



MGC NEWSLETTER

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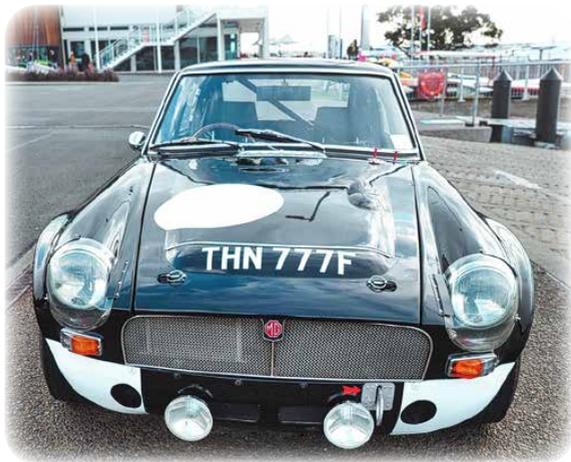
The MGC Register of New Zealand



HAVE A MERRY CHRISTMAS

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NB: No calls after 9pm please.



Register 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!

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 13th March 2022

Articles and photos always appreciated

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

Cover photo : Michael Fitzpatrick's MGC GTS

Editorial

Good news guys, we have found the perfect new editor, Steve Jones, who will take over our newsletter. Steve is also the editor of the MGCC Auckland magazine so he's perfect for the job and a familiar face to many of our members. I will continue to assist Steve and look forward to working with him on future issues. Thank you very much for putting your hand up Steve and best wishes for the future.



Anne and Steve Jones

Peter Dunlop

Hello all MGC enthusiasts and welcome to the first edition of the MGC Newsletter edited by Peter and me.

Most of the content has been supplied via Peter Dunlop and Ian Grant, from sources around the world and I express my thanks to all suppliers of articles and photos without which this newsletter would not come together.

If you have a story that you think would be of interest to our readers please feel free to forward to me, editor@mgclub.org.nz along with any related photos or posters. Cartoons and amusing stories are also appreciated too.

As most of you know without these articles, stories and photos the newsletter won't happen.

We have also discussed the inclusion of the V8 and the Twin Cam registers "The Mighty MGs". I have spoken to Col Minton and Tony Simmons and both have agreed to provide articles for the next newsletter, so my thanks to them.

Have a Merry Christmas and Happy New Year and let's hope we can get out with our MGs this coming year without too many disruptions from this dreaded

Covid. *Anne and Steve*

Welcome to new Owners

John Hannam in Christchurch has now taken delivery of Raewyn Dunlop's red GT after a long wait due to shipping restrictions and Auckland's protracted lockdown.

Des Grey in Otago is now the owner of the Barry Hoffman GT that was owned for many years by Lew Henry.

The red GT owned by Ross Butler, which was put on the market after Ross passed away earlier this year, has been purchased by Graeme Cochrane, who is based in Otago and is an Austin Healey owner.

Jock Burrigde bid farewell to his white GT which is now back in Auckland in the hands of Graham Standing.

Very sorry to lose those who have parted with your MGCs but a warm welcome to our new owners and hope you have many hours of happy motoring in Abingdon's Grand Tourer.

Need a Key?

Our super sleuth for finding interesting titbits relating to British motoring, John Vevers, has been at it again.

He has found a guy in the UK who has a huge range of Wilmot Breeden keys and sells these on eBay for around £5 to £6 each.

My original parts catalogue shows an ignition switch / steering lock was available from the start of MGC production but it would appear this was for special order only as part of the factory extras, except for North America where, if I have read my catalogue correctly, this switch was standard for that market.

For the rest of us though, the ignition switch is mounted in the dashboard and the ignition key operates the door locks as well. Another key does the boot and the glovebox. From the era of our MGCs, most BMC vehicles used the FS series which numbered from FS876 to FS955 consecutively. In my time working in two dealerships during the 1970s, we carried key blanks for the FA, FP, FS, FT and so on series keys and I was the designated key cutter. We had a hand-held tool and the code book and I have lost count of the number of keys I cut during that time.

I stumbled across some very nice key blanks that I purchased from the US for my roadster and had them match-cut with my original keys and these are the main keys I use. The other key on the ring is the petrol cap key, which interestingly is also an FS series key.

