



# MGC NEWSLETTER

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MGC Register of New Zealand



2023  
*Happy New Year*

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**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 word "Registers"

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

**Disclaimer:** The opinions expressed in this newsletter are those of the contributors and do not necessarily reflect the views of the MGCC, the MGC Register or its Editor. Readers should exercise their own judgement when considering technical or other matters, information and advice.

**Next MGC Newsletter closing date: Sunday 2nd April 2023**

Articles and photos always appreciated

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

**Cover photo :** Graham Standring's MGC GT

## Editorial

We hope you've had a wonderful Christmas and we wish you a Happy New Year.

Anne and Steve



## Future Events

### MGC Register Run Sunday 26th February

Unfortunately, the weather didn't come to the party for our planned register run in November and we were forced into a postponement. Fear not though, as we will attempt to hold the event on **Sunday 26th February**.

As originally planned, the first stop will be at Caffeine & Gasoline at Hampton Downs, followed by a drive through the Waikato countryside for the final stop at the Classics Museum in Hamilton.

As Covid has interrupted things in general, the plan is to have another register run later in the year too, we will keep you posted.

We will be in touch closer to February, so very much looking forward to an enjoyable day out.

*Please add this Date to your Diary.  
The MGC Register will be there!*





## The New MGC EV, Cyberster EV Roadster

Confirmed for April 2023 Reveal

Full credit goes to **AUTOCAR** for text and images



It's wonderful to see the first MG sports car to be produced by SAIC MOTOR being badged as an MGC. The C denotes "Cyberster" an interesting word providing an opportunist link to our favourite MG. The following is the AUTOCAR report. *Peter Dunlop*

"MG is on track to unveil its 'Project E' two-seat electric roadster in April next year ahead of the first UK deliveries in the first half of 2024, the brand has said. The sports car, first previewed by the 2021 Cyberster concept and known internally as 'Project E', was due to be unveiled this month at the Guangzhou Motor Show but has been put back to next year after concerns the November event would be postponed or cancelled due to Covid disruption. The production car "will be a game-changer in terms of perception of the brand," MG UK commercial director Guy Pigounakis told Autocar at a recent event. The car will be available in either two-wheel drive – most likely rear-wheel drive - or as a "very high-performance" all-wheel-drive dual-motor version.

The car will become a halo model sitting above the rest of MG's line-up. UK executives had to rethink its positioning when the first full-scale prototype of the production car arrived from China in advance of the reveal originally planned for this month. "Right up to when the model arrived, we were looking at it as a natural successor to the MGF. It's completely not. It's in a completely

## *The New MGC EV, Cyberster EV Roadster*

different sector of the market,” said Pigounakis, without revealing pricing.

The car was teased in a video posted to social media in August (below) that showed off the roadster's sleek, long-nosed silhouette, electric folding canvas roof, yoke steering wheel, two-tone sports seats and distinctive LED headlights. Other definitive design cues visible at this early stage include a subtle 'ducktail' rear spoiler and a rear lighting design modelled on the Union Jack - a nod to MG's British roots.

Tellingly, MG captioned the video 'return of the legend', which strongly suggests the final production car will resurrect a sporting nameplate from the brand's illustrious past. Earlier this year, the brand trademarked the name 'MG C EV', which references a lesser-known, straight-six-powered version of the brand-defining MGB



from the late 1960s. The two-seat electric sports car was previewed as an outlandish concept in 2021, which company bosses said was given the green light for production after receiving more than 5000 expressions of interest from potential buyers.

While the production car's silhouette bears a visual relation to that earlier concept, it's all change elsewhere, with a total redesign bringing the car into line with MG's production models and rendering it compliant with global homologation rules. It sits higher than before, for example, the wheels are smaller and wrapped in chunkier tyres; the headlights are now uncovered; and the gaping front grille panel has been swapped for what looks to be a subtler, decorative item, perhaps housing an array of sensors. It still looks to be a two-seater but features a folding roof rather than sticking with the concept's open-cockpit arrangement, and the prominent streamliners running from the headrests to the trailing edge of the boot lid are gone. Despite the car appearing more or less undisguised in these renderings, still little is known about its powertrain, pricing, or performance potential.

