



MGC NEWSLETTER

Autumn, Lock-Down Issue, No.27

April 2020



THE MGC REGISTER of NEW ZEALAND



John Barrett

1947 – 2020

Unite against COVID-19

Lock-down is now in its sixth week and, with the guidance of our leaders, is looking like we are well on the way to having this under control. **New Zealand** has so often "punched above its weight" on the world stage and it's handling of this unprecedented **COVID-19** pandemic has again brought us to the forefront. Our country is made up of many special individuals who shine under pressure and stand head and shoulders above the crowd. There are many world-famous

names that I grew up with such as **Sir Edmond Hillary, Bruce McLaren, Kiri Te Kanawa** and **The All Blacks**.

Now there is another, so typical Kiwi, that I can't resist mentioning her "**Jenny from Invercargill**" the nurse who looked after **Boris Johnson**, the UK prime minister, in his time of need. This young lady is yet another Kiwi who, although "*just doing her job*", will be remembered as special. These people, plus the hundreds I haven't mentioned, make a new Kiwi like me, proud to be a New Zealander.

Ian and I hope that you, your families, and friends are safe and well, and we look forward to meeting up again once life returns to normality. **Peter Dunlop**

The John Barrett tribute

It was with great sadness that we learned of the passing of register member **John Barrett** on 20th February, his 73rd birthday. John was well known to many of us in the classic car world, NZ motorsport and the motor trade. His company **John Barrett Motors Ltd** of Taupo has provided the local area with unequalled personal service for your road cars, trucks, vans and of course our cherished classic and performance cars.



John owned two **MGC GTs**, a rare Riviera Blue example that he and his brother **Graeme** regularly brought to our events and a Primrose Yellow version which was under long term restoration. (photo: John, Jan McLaren, Ian). John very kindly opened his garage to the register during our **MGC50** celebrations where he displayed his collection of classic and race cars including the Rosso Chiaro **Ferrari 308 GTB**, two race **Mazdas** and many other interesting vehicles. Last year I took

our 10-year-old grandson **Troy** to the **Lead Foot** festival in **Hahei** where John and his son **Aidan** were running the recently imported full race, bright yellow, **Mazda RX-7 GT300**. Aidan was in the driving seat this time putting in some very quick times. John talked to Troy about the car offering him the chance to sit in the driving seat, a lovely gesture, very typical of this man, and a memorable opportunity for Troy. John will always be remembered for his welcoming smile, sense of humour, sincerity, and humanity. His friendship and enthusiasm for the **MGC Register** will be sadly missed.

Ian and Joanna Grant represented the Register at the funeral and, in response to the request that mourners were welcome to bring their classic cars, joined the display with their 1969 C roadster. **PHD**



New Year Waimauku vineyard visit

An invitation from **Geoff Broadhead** of the MGCC Northern Auckland Group to join their annual leisurely lunch at the **Westbrook Winery** was, as always, well received. This gave **Raewyn** a chance to take her car out for a run and enjoy the company of our pals from the club with a glass, or two, of vino. "**Rocket**" looked very much at home surrounded by a good selection of MGs and rows of succulent grapevines. I should add that, as the designated driver, I drove home.

PHD

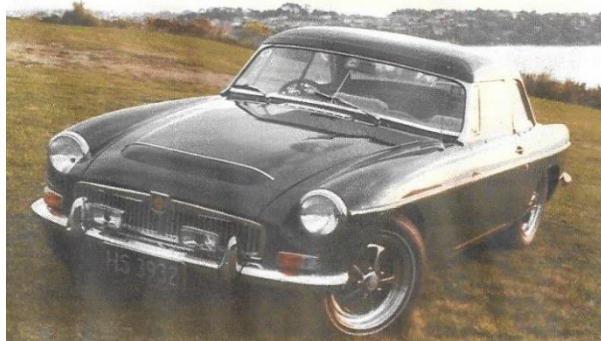


A red roadster for Alan Krissansen



My first encounter with an MGC came in 1982 when, after spending three years restoring a **1963 E-Type coupe**, I decided to sell it. The person who bought the

E-Type asked if I would be interested in a part trade with his MGC Roadster. The deal was done, and I ended up owning a 1968 British Racing Green **MGC** roadster, for three years



until my wife **Rosemary** and I decided to buy a house together. I found the MGC to be quite a robust touring car and fun to drive. When I sold it, I decided if I ever had the chance to buy another one in the future, I would like it to have wire wheels and overdrive.