Vehicle security has been forced to change over the years. Have a look at an early 1950's MG, e.g. a TD or a TF, and you should find the key number is stamped on the outside of the barrel where the key is inserted – no worries about vehicle theft back then.

If you are unfortunate enough to lose your keys, don't despair on two counts. Firstly, John Vevers has found a supplier and, when on my research trip to the UK in 2013, I recorded all of the key numbers for our cars as found in the factory records. So, rather than pulling the lock apart to find the key number, just drop me a line and I should be able to provide the number you need.

Jan Grant



The MGC Register Christmas "Good Sort"

This time it's our very own "Tech Tip" specialist **Harvey Heath** that deserves the accolade of being our "**Good Sort**". Harvey is a very special man, he has a genuine depth of concern and compassion for others and will always go that extra mile for you. He is ready to offer advice on any technical problem we may have or provide assistance with a job that may require more than just two hands. Harvey has recently been caring for close family friends living up north, spending much time helping them through a very difficult period. Well done mate, you are much appreciated by all who know you.



Harvey and MGC50 trophy for the car that had traveled the furthest distance to the event



Peter Dunlop, Ian Grant and Harvey Heath at MGC50 Chateaux Impney. UK

The Walbran "Double Sebring" Project



Andrew Walbran, current **President of the MGCC Auckland Centre** and son of the now world famous Auckland MG specialist, **Paul Walbran Motors**, has a **GTS project** in the pipeline. Andrew, an admirer of the **MGC**, has for many years held a secret desire to own one of our much-cherished cars. Some time ago during a visit to the Howick **Brit and Euro Classic Car Show** he opened up on his new so-called "**Double Sebring**" project. In the true spirit of all Walbran projects, this car was going to be

rather special. They have a GT shell which will be completely rebuilt and fitted with Sebring type flared arches plus many other mods but this is about as far as the link to "**Romeo & Mabel**" goes. From here on in the build specification changes dramatically.

The story so far from Andrew:

This all started way back in the spring of 2006 when I met a girl called Jennie. Three months later, once she'd bought herself her first MG (which, admittedly, I had to get running for her), I knew she was the one. Fast forward a couple of years and this girl decided she would also like a BGT. She wasn't going to be satisfied with just a standard B though, it had to go a bit quickly, and preferably very quickly (can you see why I married her?). Not one to make things easy, she didn't want the easy, conventional route of chucking in a Rover V8 and so we began searching around for alternatives. The primary stipulation being an English engine, and preferably not a V8.

The first thing we considered was building the MGB that should have been - a **2 litre twin cam B series**, however with prices of engines in need of a rebuild well in excess of 5,000 GBP, we promptly discarded this option. We naturally considered the K series, as it is a very easy swap into a B, but thought that was going to be too easy, and would never be quite as outrageous as my **supercharged K Midget**. The **Rover KV6** was also an option, and it is a very nice engine that we really love in the ZS, but, as a 90° DOHCV6, it is quite large across the top. This probably wouldn't have been insurmountable, but tuning options for it are limited - 250 bhp naturally aspirated is achievable but not a lot more without going forced induction. Knowing us, we'd probably get bored by that soon enough, so we started looking at more... potent options.

The **Jaguar V8** was the obvious option, but it is obviously a V8, so we kept

The Walbran "Double Sebring" Project

looking. One option we seriously considered, to the point of getting quotes, was the **TVR Speed 6 engine**. This is TVR's own design, a 4.0L (or 3.6L, but come on, which am I going to choose) straight six, with dry sump, individual throttle bodies and 400bhp standard, and a dry weight of about 180kg (i.e. exactly the same as a B series). Plus, it sounds glorious. Downside is they have TVR's usual approach to reliability, which is to say, none. We were still considering it when one night, while watching/listening to YouTube videos of Speed 6 exhausts, we ended up - via a **BRM V16** and **Jaguar D-Type**, amongst others - at the **Aston Martin DBS** exhaust tones (this is probably not a thing most couples do on a romantic evening, but there you go). We are both closet **Aston Martin** fans (who isn't), although it seems unlikely, we'll ever actually own one. Jennie sighed, and said - tongue somewhat in cheek, what I would later learn was - "it would be nice if the Aston engine fitted". So... I got to thinking. And researching. And some more thinking. Then came some measuring. Then a bit of browsing. It turns out that a **6.0L V12 from an Aston Martin DB9** can be had for not much more than the TVR engine, with more power and torque less stressed and more reliable. The downside is a bit of extra weight, at about 240kg (fully dressed). However, this is not a lot heavier than the Rover V8, which weighs in at ~220kg fully dressed ex Range Rover and Discovery etc. Of course, both of those weights can lose a bit through the removal of unnecessary ancillaries, like aircon.