The concept was said to be based on a bespoke EV architecture, offering a

## *The New MGC EV, Cyberster EV Roadster*

range of 497 miles and a 0-62mph time of less than 3.0sec, and as a spearhead for MG's new youth-focused Cyber brand, the convertible is expected to



be priced affordably - potentially even competing with today's entry-level combustion-powered sports cars. Talking about adding 'Project E' to the MG line-up, Pigounakis previously told Autocar: "The problem with sports cars is that everybody loves them but not many people buy them." He added, however, that MG's global volume means it can "afford to invest in sports cars and take a longer-term view on when there will be a return on investment", adding that having a sports car "will bring us massive PR and marketing benefits". The Cyberster will build on the Chinese brand's recent phenomenal success in the UK: sales grew 66% last year, from 18,415 in 2020 to 30,600.

The MG 4 hatchback, however, arrived first, as the initial offering in a family of EVs based on parent company SAIC's new Modular Scalable Platform, which is likely to also be used by the Cyberster. That paves the way for 167bhp and 201bhp rear-wheel-drive powertrains – in keeping with its affordable sporting brief – but also a 443bhp dual-motor range-topping option.

The MG 4 is available with both 51kWh and 64kWh batteries, but packaging constraints and less strenuous range requirements could see the Cyberster sold with only the smaller of the two. Expect a range figure comfortably north of 200 miles, in any case.

A third new MG to arrive by 2024 hasn't yet been confirmed, but it is likely to be a third SUV, given the continuing consumer demand for high-riding vehicles".

*Full Credit goes to **AUTOCAR** for text and images*

## The Graham Standring MGC GT Story



Last year I received a phone call from **Graham Standring** in response to our TradeMe advert for **Raewyn's** 1968 red GT. I'd seen him racing at **Western Springs Speedway**, but his name didn't immediately register, probably because I'm still a relatively new Kiwi and have a lot to learn or more importantly, remember. **Raewyn's** car was under offer awaiting the Covid travel restrictions to be lifted and delivery to Christchurch. I assured Graham that his name was on the list of interested parties and, should anything stop the

sale from completing, I would immediately call him. This is all just history as he is now the proud owner of a stunning white **1968 MGC GT** which stands alongside his impressive collection of other classics, including an Aston Martin DB9, Red Bull Porche Cayman S, Ford Sierra Cosworth, XK120, SL250 Merc, MGRV8 and a newly acquired Datsun 240Z, plus others. *Peter Dunlop*

### **This is his story: -**

*"It all started some time ago around 2019 when for some reason, I had the desire to add another MG to my collection that wasn't just another classic. I have a broad collection of cars that are all slightly out of the ordinary and thought the MGC, which appealed to my eye with its bonnet's power bulge, 15-inch wheels and black sheep reputation, would fit in well.*

*I prefer to buy cars that are already rebuilt rather than starting from scratch. Unfortunately, this was proving to be easier said than done, so a change of plan was required, and we started searching for a good solid car that could be brought up to a concours condition within a reasonable time scale. And so, in October 2021 with the help of **Peter Dunlop**, I finally found the perfect example.*

*The car was owned by **Jock Burrige** who lived down in **Nelson**. It had been in Jock's hands for only a short time unlike its previous owner, **David Sellers**, who had owned it for twenty-four years. The car met all our new requirements, it was on the road, in good all-around condition and had no signs of excessive rust. This car came off the **Abingdon** production line in **April 1968** and was exported directly to **New Zealand** being one of the twenty "New Zealand New" GTs delivered and the only*



## The Graham Standring MGC GT Story



one to have an automatic transmission. The current manual box and overdrive were fitted during David Sellers' ownership.

We thought it prudent to get a new WOF before we started the dismantling and rebuild just to be sure that all was in good shape.

Joining me in the rebuild was my pal **Nik Brown**, whose dedication, skills, encouragement, and humour made the

job so much more enjoyable. Thank you, Nik, this superb result would never have been achieved without your help. This was the first time that we had ever tackled a complete rebuild, so quite challenging for both of us. Our mission was to rebuild the car to its original work's specification and include any upgrades or modifications we believed beneficial to its reliability and overall aesthetics.

