



MGC NEWSLETTER

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MGC Register of New Zealand





Register Contact Details

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

www.mgclub.org.nz

Contact Details

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

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

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

Editor: Steve Jones, home 09 536 6231; mobile: 027 8012007;
e-mail editormgclub@gmail.com

NB: No calls after 9 pm, please.

Register website

Go to: www.mgclub.org.nz

Click on "Information"

Then click on the "MG Registers"

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



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

Next MGC Newsletter closing date: Sunday 14th March 2027

Articles and photos always appreciated

Please email articles and photos to editormgclub@gmail.com

Cover photo: Andrew Stefanou's Stunning MGC

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MGC REGISTER MG Car Club (Auckland Centre) Inc.

INTRODUCTION

Hello, at last. Since we revived the MGC Register in 2010, we have produced three newsletters annually up until, and including, 2022. Since then, we published one in July '23, two in 2024, in January and May, with the last one being Issue #39 that landed in your inbox in April 2025.

I have received a couple of e-mails from concerned MGC owners asking if they have been dropped from the mailing list. No, you haven't, other things in life have got in the way.

So, here goes with Issue #40.

Since that last newsletter we have had two Register Runs, reports and pictures on both are included here.

There are some news bits about owners' cars and a couple of our well-known Cs have new owners. Having said that, three of our beautiful cars are up for sale.

We also say farewell to a friend of the MGC Register and 26-year member of the MGCC Auckland Centre, Rex Benns, who passed away in June.

Next year, 2027, is the Diamond Anniversary of the MGC, so we will be looking to hold a celebration at an appropriate time during the year and would really like to have this well supported.

In 2017, Peter and Raewyn, Harvey, Joanna and I travelled to England and took part in MGC50, which was a fabulous experience. Plans are underway in the UK for a big 60th anniversary celebration.

I hope the articles in this issue are of interest.

Ian Grant



2025 Register Run

Our Register Run was held on Sunday 25th May and this time, instead of holding it just for ourselves, we held it in conjunction with the annual MGCC / Ferrari Owners event.

There was a great turnout with around 25 MGs and 20 Ferraris, including six MGCs. Two GTs owned by Peter & Raewyn Dunlop and Graham & Janet McKenzie, were joined by the three roadsters of Ian Grant, Alan Krissansen and James & Valerie Smith, as well as the GTS Replica of Michael Fitzpatrick.

We all met up at the BP Autobahn in Papakura on State Highway 1 under sunny skies and then set off on a very enjoyable drive through the South Auckland / Waikato countryside. Avoiding the more popular main roads, the route took us on some great country roads with extensive views when navigating the Bombay Hills, well worth a look – excuse me, eyes on the road, please.

We encountered a number of STOP and GIVE WAY intersections, and it was a real treat to hear those Ferraris power away from a dead stop and Michael Fitzpatrick's GTS Replica didn't sound too bad either. I can still enjoy all of this on my dashcam footage.

The first half of the drive was on the western side of the Southern Motorway through the back of Pukekohe and along the Waikato River to cross the bridge at Tuakau to head through to Mercer. From there it was a nice drive to Woodlands Estate with its gardens, historic homestead and café where we all enjoyed lunch and great company.

After lunch we took the opportunity to have a walk around the carpark and ogle Italy's prancing horses, and a range of models there were too. Not forgetting, of course, a very nice variety of MGs as well.

We had our beautiful MGC Register Trophy with us, a superb creation by our technical adviser Harvey, and Alan Krissansen was very pleasantly surprised to be the recipient as he had been selected for his support and contribution to the register.

Pictured are five owners, James Smith, Graham McKenzie, Alan Krissansen, Ian Grant and Peter Dunlop. Michael Fitzpatrick missed the photograph as he had to leave early.

Ian Grant

2025 Register Run



2025 Christmas Concours

As is traditional with the second Sunday in December, the Christmas Concours was held on the 14th at the usual venue, Vellenoweth Green in St Heliers, just across the road from the beach and the waters of the Hauraki Gulf, with the volcanic island, Rangitoto, providing the backdrop.

