



THE MGC REGISTER of NEW ZEALAND

MG Car Club (Auckland Centre) Inc.

P. O. Box 90456, Victoria Street West,

Auckland 1142, New Zealand.

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Bob Sherman's GT shines in Auckland



We've managed to collect some good bits & pieces for this newsletter including, of course, important news on what has been happening with our MGCs here in NZ. It is also good to know that we can keep our little Kiwi shouldering the original national flag but the real highlight for this issue is **Bob Sherman's** concours result with his stunning GT. The above photo shows Bob, and wife Jill, standing in the parade ring at this year's **Inter-Marque Concours d'Elegance** held at the Ellerslie Racecourse, Auckland. Bob's car took 3rd overall with 524 points out of a possible 590, an outstanding achievement. Keeping in mind that Ellerslie is generally recognised as New Zealand's premier event and I personally think on a par with "**Pebble Beach**" in the USA, it was a truly wonderful result. Well done Bob and all involved. On another note, you will see that our new Secretary and Historian, **Ian Grant**, has been his usual busy self, searching out the missing Kiwi Cs. Ian's latest update to our website shows that as of March 2016 we now have **seventy-two (72) Kiwi MGCs** on the register. Thirty-four (34) are on the road and twenty-two (22) are in storage or under

rebuild. Three (3) are no longer in New Zealand and are now in Australia, two (2) of these being featured in this issue's **Voyage of Discovery**. Two (2) cars have been destroyed and the whereabouts of the last eleven (11) remains unknown. Maybe you know of a hidden C in your area? if so please drop us a line!

Bob Sherman's Concours GT Story.....Ian Grant

Bob Sherman purchased his GT from multiple-MGC owner **Peter Andrews** in 2004. This



GT was shipped to New Zealand from the factory on the 12th March 1969 and registered EB8055 in Wellington (photo left before rebuild). After spending a couple of years in our capital city, the car was brought north in 1971 and has been in the upper part of the North Island ever since, having covered 85,000 miles by the time of Bob and Jill's purchase, when they became its tenth private owners. Photographs dated 2008 show the engine out so it has been a rebuild process that has taken a while. Bob

did the disassembly work himself and the bodyshell was transported to **Neville Lucas** at **MG Classic Cars in Mount Maunganui** (see photo below) with the paint job itself being entrusted to **Mark Whitaker**, Neville's son-in-law. The next stage of the restoration was the power train. Neville lightened the flywheel, the head was ported and polished, hardened valves and seats were fitted plus a mild camshaft. Bob describes the three-litre as a "fast road" engine and Neville is extremely pleased with the smoothness of the big six. The differential had an overhaul retaining the original crown wheel and pinion and the gearbox, once stripped down, had the usual parts such as bearings and seals replaced, otherwise everything else was retained. New telescopic shock absorbers were fitted to the rear. No matter how vigilant you are, when it comes to reassembly the "now where has that gone?"



question inevitably arises. Bob asked that question when both the distributor assembly and the thermostat housing could not be found. Replacements were purchased and the intention was for Bob to put everything back together but he decided to leave that important part to the professionals, so Neville and his team completed the job. New parts galore went into the



project including seat frames, foams and seat leather. The target date was the Inter-Marque Concours d'Elegance on Sunday 14th February. The GT was loaded onto a trailer in Tauranga, wrapped in a duvet or two, then covered with plastic sheeting, then cling wrapped with all of this secured with packing tape. Then off to Auckland the day before the event. Bob had originally wanted to transport the car to Auckland on a tandem trailer, but only a single axle unit was available.

Just as well too, as the motel that was booked for the Saturday night stay was a bit tight for space and had just enough room to move the single axle trailer around, nigh on impossible with a tandem. The MGC was one of the two cars in the Teams' Event for MG, the other being **Rod Brayshaw's 1957 MGA Twin Cam**. After all of the points were collated, Team Porsche won the event with a 1958 356A Cabriolet and a 1970 911E Coupe, this car judged "Best in Show". Team 1 from the Auckland Mustang Owners' Club took 2nd place with two 1969 Mach 1s and Team MG completed the podium. The quality of the presentation of the cars has got better and better each year, so for the MGC to achieve 3rd place out of ten competing cars is a testament to the quality of the work that was put into the project and Bob and Jill now have a superb example of "Abingdon's Grand Tourer" that they can enjoy in the years to come.