The work started in **March 2022** with the car being stripped back to a bare shell and sandblasted to remove any traces of the original paintwork including the challenging "Sh!t" sticky brown-black stuff that covered the complete underside of the car. A perfect job for **Nik** and the only way to assure we exposed any rust or panel issues before repainting. The whole of the underside was then repainted with a white epoxy two-pack, colour matched to suit the car's exterior finish. The car was originally painted



Sandy Beige and then white, but on the outside only. The car is now completely finished in white, a job done by **The Surgery in Wellington**. The underside of the car was finished in a two-pack white to match the body colour.

The **engine, gearbox and overdrive** worked perfectly, only requiring a cosmetic makeover, and oil changing, etc. The twin **SU carburettors** were rebuilt by the fuelling "**guru**" **Alan Franklin**. The rear **brakes** had new wheels cylinders and shoes, and the fronts had rebuilt callipers, including stainless steel pistons and new seals. All **front suspension** and steering parts were sand-blasted, epoxy coated and painted

## The Graham Standring MGC GT Story



with a two-pack semi-gloss black finish to retain the important “**factory look**” finish. The steering wheel remained as fitted. The **fuel tank** was found to be in good condition, was sandblasted and repainted black. The **fuel system** was completely replumbed with new piping, fittings, and flexibles. A fuel filter was fitted adjacent to the rebuilt **SU fuel pump** and an additional filter was fitted under the bonnet close to the

carburettors. The **existing wiring loom** was removed and refurbished. Instruments were also removed, checked, and recalibrated as required. The **wheels and tyres** were also in good condition with the **Minilite** style “knock-off” wheels that just needed to be acid-washed and polished. All **interior trim** and carpets were replaced and seats fitted with brand-new red leather covers with white piping.

Having constructed several racing cars, and knowing the importance of a tidy engine compartment, the whole area was carefully reinstated including piping, wiring and fittings. I also reran the throttle and choke cables to improve their operation. The majority of parts used in the rebuild were purchased from **MOSS** in America.



Believe it or not, this rebuild program was completed in **FOUR months and THREE days** by myself and Nik, no mean feat and not one that we thought we would be in a hurry to repeat.

How wrong we were as Nik, and I are already part-way through the complete nut and bolt restoration of my **1963 C2 Corvette!**”

*Graham Standring*

## The MGCC "Top of the South News"

The **MGCC Nelson Group**, recently resurrected by **Kay & Dave Clausen**, seems to be getting bigger and bigger with Kay telling me that 80 people are now on her circulation list. That's the best part of 40 MGs! Interestingly, unlike Auckland and Wellington, social runs are not dominated by F and TFs, but very much by MGBs and Midgets.

### The Targa Rally, Nelson

The Targa Rally came to the Nelson region for the first time over the weekend of 15th and 16th October. There were 137 entries over the varied classes – Targa Rally, Touring and VCC. The event was also the 5th round of the '**Mainland One Day Rally**' championship. All except the last category, completing 14 tar sealed special stages, over 273kms, but no gravel. The longest SS was 29.95kms. Rallies with no gravel no doubt suited many **Porsche** owners who made up a large proportion of the **Touring Group**, whose 'convoy' speed is limited to 160kph!



The MG entrants in the VCC time trial were **Michael and Mary Fitzpatrick** driving their **MGC GTS replica**, an MG Midget driven by **Malcolm Fleming & Gina Jones**, an MGBGT driven/navigated by **Mark Errington/Peter Cameron** and an MGB Roadster driven by **Mick and Ryan Toll**.

The **MGC GTS Replica** driven/navigated by **Michael & Mary Fitzpatrick**. This car was recently imported into NZ from UK by Michael.

There were to be 6 original 'works' **GTS** cars, ('S' for Sebring) designed in 1966 for racing. The exterior panels, such as the roof panel, doors, and the bubble-arched wings, were formed in aluminium, creating arguably one of the best-looking cars to come out of Abingdon. Two lightweight versions of the MGC GT were assembled at Abingdon and ran in the **1967 Targa Florio** and in 1968, the MGC GTS (as it was now known), raced at **Sebring** and the 84-hour-long **Marathon de la Route at Nürburgring**. After Sebring in 1969 the MGC competition project was cancelled, and the four uncompleted lightweight shells were sold to and completed by **John Chatham**.

The **1970 MGB Roadster**, was driven/navigated by **Mick & Ryan Toll**.

