



THE MGC REGISTER of NEW ZEALAND

MG Car Club (Auckland Centre) Inc.
P. O. Box 90456, Victoria Street West,
Auckland 1142, New Zealand.
Website: www.mgclub.org.nz
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MGC50 Celebration moves onto the South Island

Winter is always a quiet time, but Sunday 4th November sees us moving down to the South Island for Ian's wonderful MGC50 South Island tour. The aim is to meet as many of you as we can, even if it is only for a chat and a cuppa. The response so far has been good, thanks guys. The event starts in **Matamata** with **The Mighty MGs Run** where other MGs from **Auckland**, the **Bay of Plenty**, the **Waikato** and the **Austin Healey Car Club** will join us. So if you are in the North Island and want to be part of this tour why not come along and join the run down to **Taupo**.

THE MIGHTY MGs

SUNDAY 4TH NOVEMBER as part of

*The **M**agical **G**rand **C**ruising Tour of New Zealand
celebrating the MGC's 50th Anniversary*

THE MIGHTY MGs



The Twin Cam, MGC, MGB GT V8 Stories

We have decided to give those who are not going south the opportunity to participate in the **M**agical **G**rand **C**ruising Tour, so we will hold the third "**Mighty MGs**" event celebrating the MGA Twin Cam, the MGC and the MG V8s.

Those leaving from Auckland will depart from the **BP Autobahn** in Papakura at 8:00am for the 80mls/130kms drive to **Matamata** for morning tea at approx. 9:45am where Team BOP and Team Waikato members will join us. Council approval has been granted to park on the grass at **Railside** in **Hetana Street**, a short walk to cafes. The local press will be there for photographs.

At around 10:30am we will head south to **Taupo** for lunch, using SH1 to Tokoroa, SH32 to Whakamaru, then to Taupo via Kaahu Road and Poihipi Road. Driving distance is approx. 80mls/130kms, arrival time in Taupo sometime between 12:15pm and 12:30pm.

After lunch, we will visit MGC owner and Morgan enthusiast **Barry Hoffman** to view his car collection. If time permits, we will call in to **John Barrett's** workshop, also in Taupo, for a look around and see his on-road CGT and his CGT project car, amongst others.

Those going further south for the **M**agical **G**rand **C**ruising Tour will continue on to their night's accommodation in Taihape while everyone else makes the return journey home.

It will be a full day out and this is your invitation to join us for what we hope will be a very enjoyable event. **Entry fee will be \$5 per car paid on the day.**

We need to know if you are attending by Sunday 28th Oct. PLEASE!

*The **M**agical **G**rand **C**ruising Tour of New Zealand* *Celebrating the MGC's 50th Anniversary*

Day 1 – Sunday 4th November

Auckland to Taupo – “The Mighty MGs Run”

We have decided to give those who are not going south the opportunity to participate in the **M**agical **G**rand **C**ruising Tour. Today we will hold the third “Mighty MGs Run” celebrating the MGA Twin Cam, the MGC and the MG V8s. It is open to any MGCC members from Team Auckland, Team BOP and Team Waikato. Because of the close connection between the MGC and the Austin Healey, we have invited the AH folk to join us for the day.

Those leaving from Auckland will depart from the BP Autobahn in Papakura at 8:00am for the 80mls/130kms drive to Matamata for morning tea at approx. 9:45am where Team BOP and Team Waikato members will join us.

At around 10:30am we will head south to Taupo for lunch, using SH1 to Tokoroa, SH32 to Whakamaru, then to Taupo via Kaahu Road and Poihipi Road. Driving distance is approx. 80mls/130kms, arrival time in Taupo sometime between 12:15pm and 12:30pm.

After lunch, we will visit MGC owner and Morgan enthusiast Barry Hoffman's car collection.

Not far from there is John Barrett's workshop, so we will stop there for a look around and see his on-road CGT and his CGT project car, amongst others.

The couple of Cs continuing on the **M**agical **G**rand **C**ruising Tour will then travel south to Taihape for the overnight stay.