Classic car ownership was not really an option when we started a family and we had also bought a business together so with both family and business we were very busy for many years.

My chance to buy another MGC came after I retired. I spent quite a long time looking for one and found it very difficult as there were very few to choose from. Every car I looked at had its good points and not so good points. When

people say a car is rust free it generally means there is no visible rust! I could see, due to the age of the cars now, you were never going to find the perfect car. Rust is nearly always going to be an issue as the years roll on.

I ended up buying a **1969 MGC Roadster** that was exported new to **California** and then in 1995 re-exported to NZ.

There are a few differences between the American model and the home market cars which I am still discovering. What I have found so far is that they have a different inlet manifold and also the carburettors are spaced differently which means the air cleaner is a different size and the only air filters that fit have to be imported from the USA. One of the most visible differences are the three wiper blades instead of two. The car was converted from left-hand drive to right sometime in the 1990s which must have been quite a job as it is not as straight forward as some conversions. The



dashboard in it at the moment is a 1975 model which I would like to change to a 1969 era. This will mean changing the tachometer and speedometer as they are a bigger size.

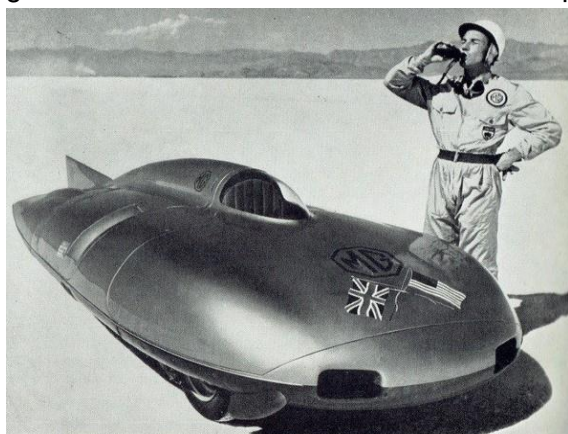
Alan Krissansen

Sir Stirling Moss, 1929 - 2020



but continued in historic racing and was highly active within motor racing for the rest of his life. **PHD**

He won over 200 of the 500+ races he entered across several different types of competition and has been described as "the greatest driver never to win a world championship". Between



Lewis Hamilton led the tributes to **Sir Stirling Moss** after the much-loved and respected former racing driver's death on the 12th April. Moss, who was widely acknowledged as one of the greatest drivers never to have won the **Formula One** world title, died at his London home after a long illness. Born in 1929, Moss was hugely admired for his skill behind the wheel in many disciplines, having a remarkably successful career in sportscar racing at the same time as F1. He retired from top-level competition after a crash in 1962 at Goodwood



1955 and 1961 he finished the

Formula One World Championship as runner-up four times and was in third place three times. He won a total of sixteen Formula 1 races including wins in **New Zealand** in 1956, 1959 and 1962. We acknowledge his passing in this newsletter because of his very strong connection with **MG**. In August 1957 he broke five international **Class F Speed Records** in the purpose-built 1500cc super-charged **MG EX181** on the **Bonneville Salt Flats** in **Utah**. The streamlined car's speed for the flying kilometre was **245.64 kph** and the flying mile at **245.11mph**, which was the

average of the two runs that had to be made in opposite directions.

Picture above of Stirling in the cockpit of **EX181** with **John Thornley** (founder of the MG Car Club, factory Service Manager, later on Factory General Manager and then Director of the MG Car Company) and **Syd Enever** (Chief Designer) who was very much the team leader in the design and production of the **MGA, MGB and MGC**. For a full look at the 1957 record breaking effort of Stirling Moss and EX181 go to www.britishpathe.com/video/mg-does-it-again/. History in the making. **Ian Grant**



Photo taken at the UK's **MGC Register Shelsley Walsh Hill Climb** venue in 2014. Period dress, in the year of your car, was the order of the day and with **Sir Stirling** inspecting the rows of magnificent **MGCs** on display it had to be an event to remember. **PHD**

Photo showing, a lovely "**Mary Quant**" styled **Ginny Cartmell** (UK MGC Register) with **Sir Stirling**.

