



# MGC NEWSLETTER

Autumn Issue 2024 : No.38,  
MGC Register of New Zealand



*Graham McKenzie  
with newly acquired 1968 MGC GT*



## Contents

- Front page: - Graham McKenzie and his Snowberry White GT
- Register Run to Hamilton Classic Car Museum
- MGC Register at “The Cloud” for MG100
- MGCs at Brits & Euros
- Ellerslie Concours Event
- The MGC and Safety Fast! a collection of tech tips
- Motor vehicle details (MR32) on NZTA website
- Graham Standring
- Cars, Books & Parts for Sale



Ian Grant with Southern Californian and NZ based Doug Shirripa, owner of 1968 Sandy Beige GT at the MG100 Cambridge lunch stop



## Register Contact Details

MG Car Club (Auckland Centre) Inc.  
P. O. Box 90456, Victoria Street West,  
Auckland 1142, New Zealand.

[www.mgclub.org.nz](http://www.mgclub.org.nz)

### Contact Details

Secretary & Historian: Ian Grant, home: 07 888 6429; mobile: 027 6787923;  
e-mail: [thegrants@actrix.co.nz](mailto:thegrants@actrix.co.nz)

Technical Adviser: Harvey Heath, home: 09 834 2552; mobile: 021 1721033;  
e-mail: [harvey.w.heath@gmail.com](mailto:harvey.w.heath@gmail.com)

Past Secretary: Peter Dunlop, home: 09 536 4410; mobile: 0210 2688652;  
e-mail: [dunlops@hotmail.com](mailto:dunlops@hotmail.com)

Editor: Steve Jones, home 09 536 6231; mobile: 027 8012007;  
e-mail [editor@mgclub.org.nz](mailto:editor@mgclub.org.nz)

**NB: No calls after 9 pm, please.**



### Register website

Go to: [www.mgclub.org.nz](http://www.mgclub.org.nz)

Click on "Information"

Then click on the "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 11th August 2024**

Articles and photos always appreciated

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

**Cover photo:** Graham McKenzie and his Snowberry White GT

**MGC REGISTER RUN**  
**SUNDAY 25 FEBRUARY 2024**  
**HAMPTON DOWNS, CAFFEINE & GASOLINE**  
**and CLASSICS MUSEUM, HAMILTON**

The weather forecast for the day was awful and sure enough, we arrived in pouring rain. But for those stalwart owners who took up the challenge the reward was top dollar. This was a like-minded group of friendly MG owners who wanted a run out in their cars and a friendly chat. Our group included a new C owner Graham McKenzie from Matamata. Graham is a prolific Model T Ford owner and aficionado of these vehicles. Welcome to our MG world Graham, it's very good to have you onboard.

The guys (and girl) who ventured out were:

- Ian Grant , 2023 MG4
- Harvey Heath and pal Rick, 1969 MGC GT
- Alan Krissansen and Graeme de Jongh, 2023 MG4
- Graham McKenzie and Kevin Sing, 1968 MGC GT (ex: John Hutton of Christchurch)
- Peter & Raewyn Dunlop, 1968 MGC GT



The day kicked off with coffee at the Hampton Downs Caffeine & Classics meeting. The coffee and company were excellent, but the monthly Caffeine & Classics must have been washed away as none were to be seen except a group of very nice MGs! Nobody in our group appeared to be unduly concerned and with the rain easing we were soon on our way to Hamilton.



## MGC REGISTER RUN

Ian Grant's great 75 minute route took us through the wet but lovely Waikato countryside, passing through Te Kauwhata, then Lake Waikare, Gordonton then on to Hamilton arriving at the museum just in time for lunch.

Lunch in the fifties-styled "Jukebox Diner" complete with period furnishing, pictures and memorabilia is a must for anybody who can remember the '50s and is guaranteed to take you back to your misspent youth. Statues of Betty Boop and Elvis were on display plus a visit by the lovely "Chevelle Charlotte" from Canterbury, who was there for a photo shoot, wearing a Vintage & Rock-a-Billy styled dress by Dolly & Dotty.