Day 2 – Monday 5th November

Taihape to Wellington

Visit Southward's Motor Museum and have lunch there. John Belamore, a staff member at Southwards, and a former MGC owner, will give us a look through the workshop at their current projects. MGCC Wellington and the Austin Healey Car Club have been invited to join us.

Day 3 – Tuesday 6th November

Petone to Nelson

9.00am: Interislander to Picton - Kaitake, 9:00am - 12:30pm;

Meet up with South Island MGCs who choose to join the tour in Picton;

Meet up with South Island MGCs who choose to join the tour in Nelson;

Stay in Nelson at the Admirals Motor Inn.

Day 4 – Wednesday 7th November

Nelson

Relaxing day in Nelson, visit WOW & Car Museum and other attractions;

Stay in Nelson at the Admirals Motor Inn.

Day 5 – Thursday 8th November

Nelson to Westport

Lunch in Murchison;

Afternoon visit to the Cape Foulwind Walkway and other attractions;

Stay in Westport at the Buller Bridge Motel.

Day 6 – Friday 9th November

Westport to Christchurch

Morning tea stop at Punakaiki; Lunch at Arthur's Pass;

Meet up with South Island MGCs who choose to join the tour in Christchurch;

Stay in Christchurch at the Airways Motel, Russley.

Day 7 – Saturday 10th November

Christchurch

Morning drive to Darfield with lunch at the Darfield Bakery.

Canterbury Austin Healey owners have been invited to join us.



MGC owners John and Mary Hutton will host us at their place for the afternoon. There will also be a nice display of cars to drool over;
Stay in Christchurch at the Airways Motel.

Day 8 – Sunday 11th November
Christchurch

MGC50 get-together with MGCC Canterbury. Assemble mid-morning for a drive through the Heathcote Valley, over the Port Hills, through Lyttelton, around the harbour to Orton Bradley Park for a BYO lunch in the large reserve. Gold coin entry for the run, \$10.00 per car entry to the park.
In the evening, the C Register dinner at a venue to be advised.
Stay in Christchurch at the Airways Motel.

Day 9 – Monday 12th November
Christchurch to Cromwell

Morning tea in Geraldine; Lunch in Tekapo;
Meet up with South Island MGCs who choose to join the tour in Cromwell;
Stay in Cromwell at the Cromwell Motel.

Day 10 – Tuesday 13th November
Cromwell

Visit the Highlands Motorsport Park & Museum then drive to Wanaka to visit the National Transport & Toy Museum, Warbirds & Wheels and Puzzling World,
Stay in Cromwell at the Cromwell Motel.

Day 11 – Wednesday 14th November
Cromwell

Drive to Queenstown via Arrowtown and on to Glenorchy for lunch;
Visit attractions in Glenorchy;
Stay in Cromwell at the Cromwell Motel.

Day 12 – Thursday 15th November
Cromwell to Invercargill

Cromwell to Queenstown to Invercargill – the route south to be decided on the day.
Stay in Invercargill at the Coachman's Inn Motor Lodge.

Day 13 – Friday 16th November
Invercargill

Visit Transport World, Motorcycle Mecca, Dig This, Burt Munro's Shed and drive to Bluff, the furthest point from Abingdon, for a photo shoot with NZ Classic Car magazine.
Stay in Invercargill at The Coachman's Inn Motor Lodge.



Day 14 – Saturday 17th November
Invercargill to Dunedin

Drive the Southern Scenic Highway (Catlins Coast), morning tea at Niagara; lunch in Owaka;
Stay in Mosgiel at Longbourne Lodge Motel.

Day 15 – Sunday 18th November
Dunedin

MGC50 get-together with MGCC Otago and Otago Austin Healey owners have been invited to join us. Assemble in Teviot Street, South Dunedin at 10:00am for Mix & Mingle over morning tea, then a conducted tour of Allan Dippie's car collection, which includes the replica of the factory MGC GTS;
Drive the Otago harbour's southern coast road (Portobello Road) to the Portobello Domain for BYO lunch, then on to the albatross colony at Taiaroa Head;
The return trip to Dunedin will be using Highcliff Road which runs along the top of the Otago Peninsula;
Evening BBQ at Longbourne Lodge Motel.
Stay in Mosgiel at Longbourne Lodge Motel.