Ardmore Warbirds

Once again the **MG Car Club** was invited to put on a display of cars at this excellent event. **Alan Krissansen** and his wife **Rosemary** brought along their Tartan Red roadster and I was allowed to take along **Raewyn's** red GT. Many people have commented on the stunning colour of her car which, for the record, is not Tartan Red but from the **Holden** camp being **HSV Sting Red**.



We had around twentyfive MGs on show including **Michael Wood's MG K1** and **John Hancock's** beautiful Ellerslie Concours winning **Tickford** bodied **TA**. Michael is an **NZ Warbirds Association** member and part-owner of a **DHC 1 Chipmunk**. The day saw excellent flying displays including Harvards, a P51 Mustang, WW1 Bristol Scout bi-plane, Strikemaster 72, and the resident two-seater Spitfire trainer plus a host of spectacular aeros including one by the Harvard 78.

It was good to have my pals, **Mike McCowan**, who brought along his factory MGB V8, and **Charles Tisdall**, with his MGB GT, join me for the day. Charles tells me the BGT may shortly become his son's, once he gets his licence.....lucky William I say. **PHD**

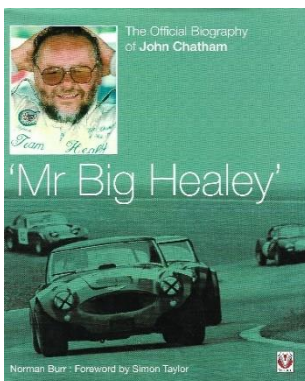
Harvey's Register Trophy

It was during the club's annual prize-giving that I remembered our register didn't have a trophy, and in fact, has never had a trophy. These trophies are normally awarded on a points system based on your level of contribution to the register and attendance at club meetings, or for carrying out some sort of "above and beyond" type, deed or service.

As you already know, **Harvey Heath** is a man of many talents. In addition to being the register's technical guru, he is also an amazing woodworker producing such an impressive trophy for the register. Once the final touches are in place, we will confirm the various ways in which **YOU** may find your name engraved on this little beauty. Our thanks go to Harvey for the work involved in producing this unique trophy which may, one day, adorn your home..... should you be so lucky. **PHD**



Publications for Sale

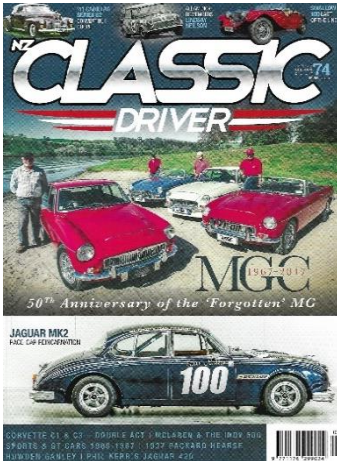


"John Chatham – Mr Big Healey"

This is the authorised biography of one of the best-liked bad boys in British motorsport, - driver, racer, repairer, rebuilder, tuner, trader, and lover of Austin Healeys.

With 150 photographs, many previously unpublished, this is an important and entertaining account of one of motorsport's biggest characters. (Soft cover, a little under A4 size, containing 160 pages).

I am offering this book for sale at **\$NZ20 plus postage** as this is the second copy I have. I purchased one, along with "**The MGC GTS Lightweights**" from the Book Depository last year and acquired this second one when I won a competition in the NZ Classic Driver magazine. It was one of my reading projects over the summer, and a very interesting read it is too. Perhaps John's middle name should have been Mischief. **Ian Grant**



"2017 NZ Classic Driver – September/October"

I also have for sale, for **\$3 plus postage**, a copy of this magazine. The MGC Register is the cover story in celebration of our 50th Anniversary with the photo-shoot on the shores of **Lake Karapiro** featuring mine and **Nick Wilcox's** roadsters alongside the GTs of **Peter Dunlop** and **Bob Sherman**. I purchased a number of this issue and sent them to our various contacts in the UK, Europe, and the United States.