The 50 Year Anniversary of the MGC

In New Zealand.....MGC50 Celebration

As of today the programme remains unchanged and is planned as follows:



Provisional North Island Tour - Summer 2017(October/November)

The main North Island meeting in the **Auckland** area with a tour south to **Wellington** via Bay of Plenty, Taupo, Manawatu and Wairarapa.

Provisional South Island Tour - Autumn 2018 (March / April)

The main South Island meeting in the **Christchurch** area with the drive from Picton to Christchurch via Nelson and one of the alpine passes. Then south to Dunedin, then to Wanaka for Easter weekend which falls on 30th and 31st March and 1st and 2nd April.

In the UK..... MGC50 Celebration

"More Than Meets the Eye"

Wed 7th June to Sun 11th June 2017



We have now been officially informed of the dates for the **MGC50** celebrations in the UK which will take in the counties of Oxfordshire, Warwickshire, Worcestershire and Gloucestershire. **Ginny Cartmell**, the UK's register secretary has asked us to pass on this update and wants you all to know you will be very welcome to attend. **MG Live at Silverstone** is traditionally held in early June so this will give overseas visitors the opportunity to attend both events. Ian and Peter, plus wives, are planning to be there so if you are going to the UK in 2017, why not join us? Please let Ian know and he can send you an MGC50 registration form. Both events will be well worth attending and we will keep you up-to-date as further information comes to hand.

NB: This year's **UK MGC Weekend** is on the 2nd & 3rd July so if you are in the UK this July why not go along and see advert at the end of this newsletter.

Email **Ginny Cartmell** ginnycartmell@binternet.com for information on MGC50 & MG Live.

MGC Register Website Updated Data & Photos

The updated MGC Register site within the MGCC Auckland centre's website has now been populated with an impressive photo gallery of every MGC that has ever been in NZ plus updated data on the cars that we continue to track down (see **Voyage of Discovery**). This site is now a must for all owners to explore. If your car is listed but does not yet have a photo, send us one ASAP, don't be left out. Go to www.mgclub.org.nz then click on **Information**, then **Registers** and then **MGC**.

1968 Snowberry Roadster SZ47 Gets a New Owner.

The attached traditional looking white roadster with the increasingly rare feature of original steel wheel and hubcaps is now in the proud ownership of **Brian Simpkins** in Canterbury. **Grant Gordon** of Nelson had owned the car for over 20 years but decided to sell as part of his down-sizing programme. Brian wasted no time in closing the sale after seeing it advertised on **TradeMe** on the 8th March. Ian, **Derrick Smith** and Peter had spotted it and were eagerly watching to see who would snap it up....it



only lasted one day! Brian has got himself a real bargain and we extend him a warm welcome to the much envied ownership of our favorite Abingdon classic. Would be great to meet you and the car sometime Brian.

The Voyage of DiscoveryIan Grant

I recently received an e-mail from **Paul Walbran**, which had come to him from his son **Cameron**, about a blue CGT that was for sale in Victoria, Australia. Cameron had seen the