## The MGCC "Top of the South News"

This ex - **Ray Hartley** race car, has a **Lynn Rogers** big bore motor and has previously competed in a number of Targa Rallies.

The **VCC Time Trial** attracted 33 interesting sportscars including a number of MGs: 2 x Healey 3000s, 1 x Lotus Elan, 1 x Alfa 1750 GTV, 1 x Triumph TR3A, a Spitfire, 2 x Jaguar C Types, 2 x Jaguar E Types, 1 x Maserati, 1 x Porsche 964.

**Jim Wareing** and I from the **MGCC Nelson** group were there both days, enjoying the sun, and assisting with timing and start control on six of the fourteen special stages.

*Geoff Broadhead MGCC (Nelson)*



## Oil Pressure Relief Valve

The following article is courtesy of the **MG Car Club UK** publication "**Safety Fast**" issued in October 2022 and written by the much-respected MGC technical officer **Vic Young**.



# REGISTERS

### MGC

Colin Howes  
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#### Oil Pressure Release Valve

Standard pressure should be 15 - 20psi tickover, 40psi at 2000 revs, engine hot.

The C engine has 1/2" oil galleries and relies on flow.

If higher as revs increase you could have the oil pressure valve incorrectly assembled. It

is incorrectly displayed in the original workshop manual. This will increase the pressure, putting extra load on the camshaft and distributor drive gear.

If you want to increase the pressure slightly you need to turn a thin washer to sit in the base of the pressure relief valve to support the spring.

The top retaining ring should sit on the angle of the valve, not on the edge. This pushes the valve further into the assembly, effectively compressing the spring.

To remove, put a small rod into the back and tap out the valve and retaining ring and insert the other way round. I would put it in a small plastic bag to catch the spring. If you are having trouble removing the relief valve assembly, I have an extraction tool.

The picture shows the correct and incorrect assembly together with internal valve, retaining ring and special washers to slightly increase running pressure.

I recently tested a correct and an incorrect assembly with a tension gauge. Correct needed 13lb to just move the valve off the seat. Incorrect needed 17.5lb to just move the valve.

Vic Young, Technical Officer

The "C" Register is holding a gathering on Sunday October 3 at Blist Hills Victorian Town, Telford TF7 5UD. Arrival is from 10.30am and parking will be in a cordoned off area in the car park. Please check the C Register Facebook page for any updates.

The Register will hold its annual Christmas Dinner on Saturday November 19 at Hatton Court Hotel, Upton St Leonards, Gloucester. To join us please book your accommodation directly with the hotel and quote "MGC Register". The hotel can be contacted on 01452 617412. Cost is £165 per couple for dinner bed and breakfast (£130 for singles). Extra nights £80 B&B - dinner extra.

Colin Wareham has a considerable number of OE spares which he is wanting to sell. Please contact him directly on 07860 828304.





## So, You Want to Buy an MGC? Part One

The **MGC Register of New Zealand** wishes to thank **Robert Lynex**, Area Secretary of “**Cornwall MG Owners**” for allowing us to include this article (which was written at the time of MGC40) in our newsletter and our website. We also thank **Ted and Sally de la Riviere of Beech Hill Garage, UK** and **Brian Hutchison** for their additional input.

The following message was received from Richard:

### **Good Morning Peter**

*Thank you so much for your message. It's been so long since I wrote that article that I'd almost forgotten about it.*

*Of course, you have my blessing to use it, I'm very honoured to think that anybody would consider my 'ramblings' worthy of note, I've always wanted to be a published international writer! My **MGC**, however, is in a very different league, it has been*

*featured in Classic Car magazine in 2007, in MG Enthusiast magazine in 2018 and it has been used in four Rosamunde Pilcher dramas, filmed in Cornwall by a film company for ZDF TV channel in Germany, the episodes can be viewed on YouTube. I've had my MGC Roadster for over seventeen years now and my 10-year-old grandson has his*



*eyes on it when I pass. I'm Area Secretary for Cornwall MG Owners (0701 MG Owners Club), a club that I started nearly 22 years ago. I also started another club, South Birmingham MG Owners Club, when I lived in The Midlands back in 1980, so I've 'been around the block as far as MGs are concerned, having owned MGs since 1976. Please convey my very best wishes to all your members in New Zealand and to those in Australia, although I'll never get to visit personally, I do have a genuine boomerang over my office doorway that my grandfather brought back when he visited back in the 1960s!*

