healeys of that vintage left the factory with painted wires and I must agree they do look better on the Healey. So, without any further debate we swapped and "hey presto" Raewyn's car has some very smart chrome wires. The offset/inset are the same so no problems with brake callipers or track rod ends. **185/65 x 15 Continental Ultra Contact 6** tyres have been fitted on the recommendation of **Paul Walbran**, contrary to the well-respected **Longstone Tyres** recommendations, and Mrs D is a very happy girl. **Peter Dunlop**

MGC's on the "Winter Woollies" run

Sunday 23rd June saw two MGCs attend the traditional **MGCC Pre56 Register** Mid-Winter lunch. A wet start to the day turned into a nice dry run out to the Gracehill Vineyard Estate near Kumeu in the North Island.

A total of 35 MGs plus a very nice XK150 took part in the event with the two MGCs attending, driven by **Anne & Steve Jones** and **Peter & Raewyn Dunlop**.



All NZ MGCs have now celebrated their 50th birthdays

There is just one month to go before the official end of the MGC's 50th anniversary as production ceased in September 1969.

I have endeavoured to contact each of our owners to let them know when their car's 50th birthday actually fell, that being the day the car came off the assembly line at the Abingdon factory.

Three very late-production Cs had their birthdays in July, the last in our New Zealand line-up – **Alan Krissansen's** red roadster on the 9th, **Phil O'Riley's** green roadster on the 11th and **Bob Mannix's** blue roadster on the 17th.

Regalia for Sale

Thank you to everyone who purchased 50th anniversary regalia as produced by the **UK MGC Register**. They did a fantastic job in providing a great range to choose from and there are still items available, so it's not too late if you would like something to mark the milestone. To do so, just contact me for further details. I do have a **Key Fob (\$8.97)** and a **Grille Badge (\$43.09)** to suit a green roadster, so if you own such a convertible, just let me know if you would like them.

Ian Grant



Heritage model MGC GT

When I attended the **MG Car Club** Easter meeting in 1975, I met **Allan and Laila Morpeth** for the first time, who had driven to the Taupo-based weekend event with the members from Wellington while I was part of the Auckland group. They owned a concours-winning 1964 MGB roadster and we met up at club events occasionally after that.

They now live less than an hour's drive away and we have got together for lunch a couple of times, the last being at their place. This was an intriguing visit as Allan is an avid collector including a very impressive line-up of car models.

While in the UK some time ago, Allan purchased one of the two thousand manufactured MGCGT Heritage models, this one is numbered 1537. It has a Certificate of Authentication and, as Allan is well aware of my MGC ownership, he asked me if I would like to buy it. We negotiated a price and the deal was done. Allan has made a number of cases for his models and I bought a couple of those as well to keep the CGT and the Lamborghinis, Countach and Miura, dust free.

This now raises the question – where are those other 1999 Heritage MGCGTs?

I would love to hear from you if you own one. **Ian Grant**



The Voyage of Discovery continues

As this is our 25th newsletter since we revived the register in 2011 you wouldn't think there would be anything else to discover but, not so.

When I was away on the big trip, I met long-time MGCC member **Stuart Munro** on the day's outing with the Canterbury group. After first meeting at the morning tea-stop we stopped in the main street in **Lyttelton**, his BGT parked in front of my C roadster.

Stuart was keen to have a look at our register information so I placed our folder on my luggage rack and we started our conversation.

An interesting question arose when he enquired if I knew of a red GT that was sold new in Christchurch to a **Mrs Sedgley**. This name registered with me and I went straight to the information sleeve where I have a copy of the original ownership papers and there was Mrs Sedgley's name as the first owner, the car registered on the 7th of May 1969. Turning the page revealed the photograph, the car still has its original black and silver plates and Stuart recognised it immediately. Why was he interested in this particular GT? Well, he then disclosed he had performed the pre-delivery service on it before it was delivered to Mrs Sedgley. He asked where the car is now – it is certainly well known to us as it belongs to **Tony and Maureen Barbarich**.



Stuart asked if I knew another C owner, **Doug Lawry**. No, I didn't, but tell me more. Doug owns a roadster and he and Stuart have known each other for quite some time. Stuart gave me Doug's phone number so it was now up to me to follow this up. I was very interested to do so as I am still trying to find that NZ-new green roadster that I have early pictures of but have failed to track down – as yet.

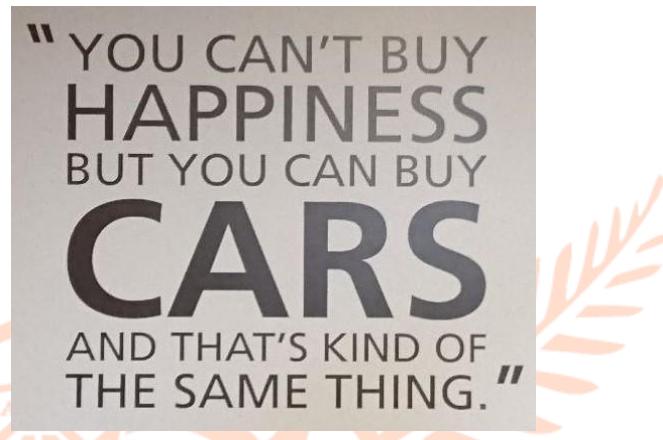
A very enjoyable chat with Doug revealed his roadster was not the car I thought it might be but another one that we do have on the register, which I had not previously been able to find.

This blue roadster is the earliest on our list, having been built in December 1967 and despatched very early in the New Year to **Cockshoots**, the BL dealer in **Manchester**. It was first registered in New Zealand in 1974 and has had six owners here, Doug having purchased it in 2002.

Welcome to the register Doug, get that roadster out and enjoy it. Hopefully we will meet up at some stage.

Ian Grant

And Finally,



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



Ian Grant

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Your MGC Register Team



Left to Right.....Peter & Raewyn, Ian, Jane & Harvey

NB: No calls after 9pm please

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Parts for Sale

Original type side Jack and Bag for MGC, B, BV8



This new replacement jack and bag are in almost unmarked condition.

Contact Peter Dunlop on 09 5364410 or 02102688652
All **offers** considered.

Harvey Heath's Rebuilt MGC Water Pump Supply

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



For more information please contact:

Home: 09 8342552, Mobile: 021 1721033

Email: harvey.w.heath@gmail.com

Traditional style wicker Picnic Hamper



Would look good on a roadster boot rack or in the back of a GT
\$25 Donation to Petal Foundation.

Contact Peter Dunlop on 09 5364410 or 02102688652

MGCs at British Grand Prix, Silverstone, July 2019

UK Register historian Tim Hodgkinson's beautiful works prototype FRX 692C



and his well known red roadster TGT 72F



John Burton's roadster JBG 443F



Tim's one and only Works prototype & TGT 72F



• Motor •



Peter & Tim "MG Live" Silverstone 2013



Ian & Tim "MGC Day" Downton 2013