A pleasant distraction for us boys and a change of conversation for Raewyn.

**Raewyn Dunlop and Chevelle Charlotte, photo courtesy David Rowe Photography**



The museum's collection of cars, motorbikes and auto memorabilia is impressive with many very special exhibits. The one that caught my eye was a 1962 al. alloy-bodied two-

door coupe, Maserati 3500GT powered by a 3.5Ltr straight-six DOHC engine producing circa 232HP. Around 2000 were produced between 1957 and 1964, this car being the only one in NZ. A recent UK sale price, for a near-perfect model, was reported at GBP 200K (approx. 400K NZD)

Graham McKenzie had previously mentioned that he knew the owner of the museum, Tom Andrews and if



## MGC REGISTER RUN

he was on site, we may be able to go behind the scenes to his workshops. Luckily, he was and agreed to show us around. There were many interesting rebuilds underway including two very special projects that drew all our attention. The workmanship and attention to detail, on these two cars, is exceptional and I can only imagine the final result will be spectacular. We were asked to keep the details to ourselves and not take photos, so you will have to wait until these cars are press-released. This privileged viewing was certainly the icing on the cake and our thanks go to Tom Andrews for sharing it with us and to Graham McKenzie for arranging a perfect end to our day.



## The MGC Register at "The Cloud" Auckland for MG100

This great event, celebrating the Centenary of MG, and organised by the MG Car Club of Auckland kicked off on Sunday 14th January with a timeline of cars at "The Cloud" on the city's waterfront. This was followed by a well-attended run out west to the Puhoi Pub for lunch on the Monday.



Tuesday saw us heading off to the countryside for a scenic run down to Taupo, via Cambridge, for the joint MGF & MGC Registers' evening dinner. Wednesday was our Track Day at the Taupo Motor Sport Park which was well attended providing a good chance to stretch the legs of your MG. The show then moved across to Napier which included a Friday lunch visit to the Mission Estate Winery and on Saturday a grass motokhana at the Hastings Motor Club followed by the big event of the weekend, the Grand Finale. Attendees were encouraged to "dress up" for the "Art Deco" themed dinner and prize giving. A great fun evening with an elegant, stylish turnout that generated a truly "Grand Finale" feel to the event.



Not so many Cs in attendance but still good to see those of you who were able to make it. Derrick Smith (MGC Roadster) had his magnificent black WA on display which always attracts a large crowd and also took part in the Puhoi run and pub lunch.

The MGCC magazine "MaG" issue March-April, has a good selection of reports and photos on the event.

## The MGC Register at "The Cloud" Auckland for MG100



Those attending:

Harvey Heath	69 GT
Alan Krissansen	69 Roadster
Derrick Smith	68 Roadster
Peter and Raewyn Dunlop	68 GT

### **Derrick Smith's beautiful 1936 WA Tickford**





# Ellerslie Concours Event,

Sunday 11th February 2024



**CLASSIC COVER**

**ELLERSLIE CAR SHOW**

Another milestone event for the club was being allocated the “Parade Ring” at Ellerslie for our MG100 celebration display. The circle was filled with a timeline of MGs, similar to “The Cloud” event, displaying another excellent collection of shining MGs.



The MGC Register was represented by our leader Ian Grant and his 1969 Tartan Red roadster, which has recently completed a major engine rebuild programme and Peter Dunlop's 1968 Snowberry White GT. It was also good to have Harvey Heath, Alan Krissansen and Graham Standing supporting us at this event.