The weather played its part and there were over 50 MGs on display covering nearly 90 years of MG production, from a 1936 TA to a 2024 Cyberster.

Every year the cars on display attract interest from members of the public and it was great to see a large number of people wandering around looking at the cars and engaging in conversations with the owners.

For various reasons our MGC turnout was down on last year with just three in attendance this time, all roadsters. Alan Krissansen's red roadster took 5th place in the concours while Bryan Young's green roadster and my red example provided the supporting act.

It was a brilliant day out and for me personally, the opportunity to enjoy four hours of pointing that shapely bonnet down the road was a real pleasure with the C running beautifully.

Pictured are Alan with Peter alongside Alan's roadster, my roadster and Bryan with his.

Ian Grant



MGCs at Auction

Recently, while relaxing one weekend afternoon, Joanna was channel surfing on the TV and a blue CGT appeared on the screen.

The programme, the name of which I can't recall, was one of those about restorations, be it furniture, vehicles, etc. She called me to come and have a look and I watched what was left of the programme, about five minutes, and at the end was a shot of some of the cars that were going to auction.

As the programme was scheduled to be screened again the following day, I set the recorder so I could follow the full story.

The C was shown having a tidy up in preparation for sale and it was the owner's son who was looking after it, selling it on behalf of his father.

After the preparation for sale was completed, the son, along with the man who had done the work, put a figure of £12,000 on it as the expected sale price. It didn't quite fetch that, £11,500 was the bid when the hammer came down.

The photograph from the end of the programme shows there was also a C roadster in the auction as well.

Being the trainspotter that I am, I couldn't resist going to my file that has all of the MGCs that were built to see if these had been recorded by the UK MGC Register.

Sure enough, both had been.

The GT is an early car, built in March 1968, still in its original Mineral Blue with an automatic gearbox, which it still had in the programme. It was despatched to BL dealer Appleyards in Leeds, Yorkshire.

The roadster is a 1969 model which was on the assembly line across year's end, the build started in December 1968 and completed in January 1969. Finished in Pale Primrose with a manual, non-overdrive gearbox it was delivered to the BL dealer Wadhams on the south coast in Southampton.

I hope the new owners are enjoying their MGCs.

Ian Grant



2026 Register Run

Joanna and I set off from Matamata, top up, on a foggy morning for the 1½-hour drive to the BP Autobahn in South Auckland to catch up with our fellow MGC owners from the 2026 Register Run, plotted by the current holder of our register trophy, Alan Krissansen.

A chin-wag in the café over coffee was an enjoyable start to the day, then we set off through the South Auckland countryside, heading west for Clarks Beach in a convoy of five MGCs and an MGB.

During this section of the drive the fog lifted and by the time we reached Clarks Beach on the Manukau Harbour, we were under sunny skies, so the soft-top was stowed in the boot, and it was sunglasses and sunscreen from here on. From there we made tracks further west through picturesque farmland, making a brief detour to view Huntly House, a beautiful, period mansion that was built in 1911 and was, a few years ago, transported to its current location in sections from Palmerston North, some 480 kilometers (300 miles) to the south.

We were informed that under the rug in the living room there are oil stains and the outline of a grease pit from the days when the house was temporarily converted to a mechanic's workshop.



The very enjoyable drive continued west over the beautiful coastal hills of the Awhitu Peninsula, and then the blue waters of the Tasman Sea and the black sand of Karioitahi Beach came into view. Photographs were taken of the cars on the sand before we ventured up the hill to the Castaways Restaurant, where great views of the sea and the beach could be taken in. Australia is just 2,500 kilometers (1,500 miles) away across that blue sea.

Good company and friendly conversations followed as we all enjoyed a beautiful lunch.

2026 Register Run

A big thank you to Alan for organising this very enjoyable day out and we attracted some attention from other motorists as we received plenty of smiles and waves during the drive.