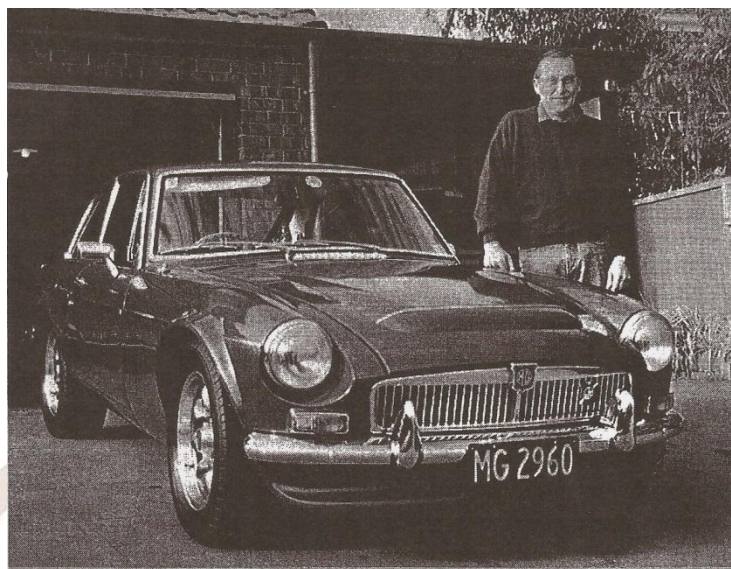


car on one of the car sales websites on the internet. It was listed in non-running order as the cylinder head was cracked. The advertisement stated the car was from New Zealand and showed the vehicle numbers, the chassis number being GCD1 2354G. The NZ registration was **GT3000**. I knew the GT straight away as it was one of the group, which we have mentioned several times before, that came to New Zealand

new on the ship the "**Auckland Star**". In the register I had recorded some time ago that the car had been removed from this country, information that I had picked up from the national vehicle database. I had actually seen this GT in Taupo at the national MG meeting over Easter weekend in 1975 when **Graeme Taylor** had driven it to the event from **Christchurch**. So we can now confirm that this car is now in Australia. This particular Australian car sales web site, which is similar to TradeMe, also brought up the option of being able to view similar cars. There were another half-dozen MGCs for sale and one in particular attracted my attention. There was a green GT at a classic car dealership in Victoria and the sellers had posted a picture of the chassis number plate GCD1 3851G and on seeing this I thought "I know that number". A check of our register revealed that we have this GT, registration **HL8606**, on our records and as with the blue GT it was recorded as "permanently removed from New Zealand". So, in the space of just a couple of hours we had located two lost GTs that we knew were no longer here. Our thanks must go to **Cameron Walbran** for providing us with the link to the Aussie website.



Me & My MG 2960 by Derek Prior.....Part II



DEREK PRIOR - 1969 MGC GT

Twenty years ago in September 1996 the much respected MGC owner **Derek Prior** penned the following article for the MGCC (Auckland) magazine. Below is Part II of his fascinating story and follows on from our last newsletter.

At that time Dave Romer fitted triple Weber carburettors, but Derek has since installed triple SUs similar to the Downton conversions of the 1960s. The suspension was rebuilt and the interior retrimmed in red leather. The original dashboard was replaced with a Naylor Brothers wood dash, which certainly sets the car apart from the pack.

So impressive was the finished article that Dave was reluctant to sell it, and drove it round for some time before offering the car to Derek. Needless to say, Derek snapped it up, and has since continued the refurbishment and modifications started by Dave. Apart from the engine, the main areas of modification are the transmission, suspension and braking system. The gearbox is a factory close ratio unit with overdrive, and sends its power through a Quaife Limited Slip Diff. Front brakes feature a servo and are modified with Holden ventilated discs, though utilising standard pads. The front suspension has 2 degrees of negative camber, a 7/8 anti roll bar and competition torsion bars, and Derek has fitted a Quickrack steering rack which gives the same number of turns from lock to lock as the MGB. At the rear, there is a Panhard rod plus anti tramp bars, and a set of Bilstein shock absorbers. The fitment of these shock absorbers evolved from an age old MGC problem of the car "crashing" over bumps, due to the transfer of weight from front to back caused by the heavy engine. The Bilsteins have been specially valved to fix this problem, and have worked extremely well. A new set of rear springs with the correct interleaving are currently awaiting fitment.

These modifications have been successful in making this C the car that Abingdon should have built. Not only is it extremely quick off the mark and more than happy to cruise at 80+ mph, Derek also believes that it will outcorner an MGB. Sound too good to be true? Well, after 20,000 miles of use in two years Derek should know. And what about that other high powered MGB, the V8? Derek regards the C as a more traditional car, and certainly in this developed form it would be quite a match for most V8's. Future plans revolve around a continuation of the development programme, and although Derek intends to keep it as road car there will certainly be more changes in store. A further ambition is to compete in the Targa with the C, although this is contingent on finding a sponsor and co-driver.

There can be no doubt that this particular car is one of the most desirable of the MGB/C/V8 family. It takes all the good points of the BGT and the C and eliminates most of the disadvantages of both models to produce a superb drivers car. In looks, in sound, in performance and handling, this unique MGC shows just what sort of car the MGC could have been. If you agree, and like me would dearly love to own this car, well - sorry, but Derek isn't selling. If you want a C like this, you'll have to start from the beginning and built it yourself!