Those attending:

Ian Grant	69 Roadster
Peter Dunlop	68 GT
Harvey Heath	69 GT
Alan Krissansen	69 Roadster
Graham Standing	68 GT

# MGCs at Brits and Euros Classic Car Show

## Sunday 3rd March 2024

### **Lloyd Elsmore Park, Pakuranga**

There are many, including me, who believe this is one of the top classic car events in Auckland, if not the best. Always a good mix of cars and the weather is normally warm and sunny. It's not unusual to see more than a thousand gleaming cars on display. Well, that's not what happened this year, it just rained and rained and rained. The Club had around forty cars on display, a good selection of models but not our largest gathering. As the day progressed the rain became intermittent providing an opportunity to inspect this collection of British and European cars. So not a complete wash-out but not what we had been hoping for.

The register's "Die-Hard" followers, Ian Grant, Harvey Heath, Peter Dunlop and Tony Barbarich, munched their sandwiches and sat out the weather under the cover of a large MG tent. The weather was bad, but the mood was good and visits from John Vevers, Graham Standring and John Bertenshaw, were a bonus. A surprise visitor was Jonathan Warren, who owned Ian's roadster from 1994 - 1998. It was great to catch up with a former owner. A total of four cars plus three owners, not bad guys, thank you all for coming along, it was good to catch up.

Unfortunately, the afternoon saw the wet weather return, the number of visitors rapidly diminished, and displays began to pack up and go home. The MG boys were one of the few that went the distance and didn't depart early. Well done everyone and our thanks go to Jeremy Nicholls and the organisers for putting on another excellent event, the weather was against us but it was still a first class show.

### **Those attending:**

Ian Grant	69 Tartan Red Roadster
Harvey Heath	69 Mineral Blue GT
Tony Barbarich	69 Tartan Red GT
Peter Dunlop	68 Snowberry White GT

### **Plus, owners without cars:**

John Vevers	68 Tartan Red Roadster
Graham Standring	68 Snowberry White GT
John Bertenshaw	68 Tartan Red Roadster

# MGCs at Brits and Euros 2024

## Sunday 3rd March



Tony Barbarich's Tartan Red GT



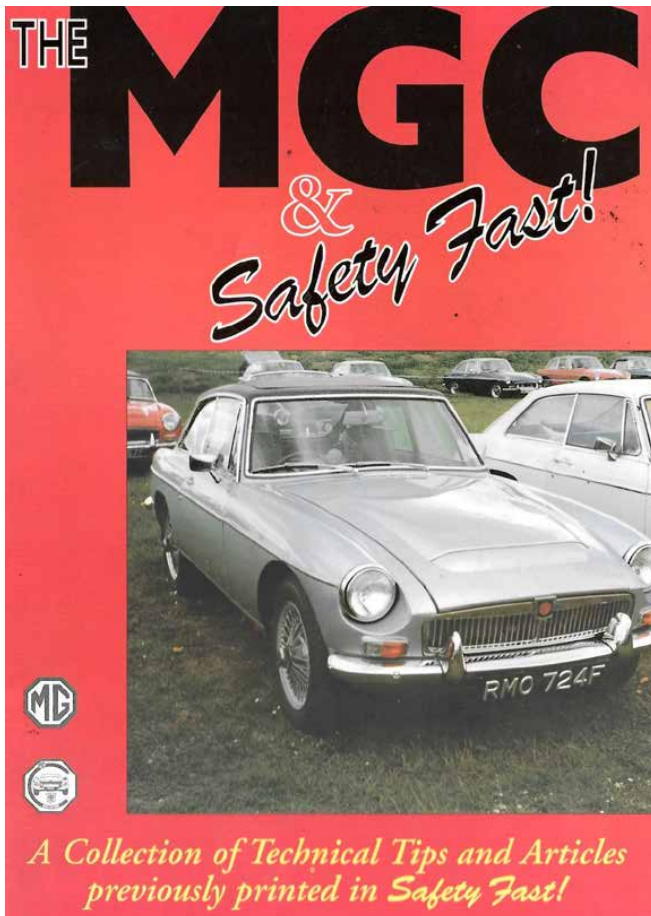
# MG Safety Fast!