*If any of your members visit Cornwall at any time, please ask them to contact me and I'm sure that we can organise a 'Proper Pasty Run' or a 'Jam on First Run' for them. Thank you for having the courtesy to request my permission, but there was no need, you are very welcome to re-publish it at any time.*

*Kindest regards to you and happy MG motoring.*

**Robert Lynex, Area Secretary 0701 Cornwall MG Owners**



# So, You Want to Buy an MGC? Part One

## Introduction

So, you want to buy an MGC? And indeed, why not? When the model was introduced at the 1967 Earls Court Motor Show, it was the most powerful MG sports car ever built. With a new 2912cc (3 litre) straight six-cylinder engine, this was a 'true' Grand Tourer in every sense of the word. From the launch of the MGB in 1962, there was always meant to be a more powerful version and it was only a matter of time before a suitable 'big' engine was developed and fitted.

The **MGC** was developed during a politically charged era of British motor industry history when rationalisation was the 'buzzword' and financial expediency held more sway than consumer satisfaction. So the MGC was born into a world of industrial uncertainty and one where the British motoring Press acted like theatre critics with the clout to make, or usually break, an innovative model at the stroke of a chewed pen top.



Stories abound of 'Press' cars being left in crumpled heaps having failed to negotiate bends and of lack of acceleration power to 'get out of trouble'. Tales also proliferate of poor handling and slow steering. The new engine was, after all, 209lbs heavier than the MGB's 1798cc B-Series engine and it is true that the weight distribution in the MGC was different from that of the MGB being 55.7%/44.3% for the MGC as opposed to 52.5%/47.5% for the MGB, thus making the MGC 'nose heavy' with much of the weight forward of the front wheels.

This uneven load allocation led to a degree of 'understeer', which when combined with the legendary reports of the tyres on the Press cars being under-inflated, compounded the issue. Incidentally, Dunlop SP41 tyres (as fitted to the MGB) were initially chosen for the MGC, a decision that was to prove costly in terms of poor handling and resulting reputation. Parables of MGCs driven into bends faster than MGBs would have been driven, and by the same journalist, presumably blissfully unaware of his speed due to the smooth, under-stressed nature of the new engine, never cease to amaze me. Had they never thought to look at the speedometer?

## So, You Want to Buy an MGC? Part One

Lower MGC Chassis Line, Abingdon. 1968 (picture courtesy of Richard Mullins)



Many of the problems associated with the MGC could, would and should have been sorted out prior to the model's launch had Abingdon been given the appropriate development time. It is easy to say, with hindsight, that the MGC was much maligned and that, with the use of today's technology and innovative

product materials, the car can be vastly improved. This can be seen in many of the remaining examples still in use today, 40 years after the model's first introduction!

### Model History

The Austin Healey 3000, also assembled at the Abingdon factory, was fast coming to the end of its production and would be phased out by the end of 1967, so the race was on to find an engine powerful enough to perpetuate the British sports car tradition, especially in the lucrative North American market.

As well as being a replacement for the Austin Healey 3000, the MGC was intended as an 'MGB with muscle'. Rationalisation within the BMC Group meant that, as far as possible, the same monocoque body shell could be fitted with a number of engine derivatives.

A number of power plants were considered including a 2.6 Litre four-cylinder engine and a 2433cc straight six-cylinder unit used in Australia for heavy goods vehicles (it is surprising just how many people seem to remember this little-known engine and firmly associate it with the MGC).

The final choice of engine for the MGC, however, dictated that many structural alterations had to be made to the existing body shell in order to facilitate fitting the heavier and taller 'lump' than was at first anticipated. These alterations visually manifested themselves in the longitudinal bonnet bulge, which allowed



## *So, You Want to Buy an MGC? Part One*

the radiator to be moved forward and up tight against the bonnet locking panel, and the 'teardrop' prominence on the left-hand side of the bonnet to clear the forward carburettor.