Day 16 – Monday 19th November

Dunedin to Hanmer Springs

Morning tea will at Riverstone on SH1 north of Oamaru; Riverstone Castle won't be open but would be a nice backdrop for a photo-shoot; Lunch in Ashburton; Afternoon tea in Amberley; Stay in Hanmer Springs at Spa Lodge Motel.

Day 17 – Tuesday 20th November

Hanmer Springs to Picton

Hanmer Springs to Kaikoura using the Inland Kaikoura Road; Morning tea in Kaikoura; Visit Omaka Aviation Heritage Centre in Blenheim; Stay in Picton at Aldan Lodge Motel.

Day 18 – Wednesday 21st November

Picton to North Island

Interislander Ferry - Kaiarahi, 9:05am - 12:35pm.
Home from there.

For further information or clarification please contact:

Ian Grant, MGC Register Secretary / Historian; home: 07 8886429; mobile: 027 6787923;
e-mail: thegrants@actrix.co.nz.

HENRY CAMISASCA and the Works MGC GTS “Mabel”

We recently received this photo and message from **Henry Camisasca**, the current owner of the works GTS “**Mabel**” in Southern California.



*“The picture of myself, **Georgann** and “Mabel” was taken recently at **Amelia Island** where we had Mabel on show. It was the first time she had been back to **Florida** since she left **Sebring** back in 1969. We had two or three older-aged gentlemen tell us they remembered seeing Mabel race at Sebring back in '68-'69 and it was the poster car for them while growing up. Fun stuff to hear, we had a good laugh which made the trip worthwhile.”*

Henry is a passionate MG owner and always happy to share his stories with us Kiwis, thank you very much **Henry** and by the way..... nice photo! It would be wonderful to see Mabel in the flesh, if you pardon the expression, maybe one day we will.....must buy that lotto ticket.

Hot Sales new owners for 4 x MGCs

In our last newsletter we had four MGCs up for sale, two GTs and two roadsters. The result of those notices has brought sad news and good news. The sad news is that the owners of both the GTs and roadsters no longer have their special MGs. The good news is that they have new owners who have heard about the MGC and decided to make a purchase. We would like to welcome our new friends to the group, but as we haven't formally met them yet, we don't want to fall foul of our privacy laws by revealing any personal information without permission. Welcome folks, we hope you get a lot of enjoyment from your MGC. There is no doubt that the MGC is now a "cult car" with an ever-growing list of discerning owners. **Ian Grant**

Superb rebuild of Jill Porter's much loved MGC GT



When I first saw this car it was sitting in **Jill Porter's** Auckland garage looking very sad and sorry for itself. I never imagined it would end up in the South Island looking absolutely superb. Jill had owned this "NZ New" car since 1977 so the decision to part company was not easy but it had to go and preferably to a good home. This was achieved in 2015 when along came the well-known Healey aficionado **Ross Osborne** who stepped up to the plate and bought it. Ross is the Membership Registrar and Area Executive for the **Austin Healey Car Club** in

Dunedin. He already owns a **1957 Austin Healey 100/6** which had been restored in 2004 (see photo) which has now travelled in excess of 40,000 miles across the South Island and the lower North Island without incident. I'm sure his new purchase will easily match this figure and confirm its reputation as the **Abingdon Grand Tourer!** The fastidious rebuild of the C has taken Ross nearly three years to complete, the stunning end result confirming his commitment to maintaining the originality of this British Racing Green example. Great stuff Ross, the car is a credit to you and the Register.....and am sure the 100/6 will enjoy the company of his smart new cousin.