Articles by Dave Romer and Bob Dixon

Alan Krissansen has kindly lent me his copy of this interesting booklet which includes a range of articles on how to improve your C's overall performance. We are starting with an article written by Dave Romer, a founding member of the NZ MGC Register and Bob Dixon of the UK Register, on Ignition Timing, followed by Bob Dixon's article on Rear Shock Absorbers.

The booklet was collated to celebrate the 30th Anniversary of the MGC in 1997 and is an excellent read for all owners.

All articles are courtesy of the UK's MGC Register and MG Car Club UK.



# MG Safety Fast!

Articles by Dave Romer and Bob Dixon



## Ignition Timing and Idle

Dave Romer / Bob Dixon

The MGC has rather an odd timing curve (see graph) which entails having a particularly light primary spring controlling the advance weights in the distributor. This causes problems in obtaining a reliable idle; as the engine speed drops so does the degrees of advance of the spark, slowing the idle speed even further. It requires painstaking care to get it all harmonised.

The first operation is to strip down the distributor and clean all the moving parts, particularly the advance weights and their fulcrum pins. Lightly grease all moving parts and reassemble making sure the advance weights freely and completely return. It may be necessary to shorten the primary advance spring (the lighter one) by bending in the end loops (with a pair of long-nosed pliers). Check that the points are in good condition (no pitting) and set to .015" and also that there is no horizontal play at the points cam.

If there is play at the cam, and most Cs have done sufficient mileage for this to happen, a new modified distributor suitable for 4 star petrol is warranted, (remember Cs were originally built to use 5 star fuel), or convert it to electronic ignition. If the cam is wobbling about the points will open erratically causing the ignition timing to jump about, making it almost impossible to get a steady idle and robbing the engine of performance at higher engine speeds.

Now that the distributor is ready to supply reliably timed sparks, put it back into the engine and connect up all the electrical leads, but do not connect the vacuum advance pipe. Connect a timing light and tach/dwell meter and mark the engine

pulley at 10 degrees advance and statically time the ignition as per the Workshop Manual. Start up the engine and using the timing light and tach plot the ignition timing advance at idle (700-800 rpm), at 1250 rpm and at 2000 rpm; these plots should fall within the upper and lower lines on the graph. If not, adjust the distributor until they do so, preferably just under the upper line. Just to make sure the secondary spring is doing its job, rev the motor to 4500 rpm plotting that spark advance, which should also be just below the upper line. If the plots are way outside the two lines somebody has most likely substituted incorrect advance springs.

Having got the timing right, you can play with the idle speed as per the Workshop Manual, but don't expect to get it right first time; it takes a while for everything to settle down, especially with a reconditioned engine – have fun.

The recommended idle speed is 680 rpm but I have found one can get a more even idle at 700 – 800 rpm with the oil pressure not dropping below 30 lbs. psi which means there is plenty of oil lubricating the rockers and everything else.

If you decide to change to a rebuilt modified distributor suitable for use on today's four star petrol – look no further than our technical/race advisor Vic Young. Vic has developed and can therefore supply a race dizzy that works on a different curve to the original one and I have found that it enables the engine to produce more power throughout the Rev range and operates in a similar manner to the old Cooper S ones – with plates fixed together, without the use of a vacuum advance/retard mechanism. It