Despite much googling, however, we couldn't find enough information on the **AM V12** in regard to dimensions to completely satisfy ourselves that it would fit. Enter a very helpful salesman from **Dragon Engines** in the UK - not only was he interested in the project, he very kindly sent us a bunch of photos of an engine he had in stock, which we returned with a request for some dimensions. He duly took said dimensions, and we were able to blow up the photos to actual size and head down to the workshop where Dad conveniently had an MGB with no engine. We offered it up and worked out it would all fit, although steering might be an issue (i.e. there will be three or four cylinders right where the steering column needs to go). However, we figured that would be easy enough, and subsequently bought the engine he had in stock. This was out of a lateish model **DB9 with 9,000** miles on the clock and came complete with inlet and exhaust manifolds, ECU and engine loom. This version of the **V12 makes 487 bhp**, which should be enough for now (disclaimer - I have already

The Walbran "Double Sebring" Project



been reading up about modified exhausts, which will be necessary on this project, which give between 25-30 bhp, and the lure of a 500 bhp MGB is very strong).

The next step was to choose a gearbox, so in a bid to keep things (relatively) simple we opted for the **Tremec 6 speed from the DB7**. The DB9 uses a rear-mounted transaxle box, which wasn't going to work

for us, so the engine supplier kindly offered up the DB7 V12 manual box to the DB9 engine to check they aligned. So, we had a nice present arrive mid-2016 - a 1.5m x 1.5m x 1.5m crate, which contained lots of horsepower.

This is currently the extent of what we have done on the project. We have a shell, engine, gearbox and back axle. Of course, this is only useful if it is possible to put the power on the road. The plans for this are currently a **Fast Cars** front suspension setup, as used by **Grant Kern** on his MGB V8 race car, but with the wider track option. This setup is a coil-over spring telescopic setup with revised geometry, complete with a special ratio steering rack and bigger vented brakes.

For the rear, will be the tried and tested **Jaguar IRS** set up. While the **Fast Cars** setup is lighter than standard, the Jag system is heavier, however, it reduces un-sprung weight by a lot and comes with LSD options and disc brakes. By my (rough) calculations these modifications should all result in a car that retains the MGBs weight distribution, albeit tipping the scales a little heavier than standard.

We have both always liked the look of the **MGC GTS "Sebring"** race cars, with the big flares and rubber, and big rubber is going to be important for this project. So, we will be fitting a **full Sebring kit**, along with **15" Minilites**, the proper **Aston style fuel filler** (appropriate - it will get used a lot) and generally a period look (at least, until the bonnet is opened). Originally, we had been going to remove the rear bench seat and extend the luggage area, but we have since had two small people join the family so that may not happen. However, the period look will continue inside with classic race seats etc.

And as for the **"Double Sebring"** moniker? Well, compared to the original works MGC GTS cars, this will have double the number of cylinders, double the capacity and (a bit more than) plus double the horsepower!

Andrew Walbran

The Walbran "Double Sebring" Project



Editor note: - We are wondering if this Andy Culpin creation will become the body shell for Andrew's project?

Original Steering Wheel Replacement

Ian Grant sent us this note ref the above subject. "I contacted Vic Young, Technical Adviser for the MGC Register UK, regarding an original MGC steering wheel as John Hutton is looking for one as a couple of the spokes in his steering wheel have come loose. Vic suggests the easy way around this issue is to buy an MGB wheel and get it leather covered. He has done this numerous times and mentioned the B wheel is just slightly smaller than the C and is very unlikely to be noticed".



Wanted

Wanted: - I have recently purchased an MGC GT and am looking for a REAR SEAT SQUAB for either the MGC GT or MGB GT.