Rebuild details sent in by Ross Osborne



Jill Porter's 38 years of ownership ended in July 2015 when I purchased **EA4865** and slipped it into **Inky Tulloch's** race car transporter for the ride down to **Dunedin**. After getting the motor running and the clutch and brakes sort of operational I was able to run around the block a couple of times to assess the running gear before totally dismantling the GT. With the car on a rotisserie and all the paint removed, other than the original pink primer on the underside, the naked bones were delivered to the panel beater just prior to Christmas

2016. Sills, some floors and parts of the external panels were replaced before the car moved to the paint shop. During this time I was able to work my way through all the running gear replacing parts, bearings, seals

and gaskets as required and generally getting everything ready for the rebuild. Every fastener removed from the car was zinc plated and painted parts were redone. When the car returned from the paint shop in July 2017 it was just a case of putting everything back together, thank goodness for digital cameras and Google. New parts included an upgraded radiator core, an oil cooler, complete interior trim and seals plus some exterior bright work. Drip mouldings were re-anodised, bumpers re-chromed and the original wiring loom repaired and recovered in original style cotton braid. The car flew through a warrant in late August 2018 and we are now looking forward to enjoying further classic motoring.

STOP PRESS NEWS.....

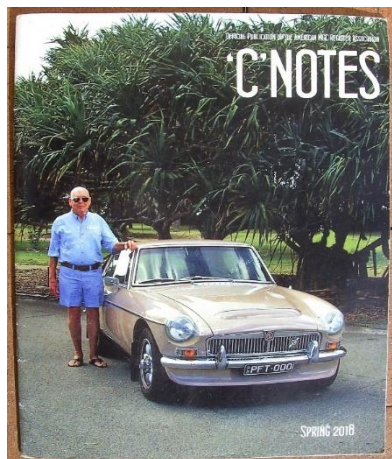
Ross has just won **"Best of British"** at Dunedin's **"Autospectacular"** show held on Saturday 8th Sept.



There were over 300 cars and bikes on display at this premier classic car show. This win confirms we are not the only guys who recognise the painstaking work that has gone into this little beauty. It was last year that Rob Sherman stole the show with his Tartan Red GT at the Ellerslie Concours in Auckland. I wonder who's up for next year?

Raewyn's "Rocket" is back on the road

My wife's red CGT (aptly named *Rocket* by a grandson) is now back on the road and running like a good'un. **Garth Bagnall's** gearbox rebuild is every bit as good as expected and the engine is running as sweet as a nut. The head was completely checked and refurbished while the engine was out, including new valve guides, the replacement of a couple of valve seats and a light skim to ensure it was flat. The clutch was checked, and release bearing replaced, a 75C thermostat fitted plus other bits and pieces. The whole engine was repainted and looks superb in new metallic green gloss, sporting new decals on the rocker-box and a matt black exhaust manifold. As our white GT is currently taking a break I have pinched the chrome wire wheels which really do look good on a red car. **Peter Dunlop**



Bruce completes his rebuild

Our good Aussie mate **Bruce Ibbotson** has recently completed the rebuild of his unique MGC GT aptly named the **"Pretty Fast Truck"** from the car's registration plates PFT 000. Bruce has owned this car from new and has added many significant improvements over the years.

A wealth of information, provided by Bruce, can be found on the web covering the work carried out. Cover shot courtesy of the **American MGC Register Association** magazine **"C" Notes**.

World trotter Harvey Heath gets to MGC Day 51



MGC

MIKE HAUGHTON

mgc_mike@btinternet.com

'The sun has got his hat on' – well, he certainly did for MGC Day 51! A splendid day was enjoyed by all at Fawley Hill, courtesy of Lady McAlpine. It's not often you get an invitation to play on a private train set but the C Register certainly took up the opportunity. The Saturday prior to MGC Day 51 was extremely

relaxed and enjoyable at the Bull Hotel in Gerrards Cross. On the day we had a total of 65 MGCs present. It was wonderful to meet up with Tom and Teresa Pugsley from Canada and Harvey Heath and Jane Howarth visiting us from New Zealand.