Just let me know if you are interested in either of these publications and I will get them underway to you as soon as our current situation allows.

Ian Grant

Please see **Parts for Sale** for contact details on above.

Nick's new boat

I was pleased to see that **Nick Wilcox** has added a new classic wooden boat **"Te Pene"** (apparently this is not a Spanish name) to his collection of toys. This is in addition to his already substantial list which, of course, still includes his shiny Mineral Blue C roadster. The new boat replaces **"Dayz"** as seen in last year's **Rotoiti Classic and Wooden Boat** report and is, as you would expect, slightly bigger, faster, and more comfortable. Maybe the eye-catching **"auto-cruiser"** below could be next year's new boat?



Raewyn and I felt very privileged to have the loan of an **Albatross** ski boat from **Ross Birchall** of Rotorua, for the Sunday run down the lake. An ideal boat to join in the fun with **Nick and Sharon** and **Alan and Maria Thorn** in their Coventry Climax powered **Albatross Continental "Oscar"**. Another very liquid weekend topped with perfect weather and excellent MG Car Club company. **PHD**

Ian Hobbs new book "MGCs Down Under"



Ian Hobbs, of the **Australian MGC Register**, and **Ian Grant** have been in touch over the last few weeks finalising the **New Zealand** section of his **"MGCs Down Under"** book. This opportunity providing Ian with the chance to make a few minor adjustments to some of the NZ information previously recorded. We are sure this will be an excellent read and will let you all know as soon it is available. **PHD**

Brit & Euro Classic Car Show 2020



This show gets "Bigger and Better" every year with 1200 cars filling the **Lloyd Elsmore Park** in **Pakuranga** on Sunday 1st March, just before the COVID-19 virus shut down. A huge range of quality European marques on a sunny day is truly a sight to behold. As you would expect, there was a good

collection of prestige cars such as Ferrari, Rolls Royce, Bentley, Porsche, Lamborghini, and Aston Martin, and also the much loved "good old" family cars such as Austin, Morris, Standard, Ford, Fiat, Triumph, Citroen and Vauxhall, plus many cars that have long since disappeared such as Jowett, Singer, Standard, Riley, Wolseley, and Hillman.

The **MGC Register** was well represented by **Harvey Heath** with his Mineral Blue GT, **Alan Krissansen** with his Tartan Red roadster and local man **Tony Barbarich** with his Tartan Red GT. Tony has been part of the support team for this event since it's inception and is normally seen playing his part as a parking marshall. Many thanks Tony, for your support with this event. **Harvey** bought his car new in 1970 when he worked for



University Motors at Kingston-Upon-Thames in the UK.

The **MG Car Club** not only had one of the largest displays but also the widest variety of models produced by any one company. It was also good to see our cousins from the **Austin Healey Owners Club** there in force adding to the dominant group of British manufacturers. **PHD**

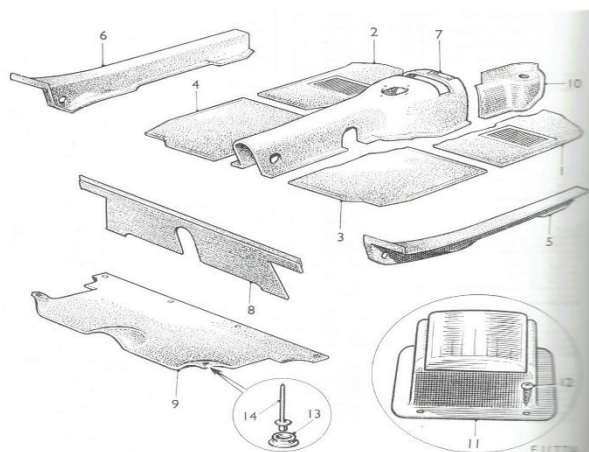


MGC rubber sill mats

Can anyone please provide any information regarding the availability and purchase of MGC rubber sill mats?

The mats I am interested in finding are shown as #5 and #6 in the **BMC** parts catalogue.