Article courtesy of the MG Car Club (Auckland) Centre

Andy Culpin's Sebring GTS Project, Open to Offers

Andy's GTS project, that some of you would have seen during our Register Run to the Roycroft Trophy meeting at Hampton Downs in March 2014, is now available for sale and can be finished to your own specification whether for competition use or the road. The Tartan Red works coloured "Mabel" body shell is ready for fit-out and comes complete with fully certified roll cage. If you, or someone you know, are interested in this car, then please call Andy on his mobile: 0211726345.

Graham Guy MG2960's Current Owner Visits Ian Grant



After publishing Part One of the article on MG2960 in the Christmas newsletter, I received a call from **Graham Guy**, the current owner, asking if he could bring the GT over from Edgecumbe to Matamata to give me an update on its current status. How could I possibly refuse? Over a cup of coffee Graham gave me further information on the development of this now-retired high-performance MGC. A lot of development work had gone into the

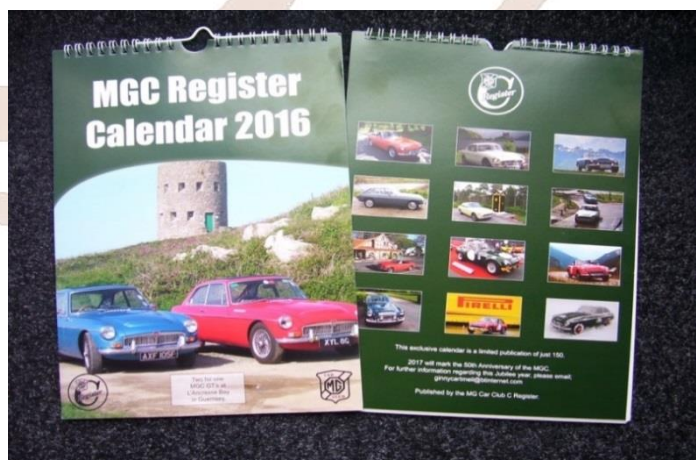
braking system, and as Derek Prior's article says, "Holden HQ front discs were fitted because the standard discs became warped giving serious brake shudder at speed". The standard HQ Holden discs were also a problem on the track, requiring skimming after almost every meeting to avoid brake shudder. Eventually we found a company which in the day

made these discs for police pursuit vehicles, a much higher quality product and as luck would have it they had a set on the shelf. Fitting these solved the brake shudder problem". Under the pressure of hard racing the car had considerable cooling issues and these were resolved by fitting an electric water pump and electric fan with both turning on at thermostat opening temperature. The close ratio, straight-cut gearbox has been overhauled and the car has also had a couple of engine rebuilds and the fitting of **123 Electronic Ignition** has made it more tractable. The current camshaft has given a much improved power band as illustrated by the paperwork Graham showed me, putting out 201bhp at the rear wheels. Compare that to the factory's 145bhp (at the flywheel, I believe), a figure which **Daniel Richmond** at **Downton Engineering** stated was rather optimistic. For better fuel feed, the line to the carburettors has been re-routed, the triple SUs having been replaced with triple Webers. In the cabin the wooden dashboard as fitted by Dave Romer still exists but the most noticeable change is the seating, Graham has installed two high-back seats from a Mazda MX5, and when the seat belt is clicked into place, the seat holds you in a very comfortable position. It was then time to head out for a drive. Graham wound it up close to 6,000rpm in 1st and 2nd and I was pushed back noticeably into the passenger seat with the force of the acceleration. We found a place to turn around for the return trip and changed places. I accelerated away feeling the power increase and, without taking my eyes off the road, change through the gears at the point that sounded pretty good to me, only to be told by Graham that "You still had 2,000rpm to go". The car was very solid and stable and the "**QuikRack**" gave a really nice feel back through the steering wheel. My sincere thanks to Graham for taking the time to make the trip and I hope MG2960 enjoys its retirement and we get to see it out on the road on some touring runs.