More information regarding the event will be published in



Wall to wall sunshine – Wall to wall MGCs

next month's *Safety Fast!* In the meantime, lots of photos can be found at <https://flic.kr/s/aHsmnzvLG5>

It may seem a long way off yet but with everyone's life being so busy it could be worthwhile making a note of the following dates in your diary. In May 2019 we are looking to take the C Register to Jersey to coincide with Liberation Day which is celebrated on Thursday May 9. The C event will most likely commence one or

two days before and run through to the Sunday 12. It also coincides with another MG event being held there. Prior to that we have the Downton weekend on May 4-5 and an idea being considered at this stage could be to combine to the two events. This is still at the embryonic stage at the moment and more information will be announced on the C Register microsite soon.

Happy C Motoring.

Colin Howes

Report courtesy of the MG Car Club's **Safety Fast** magazine August 2018.

MGC50 & MGLIVE – YOUTUBE Videos Ian Grant

While away on my trip attending UK MGC50 and MGLive, I took some videos which I have now uploaded to **YouTube**. The easiest way to find them is to search UK MGC50 and some will be displayed.

To find them all, just click on my name against any one of these videos.

- UK MGC50, June 2017: MGC Register at MGLive, Silverstone;
- UK MGC50, June 2017: A Walk Around the Grounds of Chateau Impney on Show Day;
- UK MGC50, June 2017: At Gloucestershire Warwickshire Railway;
- UK MGC50, June 2017: Anniversary Tour of Silverstone;
- UK MGC50, June 2017: Concours d'Elegance and Pride of Ownership at Chateau Impney;
- NZ MGC50, October 2017: Glenbrook Vintage Railway, South Auckland;
- MGLive, June 2017: MGF Register Line-up;
- MGLive, June 2017: Main Marquee and Bus Tour of Silverstone;
- MGLive, June 2017: Russ Swift Car Control;
- MGLive, June 2017: The Mike Brewer and Ant Anstead Show.

MG Car Club Track Day & Sprint at Hampton Downs

Although there were no MGCs present the event was well supported by members of the **MG, Jaguar, Austin Healey and Mini** car clubs. I know sprinting isn't every body's cup of tea, but it would be great to see some of you quick guys out there next year. How about retired racers **Graham Guy** or **Nick Wilcox** and maybe even **Alan Dippie** in his very special aluminium panelled GTS?

Dunlop's view on his day sprinting

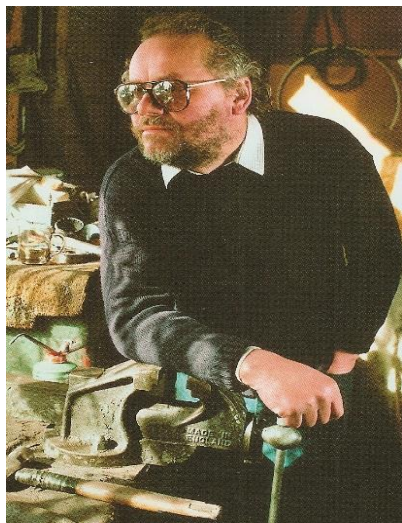
*"The highlight of the day for any competitor is being out on the circuit and achieving that ever illusive best lap. The other highlight on this day was watching the top drivers battling it out in the dual sprints. These guys take their motorsport very seriously and a competitive three lap sprint produced some impressive driving. There was a total of fifty-one (51) entries including several new **F Type Jaguars**, a **Rover Vitesse**, a host of full race **MGB GT V8s** plus a good mix of race and road going MGs. Once upon a time I thought I was*

reasonably quick but for some reason these distant skills eluded me on the day. I was driving **Paul Walbran Motor's** courtesy car, a nice little purple **MGF** ideally suited to this type of club event. Some of my pals had kindly reminded me that I managed to ding this car at Pukekohe on my last outing (something I also remember) and had promised Paul, and myself, that I would resist any repeat performances. (maybe this is why he is walking behind me in this photo) I was grouped with two other MGFs and looking forward to putting in some competitive times. This was not to be the case. The two other cars were driven by a brace of very quick ladies,



Ree Langdon and **Jennie Walbran**. Paul's optimistic seeding put me between these two with Ree in front. The flag dropped for the first run and Ree was off like a shot out of a gun and never seen again. I got away reasonably well making good progress for the first two laps before trying too hard and spinning in front of Jennie who was hard on my heels. So not as quick as I had hoped for. This performance set the scene for my whole day, but I was still smiling. A very enjoyable day out with a great bunch of like-minded petrol heads".