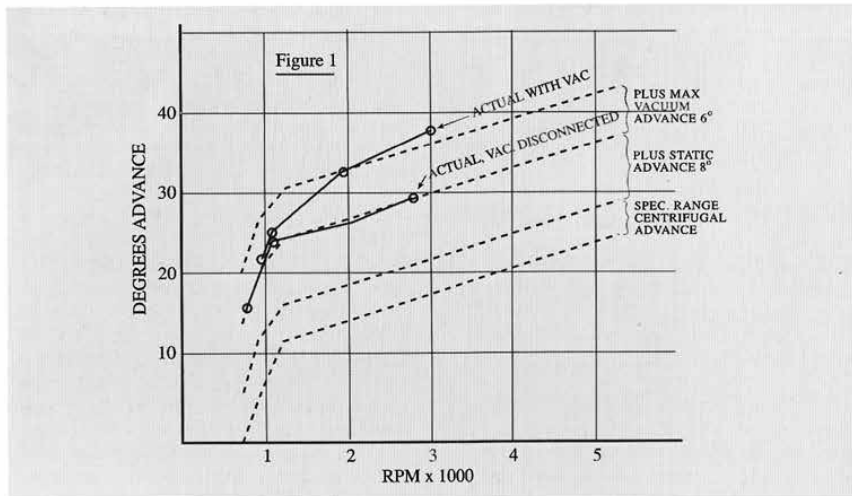
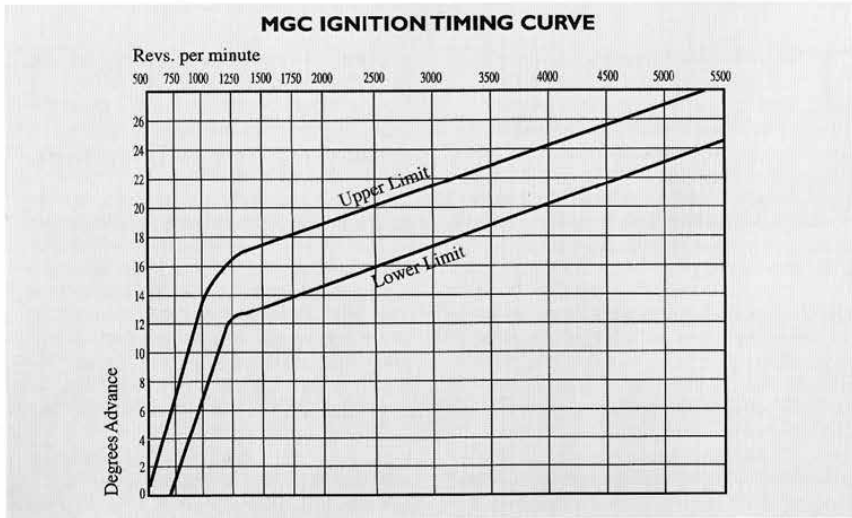
# MG Safety Fast!

Articles by Dave Romer and Bob Dixon



can be safely adjusted to work successfully on different and varied octane rated so

called four star fuels. Also Vic has available a magnetic trigger constant energy system.



# MG Safety Fast!

Articles by Dave Romer and Bob Dixon



## Rear Shock Absorber Mod

Bob Dixon (*Safety Fast*, January 1996)

The subject of rear shock absorbers on our Cs is often a point of discussion – the original hydraulic fluid front ones have been successfully changed for adjustable modern gas ones but what about the rears.

The lever arm shock absorbers found as standard have often been changed for telescopic ones, but there is a school of thought that says whilst this might seem a good idea, since telescopic one are believed to be an improvement over the lever arm, unfortunately, the angle at which they have to be fitted is not the best for operational purposes. Remember those fitted to the lightweight GTS Cs were turreted and therefore in an upright position.

There are those however, that would argue that there is nothing wrong with lever arm

shock absorbers, provided that they are set up correctly.

You might recall from previous notes in *Safety Fast*, that having fitted a pair of Doug Smith's uprated torsion bars and later a pair of Spax adjustable front shock absorbers to my C the rears needed to be looked at, in order to compliment the improvement that the front suspension received. A further telephone call to Doug provided the answer – having drained off the old fluid, the lever arms were treated to a pair of 25% uprated valves and were refilled with Silkolene Racing suspension fluid, as used on USD motor cycle cartridge forks. The result was a stiffer but not harsh ride and better handling – quite complementary to the front – and well worth considering.



*Long distance member Dave Romer, New Zealand*

## Request for Motor Vehicle Details (MR32) On NZTA Website

Once again, our roving reporter, John Vevers, has found some good info that he would like to share as he believes it will be of interest to our register members. See John's email below:

I don't know if this information will be useful, but you can request it from the NZTA website if you are interested – at least it worked for me in relation to my own car. It gives some verification of transfer dates and WoF inspections relating to your car. I was thinking that it could be a useful link for some owners.