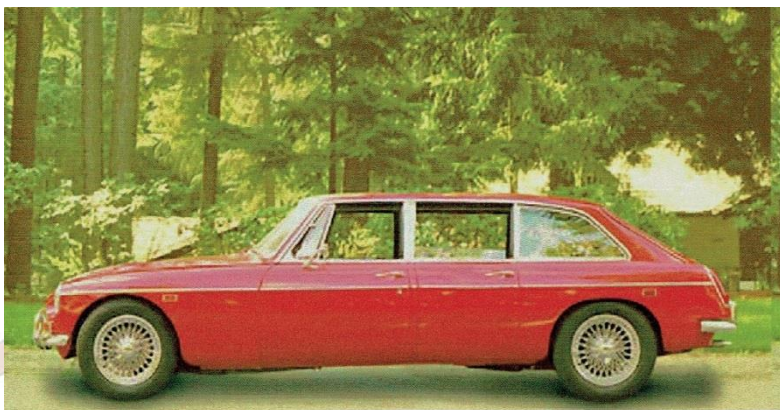
The UK MGC Register Calendar Project

The team in the UK ventured into the unknown with the 2016 calendar project. The sales generated from the print run of 150 covered costs and the calendars are in the hands of owners in different parts of the world. As expected most went to the Home Market with 69 sales, 21 have gone to mainland European countries, 19 to New Zealand, 10 to Australia and 2 to the USA. So, from those figures, there are some still available for purchase. If you would like to do so, just let me know and I will pass your contact details onto **Ginny Cartmell**, the UK Register's secretary. On behalf of the UK team, sincere thanks to our New Zealand owners for supporting this project. I will certainly keep you informed as and when news comes to hand about a 50th anniversary calendar.



Ken Bottini's 1969 USA Grand TourerPeter Dunlop

When **Graham Robson** wrote the definitive MGC publication entitled "**MGC-Abingdon's Grand Tourer**" he obviously hadn't met **Ken Bottini** from Bellevue, Washington, USA. Ken's almost "*stretched limo*" like four door Grand Tourer is something to be seen and may well have crossed the minds of the Abingdon design team when looking at ways of pushing the Triumph Stag off its perch. Or maybe this is just a figment of Ken's imagination, who knows?



What I can tell you is that when I asked Ken for the details of his 1969 Tartan Red GT he sent me another photo showing a very nice looking standard GT. Ken has owned the car for 28 years. It was repainted 20 years ago and has black Connolly leather seats, including the back seat. The car has no rust and the engine is original with only 64,500 miles on the clock from new. He says he doesn't drive it very often but likes it because it's different. If the truth be known I guess that's the same reason many of us own these very special MGs. Thank you for bringing a smile to our faces Ken.

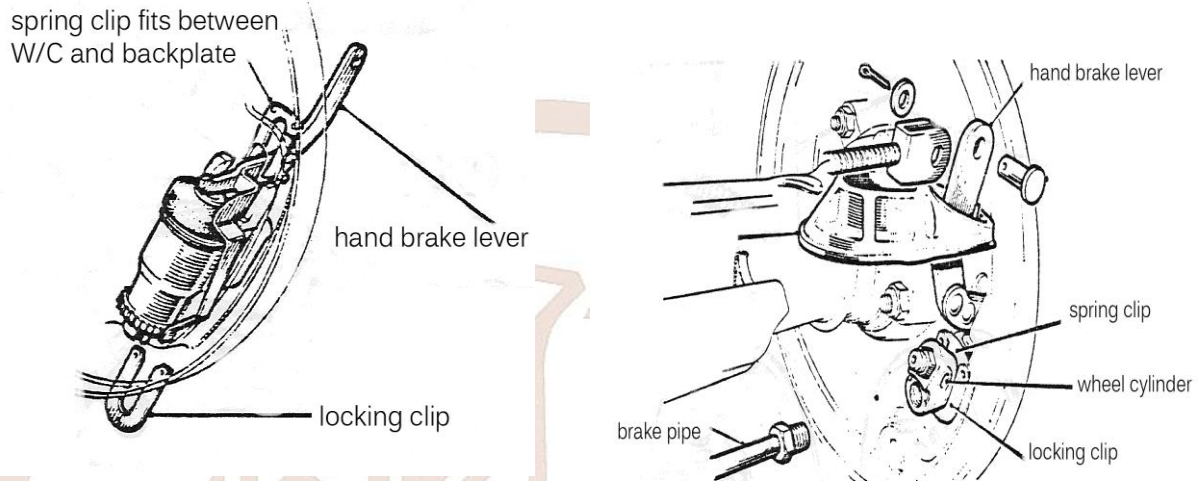
Harvey's Technical Tip No 7.....Harvey Heath