John Chatham and his MGC GTS story



The John Chatham book "**Mr Big Healey**" is a font of information on what was really happening when the all-important **MGC GTS** cars were being sold off. Here is just a very small piece of this story taken from the book.

"All six alloy bodies eventually turned into road cars. Of John's four shells, only three were complete trimmed bodies. **VHY 5H** was his road legal racer, the **Targa Florio** car. The second and third, John assembled to a similar spec, but as road cars. He sold the first to **Bill Gardner**, a local enthusiast and the third to **Alan Zafer** in Abingdon. The fourth shell was not even assembled as it had no trim parts at all so John decided to build it up as a lightweight racer, a test bed for the alloy engine. Every spare bit of metal was drilled away, even the door hinges, the car was like Swiss cheese. The chassis stopped at the front cross member, there was no structure at all at the front, just an alloy nose with headlights glued into the wings, while at the back the alloy tailgate was ditched in favour of a fibre-glass skin and Perspex window and crucially, the engine was moved back as far as the shell would

allow, 4 inches (10cm). John campaigned this car in 1972-73 and found it fast but unreliable, quoting "It was quick for one lap and took the 3-Litre lap record at Silverstone". However, for some reason John could never establish, the alloy blocks suffered from poor oil pressure and both engines he owned threw their number 6 con rods. He got both engines repaired, but as he didn't have any immediate need for the second engine, he left it at the machine shop for several months. When he eventually went to collect it he found it hidden under the stairs covered with all sorts of boxes. It was agreed that they would get it out and leave it at their gate over the weekend for him to collect. This they did but when John arrived to collect it the engine had gone. It was assumed that it was taken for scrap" (Something tells me this may not have been the case). **Peter Dunlop**



The lightweight MGC GT Sebring in action, complete with alloy engine - fast, but fragile.

Photos and wording courtesy of the book, John Chatham, "**Mr Big Healey**"

Ian Grant also found this article on John Chatham.



When **Abingdon** decided to concentrate on the Mini Cooper and Austin 1800 rally cars in 1969, John built up one of the shells to works circuit racing specifications and registered it **VHY 5H**, before racing it in the Targa Florio in 1970. "It seemed a good idea at the time" said John, years later, "but things like the Porsche 908/3s were a bit too quick for the old MG. Even when they had only three wheels.....". Apparently the Finnish driver **Hans Laine** had just overtaken Chatham when the British driver saw a **Porsche** wheel flying in the air in the distance. Slowing down, expecting to find a pile of debris from a smashed car around the corner, he saw only an empty road. He drove on cautiously, expecting to find Laine's wrecked car at any moment, only to discover that when the Finnish ace lost the front wheel, he

accelerated to 140mph, which lifted the Porsche's nose, and drove on to the pits for a new wheel to eventually finish in 4th place. **John Chatham** and **Alan Harvey** took 39th place in the MGC.

Photo and text courtesy of the book "MG – The A, B & C" by Chris Harvey.