**Photo above: University Motors 'Special' (owned by Frank David of Solihull).**

Opening the bonnet, further distinctive changes are obvious, with the removable cross-member on which the MGB's suspension and steering were mounted being replaced by extensions to the inner wing arches which effectively created a new, built-in U-shaped cross-member, greatly strengthening the bodyshell. The engine bay was not the only alteration necessitated by the newly developed MGC engine. A completely new front suspension layout was needed to replace the coil-spring and lever-arm damper



setup which was an integral part of the MGB cross-member. The MGC used a combination of upper wishbones and parallel lower arms, now secured to the inner wing panels and cross-member respectively, damped by telescopic shock absorbers and sprung via torsion bars running longitudinally to adjustable securing points under the front seats, sited within a new triangular box section. During the MGCs short production run, a total of 8,999 cars came off the assembly line with a slightly larger proportion of Roadsters (4,542) than GTs (4,457). Of these total production figures, 3,437 were built for the Home Market (1,405 Roadsters/2030 GTs) while 4,256 were export specification models destined for the North American Market.

The MGC boasted a top speed of 120mph and 0–60mph in 10.0sec. The MGC speedometer displayed a theoretical top speed of 140mph, this being one of the few cockpit differences between the MGB and MGC.

The engine finally developed for the MGC was different from the original BMC C-Series as it now had 7 main bearings rather than 5 and was 1¾ inches shorter. The official power output figure for the engine installed in the MGC was given as 145bhp at 5,250rpm, with a torque figure of 170lbft at 3,400rpm. These figures were slightly less than those for the Austin Healey 3000 which it was due to replace, data which the motoring press were only too keen to publicise. The addition of the extra bearings was, whilst making for a stronger, smoother, and more reliable unit, one of the main reasons for the reduction in power through increased friction and windage within the engine.

## *So, You Want to Buy an MGC? Part One*

University Motors, one of BMC's main London dealerships, is widely known to have produced a number of 'specials', with no two cars being the same. These were usually prepared to individual customer's requirements, and many included special paint combinations, a wood-rim Motolita steering wheel, Koni dampers fitted all around, Cosmic or J A Pearce alloy wheels or a different stage of tuning and interior. Many of University Motors 'specials' carried a round enamel badge on the bonnet forward of the radiator bulge and a rectangular enamel plaque on the dashboard.

*Robert Lynex*

Cosmic and J A Pearce Alloy Wheels  
(picture courtesy of Mark Saylor)



## *If You Are Looking to Sell Your MGC, We Have Buyers!*

Over the last couple of years, a number of our MGCs have changed ownership for varying reasons. Although the government has now announced measures to move us away from fossil fuels, there is still a definite interest in classic cars and it is a very large industry worldwide.

That being the case I have contact details for a couple of people who are very interested in becoming MGC owners and enjoying the driving experience our grand tourers can provide. We would be very sorry to lose you as a member of our MGC family, but if you are contemplating parting with your C, be it a GT or a roadster, just let me know and I can provide a prospective purchaser's contact details.

*Ian Grant*

## Harvey's Technical Tip No. 14

### Gearbox Mounts

Having spent several hours groveling around under my MGC it came to my notice that the rear gearbox mounts had collapsed allowing the alloy case of the overdrive to rub on the cross member. Fortunately, the gearbox had to come out for repair, enabling me to make a number of useful observations, which need to be noted.

Genuine MGC gearbox mounts are different from that of an MGB. Even though they are constructed of the same material, the MGC mount has a mounting stud that is not on the centreline of the mount which moves the gearbox rearward. The MGB mount has the same pin, but it is mounted on the centerline.

If fitting genuine MGC mounts, it is important that the mount is fitted the right way up otherwise the gearbox is too far forward. The mount position is identified by having a turned lip on the top edge of the flange that fits the cross member.

Mounts are fitted with the curled top edge in the upper position on the passenger side (left) and on the lower position on the driver's side (right).

With overdrive vehicles, it is nearly impossible to fit these mounts in place, on non-overdrive vehicles it is easier.

The curl in the top edge of an MGC mount can be seen in the photos.