After bidding farewell to our fellow-C owners, Joanna and I set off on our two-hour drive home. A nice drive that was too to finish off the day.

On the run were Alan & Rosemary Krissansen (C roadster), Peter Dunlop (CGT), Brian Young (C roadster), Harvey Heath & Ricky (CGT), Ian & Joanna Grant (C roadster) and Steve & Anne Jones (B roadster).

Ian Grant



Andrew Stefanou Returns Home

Back in 2023 we received an e-mail from Andrew Stefanou with the news that he was returning to New Zealand after 24 years in Melbourne.

Andrew is well known to the register as he owned a white 1968 C roadster back in the late-1980s when living in Christchurch.

While living in Australia, Andrew purchased another C roadster around 2009, this one a North American market car that was built in February / March 1969. In 2023 Andrew's C was very close to having its six-year professional, full nut and bolt restoration completed that had involved somewhere between 1,600 and 2,000-man hours and he admits they lost count and got a bit carried away, but the end result has justified the project.

Andrew had some concerns regarding the NZ compliance process as vehicles that have been modified from the original factory specifications can fail and not be permitted on our roads.

The major issue was that Andrew had fitted an Easysteer electric power steering unit that had been welded to the original column. Welding – a big, red flag.

The electric unit had been fitted to make the steering easier as Andrew had suffered a serious whiplash injury some years earlier, well before head restraints were the norm. Three fused vertebrae in his neck was the result of that accident and steering the C at parking speeds without the power steering was somewhat uncomfortable. Andrew was left with a choice – sell the C in Australia or bring it with him to NZ and make whatever is necessary work. He has chosen the latter option.

Correspondence from May last year revealed Andrew and his wife have settled in Christchurch and, after a longer than expected process, the C was given its compliance certificate and is now registered for the road.

The electric power steering issue was addressed with Lawrie Steere's help, the final decision being to remove the electric unit and go back to standard steering. The power steering served its purpose as he finds there is no need for it now.

Andrew took a trip to Wellington and caught up with Clive Cullen who owns the C roadster that Andrew had, and they went for a drive. The last time Andrew was in the car was 37 years ago as he sold it to Paul Pannell Motors in Christchurch in 1989 and it was then bought by Kate Gerrard who married Clive, so it has been in the care of its current owner since then.

Last year Andrew was hoping to have the car on the road in time for the Ayrburn Classic in Arrowtown, which is a classic car show and Concours

Andrew Stefanou Returns Home

de'Elegance, Some say it is New Zealand's equivalent of the Pebble Beach event in the United States.

But unfortunately, the compliance process took longer than expected and taking the C to Ayrburn didn't eventuate.

The 2025 event was very impressive and, from the photographs I have seen, some superb, very expensive and rare cars are on display from all over the country. It will come as no surprise if close to 500 cars are there next year.

But, having missed out last year, there is a silver lining to all this as the Ayrburn organisers have acknowledged the condition of Andrew's roadster and he has received an invitation to the 2027 event.

The invitation reads – We are delighted to advise that your vehicle has been officially accepted into the inaugural Ayrburn Classic Concours Class for 2027. Following a highly competitive application process, your vehicle has been selected as one of only 40 Concours entrants that will form the centrepiece of the Ayrburn Classic, taking place from 19th to 21st February.

The Concours Class represents the very best in automotive excellence, celebrating vehicles of exceptional provenance, presentation, rarity and significance. We are honoured to welcome your vehicle into this prestigious collection.

Congratulations Andrew, it's great to have an MGC in an event of that standard. In April this year Andrew's C was judged as the top car in the MGCC Canterbury Concours d'Elegance.

Andrew, we wish you all the best with the C and hope you have many enjoyable outings in it and, if possible, we catch up sometime.

Ian Grant



Bruce Ibbotson's Surprise

There are some people in this world who do some really nice things for others. Below is the e-mail as received from David Dart after he purchased PFT-000 from Bruce Ibbotson, becoming this famous MGCGT's second owner.