### [Request for motor vehicle details \(MR32\)](#)

Requests for motor vehicle details including details of companies and organisations who are or have been registered can be made by downloading a request for motor vehicle details form. We can provide the following information:

Name and address of companies and organisations who are and have been previously registered.

- Make
- Model
- VIN/chassis
- engine number
- New Zealand registration date
- licence (rego) expiry date
- colour
- odometer readings (current and historic)
- dates of change of registered person.

There is no charge for this service.

### [Request for motor vehicle details \(MR32\)](#)

Registered person confirmation

You can confirm whether someone is the registered person online, you'll need the vehicle's number plate, the name and date of birth of the person or their driver licence number. There is no charge for this service and a result is returned immediately.

### [Request registered person confirmation](#)



## Request for Motor Vehicle Details (MR32) On NZTA Website

### Stolen vehicle check

When a vehicle is reported as stolen to police, the Motor Vehicle Register is updated from the police system to show the vehicle has been reported stolen. You can submit an online request to check if the police have been advised a vehicle has been reported as stolen. There is no charge for this service, and you get an immediate result.

[Check if a vehicle has been reported stolen \(external link\)](#)

### Third parties

Some Motor Vehicle Register information can be sourced through third parties who include the information with their vehicle information reports. The process and cost of requesting these reports is determined by the relevant third.

John Vevers 1968 LHD Tartan Red Roadster and beautiful Austin 3L from his ever growing collection.



## Graham Standring's Update

Photos of the restored air filter box from Raewyn's 1968 Red GT which is now fitted to Graham's White GT, plus a shot of his recently restored, Lime Green Nissan 240Z.



## "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.

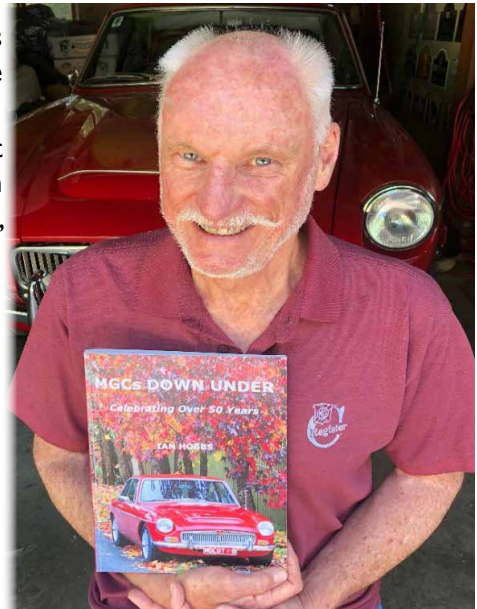
Brett Robinson has outlined the early days of the New Zealand register with Ian Grant covering the register revival and the Magical Grand Cruising Tour of NZ, celebrating the car's 50th anniversary.

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

At the UK's MGC55 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](mailto:mgcgt@optusnet.com.au).

*Ian Grant*



## 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](mailto:harvey.w.heath@gmail.com)

I can offer a service of fitting, reaming and setting up the king pin end float.

There are a number of options available:

1) You can send me your stub axle assembly and I will refurbish it and send it back to you ready for fitting onto your car.

2) You supply all, or some of the parts, and I will assemble your stub axle correctly and return to you for fitting on your car.

3) You bring your car to me and I will do the complete job including removal, refurbishing and refitting. I have a full selection of shims and bushes and king-pins in stock.

COST Option \$80.00 per side labour, plus parts, packaging and delivery (courier or postage). Please call me, **Harvey Heath** for further information on the above options, the work you require and the total price.

home: 09 8342552; mobile: 021 1721033 E-mail: [harvey.w.heath@gmail.com](mailto:harvey.w.heath@gmail.com)



*Safety*  *fast!*

## Market Place

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.

Phone: 027 6787923;

*Ian Grant*