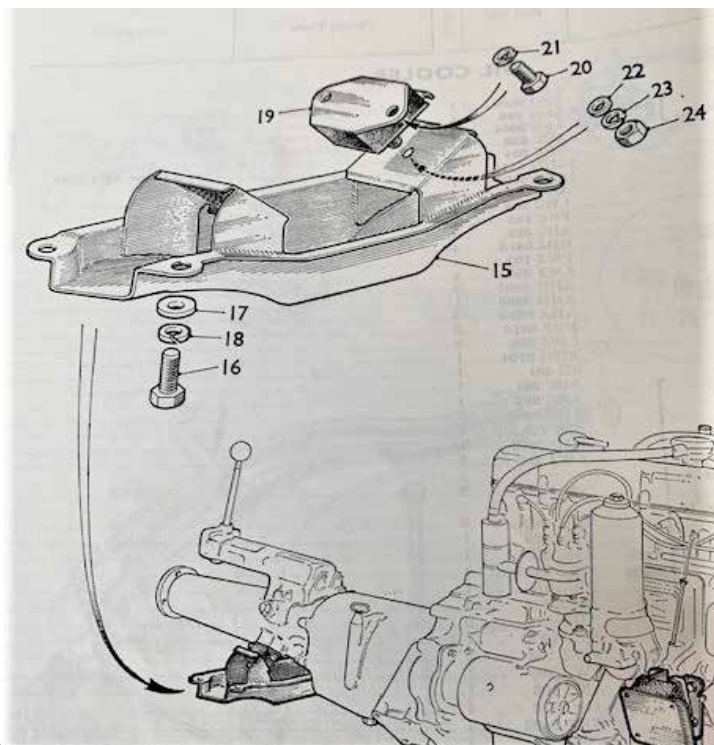


Sometimes these MGC mounts are not available and MGB mounts can be used with slight modifications to the cross member. The gearbox mounting bolts and flanges are exactly the same as the MGC.



## Harvey's Technical Tip No. 14

As the MGB mount has its mounting stud on the centerline of the mount an 8mm hole needs to be drilled into the cross-member face in the same horizontal line as the original hole only 12mm towards the front. (photo right)



Please Note

The GEARBOX MOUNTINGS recently purchased from the MG Owners Club UK and shown in our last Newsletter, have proven to be sub-standard with three units out of the four purchased failing.

*Harvey Heath*

## *MGCC Team Waikato Outing*

Team Waikato organised a very enjoyable mid-week outing during October. We assembled in Cambridge near the town hall and then made the short drive to Cambridge Stud, which was created by Sir Patrick Hogan and is now owned by the Lindsays of Sistema fame.

We were escorted by one of the staff who was very informative as we took our time to look through the museum.

A short walk from there to one of the main barns where we were introduced to a number of the yearling fillies, very placid young ladies and one in particular couldn't get enough of having her muzzle massaged.

With 69C still off the road, Joanna and I were in the *TF* and I was very pleased to see the red CGT of Graeme and Terri Fisher in attendance, which gave us the opportunity to meet for the first time.

On leaving Cambridge Stud for the drive through the Waikato countryside to our lunch venue, I managed to slot the *TF* in behind the Fishers so we had a windscreen full of MGC for the next 45 minutes or so. Enjoyed hearing that big six purring away.

Lunch was in the café at the big garden centre near the Velodrome (where Olympic cycling champions are made) and a very nice lunch it was too and obviously a very popular place.

Many thanks to the Waikato team for organising a very enjoyable outing and, to Graeme and Terri, great to meet up at last and looking forward to catching up again at a future Waikato event, hopefully with 69C next time.

Photograph at Cambridge Stud shows a nice line-up of MGs across the ages – '69 CGT, '73 BGT, '62 A, '54 TF, '99 F, '03 TF and '21 HS.

*Ian Grant*



## David Dart and GCD1 2354G

We received a brief note and the photograph from David Dart in Australia who is the current owner of the blue CGT, GCD1 2354G.

Regular readers of our newsletters will recall we have mentioned this particular CGT previously – remember the Barry Browne Car Sales (Christchurch) photograph from the early 1970s with the car's story that featured in our September 2020 issue.

David reports he has virtually finished breathing life back into the car with only a few minor jobs to complete. The thought of competition was one of the drivers in the rebirth but the urge has softened somewhat as David raced a Manx Norton in historic races many years ago so he thinks that perhaps that particular career is in the past.

David is going to put the story of his ownership together for publication in our next newsletter.