These are not the same as the MGB due to the difference in the floor shape between the two models but it may be possible to modify MGB units by altering the section where the mat meets the floor. Any advice or assistance would be very much appreciated. **Ian Grant**



Locked-Down in the shed

The shed, or as I used to say when I was a POME, the garage, is a welcoming place of refuge at times such as these. The incumbent toys seem to draw you out of the house and into your happy place. Well, that's what it seems like to me anyway, and no I haven't been on the beers, well not yet.

Raewyn's red CGT has been my focus for the last couple of days. Luckily, I had already purchased the bits I needed from the UK some days before lock-down kicked in, so I had all the parts required. First on the list was to replace the steering column **universal joint**, as some play would eventually lead to a WOF failure. Now this job can be easy if all goes well or a nightmare if



it doesn't and you drop some of those minute needle bearings all over the floor. The last time I tackled this type of job was on my first MGB roadster, a nice little pull-handle job, in Tartan Red. That time it was the prop shaft, so slightly larger needle rollers to spill on the floor. That was about 50 years ago and so I thought a quick look on **YouTube**, to remind myself of the do's and don'ts, would be a wise move. Surprisingly the new joint pushed into place exactly as the old grey Boomer had shown in the video, so smiles all round.

Then onto the right-hand **back axle seal**. My friendly WOF inspector had spotted a trace of oil on the wheel rim when it went for its WOF in early

March and suggested I took a look at it sooner, rather than later. I had also done this job a few times over the years but thought another look at YouTube would be a wise move. Surprisingly my memory isn't so bad and I still had all the required tools. These included a good-sized puller and classic torque wrench that would be required to load 150ft/lbs on the half shaft nut. Again, all went remarkably well, I even remembered to lube the new seal before fitting it to the axle. Which was more than the YouTube expert did. So, two jobs done and onto the easy ones, fitting the brake pipe heat shield in front of the heater, sorting out the reversing lights, which I now know have never worked since the car was rebuilt some years ago, and fixing the squeaky heater fan bearing. A piece of cake compared to UJs and back axle seals. The incorrectly wired reversing lights were sussed-out, reconnected and worked perfectly, and the brake line shield dropped straight into place. Just the fan bearing to sort, should be easy. Unfortunately, not so, even after a good clean and lubrication, the bearing refused to remain silent for more than 30 seconds, well I guess you can't win'em all.

Must be time for a beer. **PHD**



Still wondering how to find our website

Go to: www.mgclub.org.nz

Click on "Information"

Then click on the word "Registers"

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



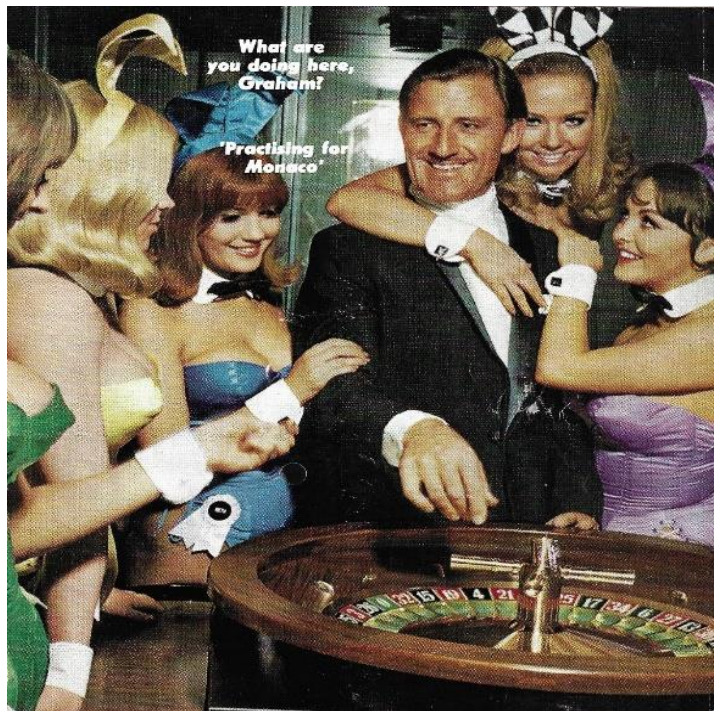
Dunlop's Retro Ramblings

As you may know, I am a great fan of **Lewis Hamilton** and admire his whole approach to the cut and thrust game of Formula One. He has the qualities of many F1 drivers, past and present, who risk all to reach the pinnacle of their sport. I was lucky to have grown up in the south of England where there is a large number of well-known race circuits including **Brands Hatch, Silverstone, Thruxton, Snetterton** and **Goodwood**. All are within the easy access of a young man with an **MGA** living in Twickenham. Especially Brands Hatch, which will always be my favourite circuit, and in those days