If you have one or know of one that is for sale please contact me on:

Mobile: 0274744671 or Email: standing72@gmail.com

Many thanks, Graham Standing

Original Equipment, 5J Painted Wire Wheels

Buying an OE (original equipment) MGC painted wire wheel proved to be far more challenging than I had ever imagined. It all started with the purchase of one new 5J x 15 x 72 spoke painted wire wheel from the MG Owners Club in the UK. The MGOC were chosen after an extensive search of the internet for an OE painted MGC wheel. Unfortunately, this was not the case, even though the size 5J x 15 x 72 spoke was correct, the back-spacing and insert were different. This was quickly pointed out to the supplier who, all credit to them, provided a very prompt, full refund covering both wheel and shipment. They were faultless in the way they dealt with the matter and I have no hesitation in continuing to buy from them. The wheel supplied is in fact manufactured for the 1968-1985 Morgan 1600 & 1800 and could also be used on the MGC.



So, if you are intending to buy new OE specification painted wires you are very unlikely to find anyone, worldwide, who makes them. It would appear that these wheels were manufactured for the MGC and only the MGC. A “similar” wheel (OE for the Morgan) can be purchased from at least two suppliers, Motor Wheel Services International (MWSINT) and the MG Owners Club but you should purchase a set of four wheels as they will look different on the car due to the back-spacing and insert dimensions. The only other option would be to

have your original wheels refurbished which will be expensive and easier said than done as I could not find anyone in NZ who was interested in doing the work. In the end, my good friend Harvey Heath saved the day by offering me his near perfect spare wheel, thank you so much, Harvey.

Peter Dunlop

Michael Fitzpatrick's MGC GTS

MGC GTS, rego THN777F, chassis # GCDI 2131G

Built in early 1990 by Clive Robinson, ex-chief engineer of Lola T70 fame, as a replica Sebring race car on an “as new” MGC/GT Brown and Gammons supplied bodyshell with fibreglass front wings, bonnet, tailgate, rear wheel arch extensions and alloy door skins. A full roll cage is fitted together with full harness seat belts, competition bucket seats and fire extinguisher. A full race engine was originally installed running on triple Dellorto 48s producing 255bhp. Close-ratio all-synchromesh straight-cut Quaife gearbox with overdrive and a Quaife ATB limited-slip diff. Rear Panhard rod fitted. Aluminium fuel tank. Vented front discs mated with callipers from a Jaguar V12. Legendary MG racer Barry Siddery-Smith raced the car at Donnington Park in 1994. Circa 2002/2003 engine rebuilt for current owner by Vic Young to fast road spec – 220bhp retaining full race internals but using a milder camshaft while retaining triple Dellorto carburettors.

The build was commissioned by a Lola T70 customer Chris O'Neill. It was extensively raced by him and other well-known MG/Lola T70 racers Nigel Hulme, Nick Amey and Barry Siddery-Smith.

The car was sold to David Cleverton who detuned the engine for road use and changed the gearbox to a Cosworth Overdrive from a Quaife conversion.

The car was then sold to an unknown Frenchman who registered it in France but also kept the UK registration THN 777F. Hence the car has a period 'F' Country ID sticker beside the registration.

The car was then sold back to Richard McCan in the UK. I bought the car in Sept 2018 from him through Silverstone Auctions. I ran the car in Europe in 2018 and 2019 until Covid required me to store it. I exported the car to NZ in July 2021.

While in storage in the UK the car had a complete freshen up. Hydraulics, braking system, cooling system, new Simpson Exhaust headers and side mufflers. Cylinder head removed and refurbished. New Corbeau seats and Sparco full harnesses fitted. New leather Motolita steering wheel to replace wood rim Motolita wheel. New 8 spoke set of Minilite wheels procured with period Dunlop Race tyres plus a set of alloy rim Turrino wire wheels fitted with Avon 60's period style track / road tyres. New plumbed in fire extinguishing system fitted to replace 1990's time expired system. The car is now in as good as condition as when it was first built by Clive Robinson at Lola in 1990.

MGC GTS Built By ex-Chief Engineer of Lola Race Cars UK, 1990



Michael Fitzpatrick

**We Received this email from John Hancock,
President MGCC Pre-56 Group Auckland.**

“I notice in your article on the GTS replica in the MaG you say the owner is a **Michael Fitzpatrick**. Back in the day when I was with Air NZ I used to work with a Michael Fitzpatrick. He was a co-pilot during my time on the Fokker F27. Probably the same guy as Michael was racing various Alfas at that time and used to spend his holidays in the UK playing around at car events etc. If you catch up with him maybe mention my name and let's, see if it's the same guy. He was tall, slim and had an English accent!

All the best.