*Ian Grant*



## Market Place

### CLASSIC DRIVING DEVELOPMENT

*MGC Engineered Improvements - to make it the car it should have been*



Balljoint front suspension



Balljoint front AR links



Tube axle alloy diff cover



Alloy sump



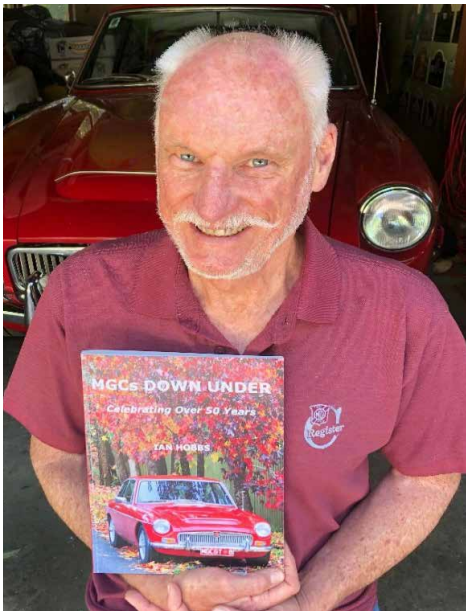
Panhard rod assembly



Thermostat housing

*Full details and photos on our website and fitting instructions for all products*  
**Classic Driving Development Ltd. Engineered Improvements for classic cars**  
Unit 5-3, Orchard Farm Nursery, Lower Tyne, Warwickshire CV35 9BJ  
Tel: 07812 766789 Email: [info@classicdrivingdevelopment.co.uk](mailto:info@classicdrivingdevelopment.co.uk) [www.classicdrivingdevelopment.co.uk](http://www.classicdrivingdevelopment.co.uk)

## "MGCs Down Under" by Ian Hobbs



This Ian Hobbs book encompasses all MGCs in New Zealand and Australia providing a personal and pictorial record of the cars and their owners.

In addition to the history of the MGC and a full register of cars, it includes detailed information on the various modifications and improvements carried out by their owners. This book is not only a valuable point of reference for all MGC owners it will look very nice on your coffee table!

Priced at \$AUD110.00 for the hardback copy and \$AUD79.00 for the paperback plus delivery to NZ.

Please contact Ian Hobbs direct at [mgcgt@optusnet.com.au](mailto:mgcgt@optusnet.com.au) for purchase.



## 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)





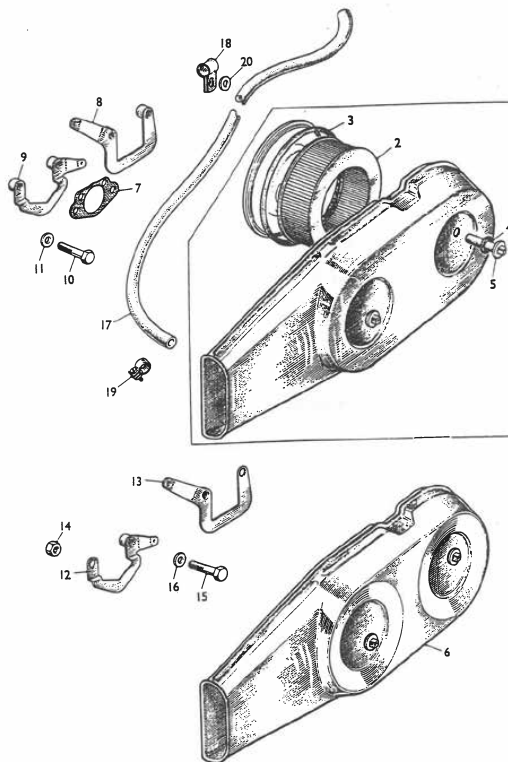
## Market Place

### AIR CLEANER PARTS REQUIRED

Former NZ MGC owner, Murray Kirkus, who now lives in Australia, has been hunting down some air cleaner parts. He has found some of what he requires with the help of UK-based John Benton (one of our register newsletter recipients), but Murray now just needs to locate the two brackets, #8 and #9, as shown in the parts diagram.

He is also on the lookout for a right-hand quarter-light window hinge for his roadster.

Murray can be contacted through [airdatanz@yahoo.com](mailto:airdatanz@yahoo.com), so any assistance would be very much appreciated.



## Market Place

### PARTS FOR SALE

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

*Ian Grant*