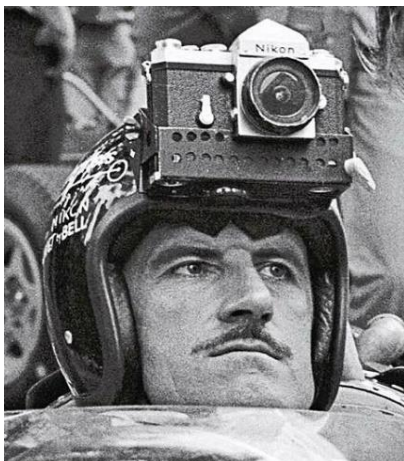


hosted the British GP. This was the 1960s and my F1 hero then was **Graham Hill**. To me, Hill possessed all the qualities required to be the ultimate racer of his time. He was fast, fearless, debonaire and amusing, essential qualities for any potential World Champion.

The **Monaco Grand Prix** was one of his favourite events having won there five times. This photo, courtesy of **MOTORSPORT** magazine, still makes me smile and is so typical of the man. Not only did he win the **F1 World Championships** in 1962 and 1968 he is still the only driver to win, the so-called **Triple Crown of Motorsport**, the **24 Hours of Le Mans**, **Indianapolis 500** and the **Monaco Grand Prix**.



You may have seen him racing here when he won the **New Zealand Grand Prix** at **Pukekohe** in 1965, driving a **Brabham BT11A**, and in 1966 driving a **BRM P261**. Interestingly, he didn't pass his driving test until he was twenty-four describing his first car as **"a wreck"** and is recorded as saying **"Any budding racing driver should own such a car, as it teaches delicacy, poise and anticipation, mostly the latter"**.



This slightly bizarre period photo showing Hill sporting the latest, 1960's version of a "Helmet-Cam" (hope he had strong neck muscles) was probably taken in 1966 during the filming of **Grand Prix**. He and a host of GP drivers took part including **Phil Hill, Juan Manuel Fangio, Jim Clark, Jochen Rindt** and **Jack Brabham**. Amongst the other drivers who also appeared in the film were **Dan Gurney, Bruce McLaren** and **Jo Siffert**. **Grand Prix** was the first motorsport film of its type and, a "must-see" for any enthusiast, winning three **Academy Awards** for its technical achievements.

Sadly, Hill's racing career was abruptly ended in 1975 when the light aircraft he was piloting crashed attempting to land in fog. He and five others of his racing team **Embassy Hill** died in the accident. **PHD**

Harvey's Technical Tip No 8..... King Pins



Being locked down and with nowhere to go means that a lot of those "To Do" jobs are brought out of the cupboard and reviewed.

My **MGC** last had a front suspension makeover about 25 years ago and has done a lot of miles since. The Warrant of Fitness inspector always raises an eyebrow at the play in the **King Pins** (Swivel Pin) and the cracks in the suspension bushes, so now is the time to fix the problem. Pumping in grease before each WOF check is only delaying the inevitable.

I only use **rubber bushes** in preference to **Nolathane** as they give a softer ride to my tired old bones! All the front bushes were collected on a trip to the UK as well as new king

pins and bushes, and as luck would have it, I also found a new, genuine king pin reamer especially for MGCs. Replacing king pins and bushes is quite a simple disassembly to remove the hub and stub axle, but the bushes need to be pressed out to prevent damage to the cast iron stub assembly.

The king pin is secured at the bottom in a vulcanized rubber bush and sleeve, or if you are using Nolathane bushes, this replaced with two bushes and a steel spacer. The top mounting is through a trunnion and bushes which also set the vertical end float in the kingpin with shims under the trunnion. New kingpin bushes need to be pressed in with a hydraulic press ensuring that the ports drilled in the bushes line up with the lubrication holes and the grease nipples. There is a fine tolerance between the pins and the bushes and this must be accurately machined using a honing machine or reamers, the latter being the most common.