John Hancock

MGC Cooling System

THE MGC AND ITS 'CLOSED CIRCUIT COOLING SYSTEM'

This article assumes that all MGC owners have familiarised themselves with the workings of the MGC cooling system described by BMC as "pressurised spill return system with thermostat control, pump and fan assisted expansion tank, cap (type) with release valve, radiator cap (type) plain with no release valve", and that all the components of the system are in full working order in their entirety. For example, there are no coolant leaks to atmosphere from any of



the hoses, the water pump shaft sealing gland, the gasket between the pump and the block, the block drain tap, the core plugs, the heater valve and the heater matrix, the radiator, the block side cover plate, the radiator drain tap, the seal ring in the cap of the "water outlet elbow" used for topping up the cooling system, the expansion tank and cap, and the thermostat is in working order. Photo of expansion tank with filler cap removed. Providing that all the above items are satisfactory, the next step is to prepare the system for operation as follows:

- Fill the cooling system with coolant, a mixture of anti-freeze and water; the proportions are to be found in the MGC handbook.
- Add the coolant into the engine via the swan neck with plain radiator cap. When the coolant reaches into the swan neck proceed very slowly, allowing the coolant to overflow down the hose into the expansion tank, making sure that the level does not exceed the MAX FILL tab in the expansion tank under any circumstances. If you over fill by accident, you must remove the excess water back to the MAX FILL tab - the reason will be explained later.
- Do not refit the cap of the "water outlet elbow" just yet.
- Start the engine and run for one minute, continuously checking for any signs of leaks but do NOT allow to get hot, and switch off. During this time any excess air will be released from the block to atmosphere and you will notice that the visual coolant level will have dropped.
- Again, top up the system with coolant, proceeding very slowly, allowing the coolant to reach the overflow hose and stop filling, again checking that you have not allowed any coolant overflow, and exceeded the MAX FILL tab in the expansion tank. Again, if you over fill by accident you must remove the excess coolant back down to the MAX FILL tab.
- Replace the cap of the "water outlet elbow" and the expansion tank cap.

MGC Cooling System

Run the engine until it is up to operating temperature, double-check for leaks. Job done and off you go.

Beware: never remove either cap when the engine is HOT, as you risk being scalded.

The following description is to help understand how the system works.

As the engine comes up to operating temperature, the coolant in the block expands and spills over the swan neck down the pipe into the bottom of the expansion tank. The level rises, taking up some of the volume in the expansion tank above the MAX FILL tab. Now, you cannot compress a liquid, but you can compress air, so the expanded coolant compresses the air in the expansion tank. The elevated pressure is retained in the expansion tank by the spring-loaded release valve cap, and all things being well you now have a



fully operational 'closed circuit' cooling system whilst at engine running temperature. When the engine is switched off, the coolant in the block contracts and draws the coolant back into the block, assisted by the pressure that is now reducing in the expansion tank, and we are back to where we started - a cold engine without any pressure in the system.

All very simple, and we should all be able to live happily ever after, so what could go wrong?

Back to the MAX FILL tab in the expansion tank. When the engine is cold, the coolant level will be at the same level as the MAX FILL tab -

which just happens to be 22 fluid ounces. It needs to be there because the pipe from the swan neck into the expansion tank enters below this level to allow coolant to be drawn back up the pipe into the engine when the engine has been switched off and the temperature falls.

However, the volume above the MAX FILL tab to the underside of the expansion tank cap is important. It has a capacity of two imperial pints, and this volume is critical to maintain the expanded volume of coolant when the engine is up to running temperature, but also includes a safety margin of "freeboard" volume.

So what could go wrong? The worst-case scenario: you are over enthusiastic with the watering can. You inadvertently fill over the MAX FILL tab, thus