The Voyage of Discovery continues Ian Grant

Under Voyage of Discovery in the last newsletter I stated that:

*"I had some expectations that just perhaps, after we had the cover story in NZ Classic Driver last year and following **Donn Anderson's** MGC article in NZ Classic Car, some correspondence might come in from former owners for our "I Used to Have One of Those" file. Sadly, the mailbox has been empty. Perhaps the phrase I suggested for the NZ Classic Driver article that the MGC is the "Forgotten MG" is actually true". Well, I wasn't quite right! There was one letter that appeared in the December issue of the NZ Classic Car magazine that was written by a Sydney resident who bought his magazine at Auckland Airport while in transit from a holiday in Canada. He mentions the Australian Blue Streak engine that the Abingdon team would like to have used as well as his GT that he owned in the UK in 2004 which was one of the Downton Tuning Stage -3 converted MGCs. This had three 2" SU carburettors, big valve and ported head, dual exhaust, lightened flywheel, etc, and was good for around 174bhp. I certainly get the feeling from this correspondent that he really enjoyed his MGC, then again, don't we all!!*



Dunlop's Retro Ramblings

The day I bought "**Big Boy**" my MGC GT, was cold but sunny and the drive up to Henley-on-Thames, England uneventful except for normal traffic. It was 31st January 1981, **John Lennon** was at number four in the charts with "**Imagine**" and I knew that an MGC would follow on nicely after a string of other more conventional MGs. My twin brother, who owned a pre-production BGT V8 and still does, had tried unsuccessfully to talk me out of it but my heart was set. The poor road test reports were one reason I was attracted to the C, it seemed a sort of challenge and I guessed it would be fun to drive fast. So for the princely sum of GBP1,100 and the shake of a hand, what is now called "**KOOLMG**", was mine. The point of this rambling is the happy memory of those halcyon days driving fast down the winding country roads of Sussex. I was always keen to have my cars looking good and in tip-top condition, so it was given a full service and tyre pressure check to ensure they were as per the manual **26PSI front and 26PSI rear**. Driving the car anywhere, especially in the wet, kept you on your toes, no lounging with one elbow out of an open window. On many occasions I was truly amazed that I had actually got home in one piece, definitely better than any fancy cardiac work-out programme.

It was some years later that I became aware of the correct tyre pressures (32-28 or similar) but it would have been a shame to have missed the fun of 26PSI all round!.....stupid boy.

And Finally

The HELMET-Hat for those on the go.....I always wanted one of these....

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

Ian Grant



for those on the GO...

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Looks Like A Hat . . . Protects Like A Helmet

Now . . . a new concept in head protection for people on the move—The Buco Helmet-Hat—the most stylish way to safety! Good looks are combined with protective design principles to help reduce head injuries, the result of vehicle and sport accidents. If you don't wear a helmet, play it safe, wear a Buco Helmet-Hat. Write for free color brochure of all models and styles—include 10¢ for helmet research report.

Dealer inquiries invited.

**JOSEPH BUEGELEISEN CO., BOX 1054
NORTHLAND CENTER, SOUTHFIELD, MICH.**

*Buco helmets are covered by one or more of the following patents: U.S. Pat. 3015103, 2991478, 3082427, 3082128, 3116590, 3116186, and 3137603, British Patent 900358—other patents pending.

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Your MGC Register Team



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

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 and advice.

Parts & Cars for Sale & Wanted

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 seals fitted for the princely sum of \$70.00 plus post and packing.

For more information please contact me on:
Home: 09 8342552, Mobile: 021 1721033
Email: harveyheath@xtra.co.nz



For Sale... Front Hub for Steel Wheels



For Sale 1 x Front Hub (Steel Wheel).

Rare new - old stock for a steel wheel MGC. Ex old New Zealand dealer stock.

Has some surface rust but the bearing surface is believed to be good.

Price in the region of \$40 plus postage

Please contact **John Vevers** on Mobile 0274407441

Parts Wanted

Ross Osborne is looking for an original **INSIDE MIRROR** for his 1968 MGC GT

If you have one please contact Ross by email on: ross.osborne@xtra.co.nz

Cars for Sale



How about a GT Hot Rod for \$47K?

Being a bit of a purest I must admit that this V8 powered MGC GT hot rod would not sit easily in my garage but am told it is a very nice car. The Taupo owner quotes "*arguably the best fast road/race MGC GT in New Zealand*" so if you are interested see the **Trademe** advert for details.

Ross Osborne's rebuild photo gallery