Please be aware that because the **MGC** has kingpin bushes like no other vehicle, adjustable reamers are normally used but can give a poor result. Adjustable reamers have blades that can be changed to machine different sizes and are parallel which tend to cut an octagonal hole (not everything octagonal is



good for MGs!!). It also requires two reamers, one for the small bush and one for the large bush, which can also cause alignment issues. The genuine reamer has fixed twisted blades that cut perfectly round holes and reams both bushes at the same time to ensure there is no misalignment. When a kingpin set is procured it comes with a new set of thrust washers which fit under the top trunnion. The washers on each side of the brass thrust are shims and come in different thickness.

This provides the adjustment to set up the end float which must be set to the minimum setting to reduce noise and yet allow lubrication between the layers. All this is best done on the bench as it is not easy when fitted to the car.

Once set up correctly and with good lubrication, many years of motoring at our pace can be expected. I can fit, machine and set up kingpin and hub assembly if anyone should require this service. **HH**

Another great BOP outing



pilot when he first joined **Air New Zealand**. **Derrick Smith** and **Malcolm Dryden's** beautiful Tickford bodied, **MG WA**, (photo above) stole the show, winning the Pride of Ownership competition before departing early for pre-arranged wedding duties. I know that one day we will also see Derrick's **MGC roadster** on the road.....one day! The C Register was well represented by **Raewyn Dunlop** in her red GT. **PHD**

Yet again another great weekend with the MGCC **Bay of Plenty Group**. Loads of the usual good stuff plus a special visit to the **Classic Flyers** museum at Tauranga Airport. Around fifteen MGs attended with some lucky owners taking advantage of a scenic flight in the resident **DC3**. **John Hancock** (President of the MGCC Pre-56 Group), who was with us, had actually flown this aircraft as a young



“The Submarine MGB”

The intriguing story of an **MGB** owned by MGC enthusiast **Alan Krissansen** and narrated by his wife **Rosemary Totton**. (photo below)



Alan's delight on picking up his new classic vehicle, a 1965 Old English White **MGB** roadster, had quickly turned to puzzlement, then slight alarm, when he discovered some "additional material" amongst the assortment of papers kindly passed on by the previous owner. A carefully typed sheet, some hand-written notes, and little

mysterious scrawlings and jottings, all added to the sense of intrigue. A strange and unlikely tale began to unfold.

It is unclear, looking at the official ownership papers, as to which owner the misadventure belongs, but it seems that while still in **Auckland** the MGB was purchased by a gentleman from **Oamaru**. It appears probable that it was this man, the third owner, who found himself on a lonely road late one night in 1972 or thereabouts, traversing the **Southern Alps**. The story paints a picture of a hazardous portion of road aptly named the "**Devil's Staircase**". This is the especially tortuous strip of Highway 6, which follows the south-eastern shore of **Lake Wakatipu**, passing under the towering, almost vertical wall of the **Remarkables**. We are not at all certain what happened next, but perhaps in the dark, the car missed a turn which would be understandable under the circumstances. And after all, it was the swinging '70s and

this was a feisty little car designed for speed... It flew, literally, out over the edge in a broad trajectory, landing somewhere in that black expanse of Lake Wakatipu, where it eventually sank from view. By some happy circumstance the driver escaped and made it to shore, but we hear nothing more about him. Next day when a thorough search failed to find any trace of the little car, it was written off by the insurers.

But of course, the tale does not end there.....