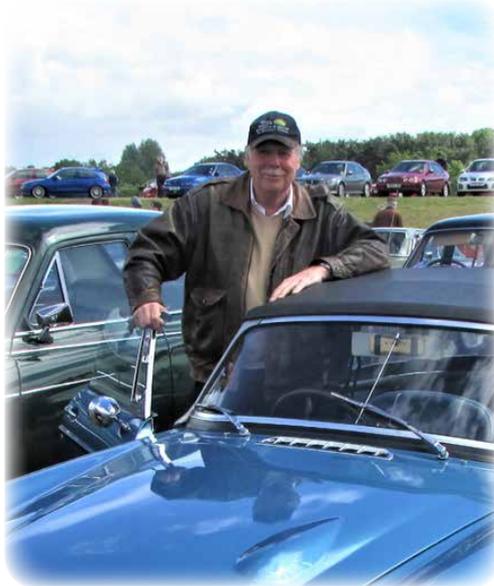
MGC Cooling System

reducing the two-pint volume and freeboard. You run the engine to operating temperature on a very hot day, the coolant expands and the pressure keeps on rising, and eventually starts to exceed the expansion tank cap pressure. The cap lifts and coolant then starts to flow, under pressure, past the cap and out onto the road. This happens so quickly you don't notice that the temperature gauge is rising rapidly. The system has now become fully hydraulic – remember, you cannot compress a liquid. The coolant is now being forced out of the block under pressure and all coolant has now been lost and only heat is being generated. The expansion tank cap has passed all the coolant onto the road and only now can the expansion tank cap compress air and close. The bad news is that all the coolant has now gone, the engine is now even hotter and something else then has to give up, and usually by then it is too late and the engine seizes. So, the moral of the story is pretty obvious - DO NOT exceed the MAX FILL tab in the expansion tank when topping up the coolant level in the engine. Always check the level and remove any coolant above the MAX FILL tab, then you will be able to live happily ever after.

Tim Hodgkinson

UK MGC Register Historian

Courtesy of Safety Fast and the MGC Register Report.



Graham Robson 1936-2021

Many, many people associated with the world of motoring and motorsport have lost a good friend with the passing of Graham Robson on the 6th of August. He enjoyed a busy professional life which continued right into this year.

He wrote around 170 books, some published in other languages, and many newspaper and magazine features, which must have made him the most prolific motoring author ever. But quantity did not affect quality and these mainly covered classic cars and rallying and were meticulously researched and well written. On many subjects his books are now the premier reference point.



Because of his wide motoring knowledge, Graham was regularly called on to be a Master of Ceremonies or commentator for national club events. It also helped him to become the President of the TR Register, Vice-President of Club Triumph and an Honorary Life Member of several other clubs including the MG Car Club.

Graham Robson was born in Skipton in Yorkshire in January 1936 and, after his early education, went to Lincoln College, Oxford where he read engineering.

His first job was as a graduate trainee at Jaguar Cars in 1957. His subsequent career became a perfect training path for someone destined to become a leading author.

In 1961 he became a Development Engineer, then Competition Secretary at Standard-Triumph where he presided over the successful works TR4 rally campaigns and the victory at Le Mans for the Triumph Spitfire. He worked at Autocar magazine from 1965 and Rootes Group (which became Chrysler UK) in 1969, becoming the Chief Engineer in product proving. He then had a spell as Technical Director at Kangol before becoming a full-time independent motoring writer, researcher and author in 1972.

Many of Graham's books were about motorsport. This is not surprising as he became involved in the sport as a rally co-driver in the mid-'50s and he said his passion for writing was triggered by producing modest rally reports in those days for Motoring News.

He became one of the leading UK co-drivers, competing in works teams and winning the Welsh National Rally with Roger Clark in 1965.

Graham Robson 1936-2021

He ran Standard-Triumph's motorsport programme from 1962 to 1965 and then became heavily involved in running many different rally championships for Ford Motorsport.

Married to Pamela in 1962, they moved to a picture postcard village in Dorset in 1981 where they brought up two sons, Hamish and Jonathan. Pamela passed away in 2014 after a long illness.

Graham was recognised by the classic car community in 2018 when he was awarded the coveted Lifetime Achievement Award at the National Car Club Awards which were held at the NEC in Birmingham.

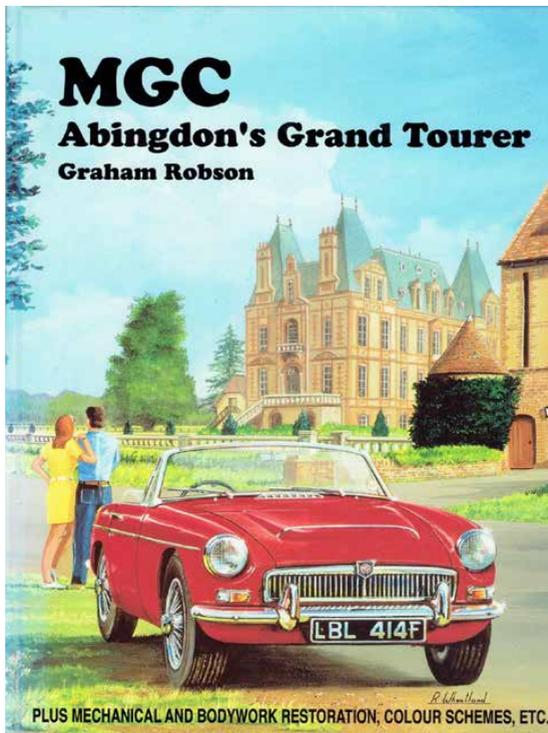
Two of his publications that relate directly to us are MGC - Abingdon's Grand Tourer and The Mighty MGs.