Again I revert back to problems encountered when we take our special classic cars to the testing station for those annoying six month warrant of fitness inspections. Many of the inspectors are keen young car enthusiasts who cannot wait to get their hands on our pride and joy, but relate the things they find in our cars that do not meet the specifications they have been taught in their training. The new era regulations state that virtually no play should be found in the front suspension joints as all new vehicle joints are sealed and pre-lubricated. This of course does not relate to MGCs that require some clearance in the kingpin bushes to allow lubrication to be forced in every three thousand miles (according to the book!). Same thinking is applied to the vehicles braking system, and cars that are using anti- lock braking will have what is known in the industry as negative scrub radius built into the front suspension. Quality MGCs never had this and so if there is any variation between the left and right hand front brakes, we know about it because the car pull towards the side with the strongest braking efficiency. Now the real gist of this technical tip relates to the rear brakes when the inspector applies the same test margins as stipulated in the inspectors' specifications, which is about 20% maximum variation between left and right rear brakes. Sometimes this is hard to do on an MGC because it uses a single acting wheel cylinder to operate both top and bottom brake shoes, or leading and trailing if you are feeling technical. The balance between these shoes and linings is done by a slot cut into the back plate that allows the wheel cylinder assembly to slide up and down. I do not say this is the best system used on balancing shoe movement in a rear brake and an MGB uses a double acting wheel cylinder with much better effect, but we must work with what we have. The key to keeping minimum variation between the brakes is to make sure this sliding effect is not hindered by dirt and brake lining residue. Also the handbrake lever must also slide with this cylinder action. A rubber boot is fitted to the outside of the backing plate and fits over the sliding plates that are used to lock the wheel cylinder into the plate, so it becomes a tangle of wheel cylinder, sliding plates, rubber boot and handbrake levers. If the rubber boot is torn or, as often found, missing altogether, then the



assembly needs to be dismantled, the slide freed up and new boots fitted. The self-adjuster is not that good either but can be manually adjusted with a blade screw driver through the hole in the brake drum. If you are attempting this fix yourself, be careful that the spring clips holding the wheel cylinder to the back plate must be fitted in the correct order, and from the correct direction in relation to the wheel cylinder. You will also need to remove the brake pipe which will require you to bleed the brakes when you have finished.

Cheers **Harvey**



MGC & AUSTIN-HEALEY 3000 MK III Data Comparison

Those of you who attended our **MGC – Austin-Healey** gathering at **Rex Benns** private Museum in February 2013 may remember I gave a power point presentation on the MGC & Austin Healey 3000 story and what may have been if **Donald Healey** had agreed to have his name pinned to our favourite MG. I would like to start by saying that I am also an Austin-Healey fan and would almost certainly have one in the shed if my toy budget was unlimited. In 1961 MG had already badged the MKII AH Sprite as its MK I Midget but history tells us that this was not to be the case when it came to badging the MGC as the AH 3000 Mk IV in 1967. Assuming I have the correct figurers, the data below shows the critical points between the two cars, some of which appear to be somewhat contrived. Check out the Healey's 0 to 60 time, and the top speed figures quoted for this heavier car with very similar engine power. I am not normally a sceptic but were we really expected to believe these performance figures?

MGC

- Engine: 6cyl, 2912cc, 7 x bearing
- Bore: 83.34mm x 88.90mm Stroke
- Power: 145BHP @ 5250 RPM
- Torque: 170 lbft @ 3,400 RPM
- Gearbox: 4 speed + O/D
- Back-Axle Ratios: 3.071:1 or 3.307:1 and 3.7:1 in 1969
- Steering: Rack & Pinion
- Suspension Leaf Spring Rear & Torsion Bar Front
- Weight: 2460 Lbs (1116 Kg) Roadster