Some lads, returning to **Queenstown** along the same stretch of road later that night, were startled by eerie will-o'-the-wisp lights glowing near the base of the cliffs. Nothing daunted, they took a closer look. They must have suspected an accident of some kind and sensibly marked the spot. Then as soon as practicable, they mustered help and returned in force with divers and cables aboard a hired steamboat, the **Ben Lomond**. (This part of the story has a question mark over it as the original SS Ben Lomond was withdrawn from service and scuttled in 1952, well before the above-mentioned events took place, but perhaps there was another boat of that name in operation at that time. For the original to have come to the aid of this little car it would have had to raise itself some 600 feet from the bottom of the lake!) A first-hand account says that retrieving the submerged roadster was not a simple task, partly because it had gone down in about **20 metres** of water! With cables secured to the front bumper, the first attempt to raise it failed as the vehicle began spinning. A second dive into the depths secured the back bumper, and the car was raised without further incident, placed on the deck and conveyed to Queenstown. The **"Submarine Car"** as it was now dubbed by locals, seemed in perfect order despite its dunking. One of the enterprising lads brought it home with him and parked it on the lawn. After doing nothing more than

assisting it to dry off and changing the oil, the youngster took it for a drive! The gears were a bit cranky apparently (probably water-logged) but the little car showed its spirit, and as the story goes, was soon "purring" along the local streets.

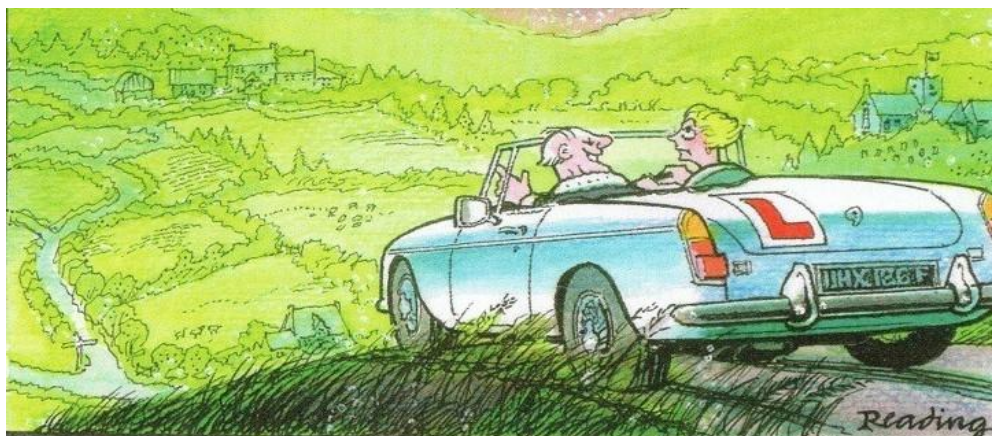


It was a happy ending for the car, but not quite so the young rescuer. Word got around and two weeks later he was tracked down by the police who promptly arrested him for car theft. The boy protested and turned the tables by claiming salvage rights. The MG, along with the insurance rep, were taken to **Invercargill**. Nothing daunted the lads who claimed **"finders keepers"** taking the insurance company (who has previously written the vehicle off) to court. They won and accordingly received an undisclosed sum for their trouble. The car was sold on in Invercargill and eventually passed into the capable hands of Mrs V. who recounted these stories for posterity. **Mrs V.** was a notable MG enthusiast inaugurating the world's southernmost MG Car Club.

She organised rallies and many other events over the years. The "submarine car" took part in many of them. In her notes, she recounts other incidents in which the car seems to have had some remarkable close shaves prompting **Alan** to remark that this was truly the car of **"nine lives"**. However, Alan can be assured that since its timely rescue from the watery depths it has been pampered and polished, and lovingly maintained in pristine condition.

Acknowledgements: - Big thanks to Mrs V. for recording and sharing this story. **Rosemary Totton.**

And finally,



**'CAREFUL NOW,- REMEMBER THAT THE SIX CYLINDER
INLINE CAN GIVE YOU 145 bhp AT 5,250 REVS...'**

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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.

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



Van Grant

Parts for Sale

Harvey Heath's rebuilt MGC Water Pump supply

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

For more information please contact:
Home: 09 8342552, Mobile: 021 1721033
Email: harvey.w.heath@gmail.com



Harvey Heath's MGC King Pin service.

I can now offer a service of fitting, reaming and setting up the king pin end float to anybody who requires it.

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 assembly 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 (1) \$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 for the job.

Harvey Heath

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Email: harvey.w.heath@gmail.com

John Barrett Photo Gallery



1968 Riviera Blue MGC GT



Ferrari 308 GTB and 2 x MGC GTs