The MGC book was, at the time, the only book written solely about the MGC as the car had appeared in numerous publications but always shared the stage with the MGB.

The Mighty MGs, the name of which we take for our MGC Register Run, tells the stories of the MGA Twin Cam, the MGC and the MGBGTV8. Both books make very interesting reading.

R.I.P. Graham, and thank you for your massive contribution to the world of motoring.

Ian Grant



Allen Stephens' MGC GT G05975



We have received the following report from Allen Stephens on the ownership and rebuild of his very smart GT. The car was first registered in the UK in 1968 and exported to NZ in 1974. Allen bought the car in 2018.

Allen's Report:

I'd met some of the MG club one Easter a few years back while they were on show in our hometown of New Plymouth.

Later that night I was talking to my uncle who happened to have a very good friend who was in the process of restoring an MG and asked if I'd be interested in buying one day, my answer was yes! I'd always been a fan of the classic MG and it was on my hit list to one day have in the shed. Fast forward a year and the owner John Chambers had sadly passed away. We were offered the car based mainly on the conversation we had had the year before, they wanted someone to complete the project and we took on the challenge. There were dozens of boxes and it was essentially just a rolling shell when we got it. Then came the task of putting it back together. Pulling the covers of the engine which had been reconditioned was the first insight into what John had planned. We toyed with the options we had, we had an excellent base (it had recently had a full bare-metal respray), should we keep it original or follow the path that we could see John had mapped out from the boxes of goodies we had.

So it was decided to carry on, modify away.

Our side of the restoration took over a year, many new and reconditioned parts were needed. Custom work was required and we needed it all up to certification standards.

The main modifications are listed below:

Engine: a mild Franklin cam, extractors, triple 45DCOE Weber carbs, electronic ignition. Tuned by Steve Hildred.

Brakes: Wilwood front brakes, Frontline developments

rear disc brakes.

Suspension: Frontline Developments 5 link rear suspension. This was a big decision and one we've not regretted. A few pieces from the Frontline kit were replaced with custom work to meet NZTA certification standards. It is still a very comfortable ride and we forget it's on coil overs at times.

Steering: MGF power steering conversion, again a bit of custom work was required, a new hub ordered from Motolita and moving the horn to the indicators stalk (from an Austin possibly?)

The interior is next on the list to do, it's not perfect by far but it works and we're just happy to get some miles in it for now.

Allen Stephens



News from the UK

Hi guys,

Many thanks as always for your newsletter it really is a great read. Bit of irony it arrived on the day I finally fired up my C seven years to the day I last turned the key before restoring. Really pleased as it's the first time I've ever rebuilt an engine and she runs like a sewing machine. Like most, life, business and a house restoration has gotten in the way. Hopefully by the end of October she'll be back on the road. Kindest regards to all.

Clay Jones

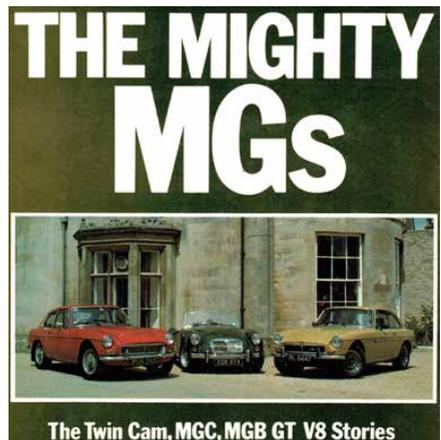


The Mighty MGs Run

As with so many events, the Covid-19 situation did not allow our Mighty MGs Run (MGC Register Run) to take place at the end of November, but it will happen in 2022, just not sure when as yet.