- Dimensions: Lth 157.5 ins x Width 60.0 ins
- Track: 50 ins Front 49 ins Rear
- Speed: 0-60 MPH x 10 secs
- Top Speed 120 MPH
- Price: (UK) GBP 895.00 plus tax, circa 1968
- Production 1967 to 1969
- Total Production 9,000 approx

Austin Healey 3000 Mk III

- Engine: 6cyl, 2912cc, 4 x bearing
- Bore: 83.34mm x Stroke 88.90mm
- Power: 148BHP @ 5200 RPM
- Torque: 165lb.ft @ 3000 RPM
- Gearbox: 4 speed + O/D
- Back-Axle Ratios: 3.545:1 or 3.909:1
- Steering, Cam & Peg
- Suspension Leaf Spring Rear & Lever Arm Front
- Panhard Rod to rear axle
- Weight: 2550 Lbs (1157Kg)
- Dimensions: Lth 153.2 ins x Width 59.9 ins
- Track: 49 ins Front x 50 ins Rear
- Speed: 0-60 MPH x 9.8 secs
- Top Speed: 122 MPH
- Price: (UK) GBP 915.00 plus tax, circa 1968
- Production: 1959 To Dec 1967
- Total 3000 Production 51,200 approx (all models)

"A Badge too Far" ADO51 Austin-Healey 3000 MKIV



MGs have always been marketed as "every-man's sports car" due mainly to their reasonably affordable pricing and functional specification, the Healey wasn't. The Healey trim, history and general fit-out reflected the price difference between the cars but the C with, let's say, an RV8 type finish and trim plus improved performance and road holding (as per my

car or **Graham Guy's**, **Bruce Ibbotson's**, plus many others) could easily have created what I would consider a very acceptable Healey keeping the name alive for future generations and extending the C productionsadly this was never to be. **Peter Dunlop**

PS: I look forward to my Healey pals responses!

Finally the Cleanest Boot on the Planet.....Ian Grant



I have just returned from a day at the **MG Car Club's National Rally** at Taupo and was pleased to see the MGC register well represented by **Nick Wilcox** and his beautifully prepared C roadster and **Tony Barbarich** with his very smart Tartan Red GT. Tony and Nick are stalwart C owners who regularly support MGCC events and our thanks must go to both owners for their contribution to the car club. Photo: Nick Wilcox's MGC roadster

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

Ian Grant

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NB: No calls after 9pm please

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 or advice.

MG Car Club National Rally Taupo Photos



Tony Barbarich's 1969 Tartan Red GT



Nick Wilcox's Mineral Blue Concours Roadster

MGC WEEKEND JULY 2-3



- Book overnight accommodation including dinner at Wroxall Abbey Hotel

- Entry into Mallory Park including a Buffet Lunch in the Hailwood Suite.

- Enjoy spectating the 3rd Championship Meeting of 2016.

- Register Parking on Gerrard's Bend.

- Full access to the Paddock.



Saturday 2nd & Sunday 3rd July 2016 England

Phone 00441208821552 or Email ginnycartmell@btinternet.com

The 12 hr. export drive

Category and Class wins for BMC at Sebring

Sebring, Florida, USA. Hot, flat and windy. Speed country. Scene of one of the world's fastest 12 hour track races. Where 102 mph. is a mere average. Where cars come so big, they don't even notice BMC overtaking them. Until it's too late.



BMC Scoreboard: 12 hr. Sebring

MGC TENTH OVERALL

Paddy Hopkirk/Andrew Hedges
FIRST IN 2500-3000cc PROTOTYPE CLASS
THIRD OVERALL IN PROTOTYPE CATEGORY

MG MIDGET FIFTEENTH OVERALL

Jerrold Truitt/Randall Canfield
FIRST OVERALL IN SPORTS CAR CATEGORY
FIRST OVERALL 1150-1300cc SPORTS CAR CLASS

AUSTIN HEALEY SPRITE 34th OVERALL

Clive Baker/Mike Garton
FIRST IN 1150-1300cc PROTOTYPE CLASS

MGB EIGHTEENTH OVERALL

Garry Rodrigues/Richard McDaniel/Bill Brack
FIFTH IN 1600-2000cc CLASS

68 starters 35 Finishers
Subject to official confirmation.

**ALL BMC ENTRIES
FINISHED**

**When BMC go on an Export Drive
-the competition knows it!**