Planning a nice day out, an enjoyable drive and points of interest takes a fair bit of work but I do have a few ideas that I am working on, so I will keep you informed at to progress in future e-mails.

Ian Grant



MGCs Down Under

I have received word from Ian Hobbs in Australia that the “labour of love” for the last four years is very close to completion and will be available in the new year.

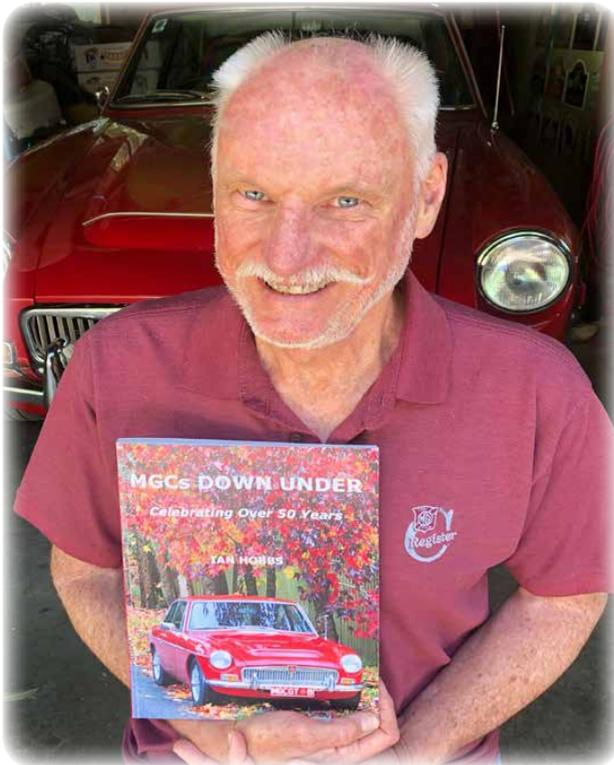
Ian and the team in Australia have done a huge amount of work in putting this 200-plus page book together as the story of the MGCs in our part of the world, celebrating the 50 years since the car went into production in the latter part of 1967.

The New Zealand story is there too and all of the MGCs that I have in our register are acknowledged in this publication.

I haven't got a purchase price as yet and Ian is in the process of working out mailing costs and has asked for all New Zealand enquiries to come to me so we can co-ordinate what is required.

Ian is extremely pleased with the pre-print copy and I hope the vast majority of you feel this unique piece of Australasian motoring history is worth having alongside your MGC itself.

Ian Grant



MGCs Down Under

MGCs DOWN UNDER	
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Graeme Fisher's Bonnet Sealing Plate

You may remember that Graeme had purchased Graeme Collie's red GT in 2020 and brought it along to the MGCC "Winter Woollies" event at the Grace Hills vineyard. Since that time they have relocated south in line with other MG owners, John Hancock and Marty Dunn. During our chat at the Winter Woollies, he mentioned that he would like to copy our bonnet sealing plate as it was missing from his car. It's not uncommon that this item gets lost or misplaced after an engine removal, never to be seen again, as was the case with Raewyn's GT when first purchased. The fabrication, carried out by Graeme, was time-consuming but perfect. An excellent result and an integral part of the C's engine cooling system.

Peter Dunlop

BMC part No:-
AHC400



Raewyn Dunlop's GT "Rocket" on 'Classic Towing' truck



A Sad Farewell to Raewyn's MGC

And Finally

The car that started it all.

1965 Prototype MGC

Owned by UK Register Historian Tim Hodgkinson

During the development and evaluation work **FRX 692C** had a combination of fourteen engines, transmission and axle options including the fitting of a Coventry Climax V8 Engine.



Tim Hodgkinson and Peter Dunlop at Silverstone Live 2017

Classified

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 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



Hooters

A mechanic was removing a cylinder head from the motor of a MGB, when he spotted a world-famous heart surgeon in his shop. The heart surgeon was waiting for the service manager to come and take a look at his MGA.

The mechanic shouted across the garage, "Hey Doc, can I ask you a question?" The famous surgeon, a bit surprised, walked over to the mechanic working on the MGB.

The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. I also can open it up, take valves out, fix'em, put in new parts and when I finish this will work just like a new one. So how come I get a pittance and you get the really big money, when you and I are doing basically the same work?"

The surgeon paused, smiled and leaned over, and whispered to the mechanic, "Try doing it while it is still running."