David wrote –

Peter Richardson is a model maker from Warrnambool in south-west Victoria who I met at the Bendigo Swap Meet a few years ago. He had a stand there and was making a car with many examples of his work on display. I was impressed.

During 2024 Peter made contact with me as I had left my details because I was thinking of getting a model of my CGT race car and I had also kept his details in my phone.

After Bruce and I had made the deal for me to buy “The Truck”, I was thinking about the monumental decision Bruce had made to do this and, being a visual person myself, I thought that while Bruce had the memories and photographs of his car, it would be nice to have something he could see easily on a daily basis.

I contacted Peter and we discussed building a model, but I was a bit insistent that it was to be a model of Bruce's car and not a generic MGCGT and Peter got this very quickly, but never having done a CGT, he was referring to MGBGTs in the conversation, so I walked him through the differences.

During the building process the small bulge in the bonnet was just a blob so I sent some photographs of my blue car to him which were much clearer in order to establish the actual shape.

Due to the considerable changes to the interior from standard, I wanted to make sure those details were also included but Peter was initially a bit reluctant as while he could do it, it took much intricate work and time, particularly the painting.

Peter had a number of commissions on the go at the same time, so this took about three months to complete with about 27 hours of work required to achieve the final result.

The car is made of modeller's clay and is painted in the correct colours and when the handwork was completed it went into the kiln.

The model is 325mm long by 130mm wide and has a mass of three kilograms.

Footnote – David apologised to Ian Hobbs for his unauthorised use of the interior photographs of PFT-000 from “MGCs Down Under” that he sent to Peter so he could get it correct. As David said, “Don't ask for permission before, seek forgiveness afterwards”.

So David, the same applies to me in publishing your e-mail.

Bruce Ibbotson's Surprise

Bruce followed it up with this e-mail to David –

On Saturday morning I checked the lawn and letterbox but later in the afternoon I discovered a box sitting in the front of the front door, no idea who sent it (a label said Signature Required), but no-one knocked on the door, they just put the box down and departed.

Today I turned the box upside down to discover you sent it. Wow, you sure packed it carefully, it would have survived a “Qantas Baggage Handlers” best efforts.

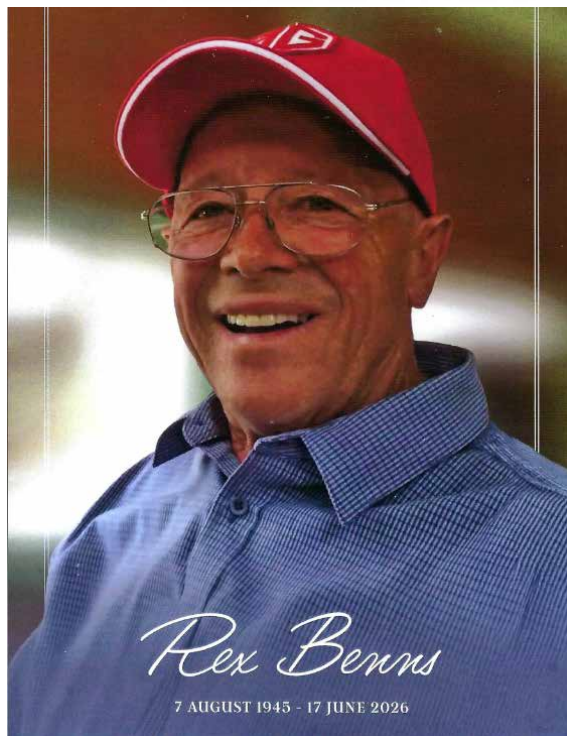
What a surprise this was once I removed all of the protection around it.

What a fabulous gesture David. I hope both Cs are running well.

Ian Grant



Farewell to a Friend – Rex Benns



The 17th of June was a very sad day for members of the MGCC Auckland Centre when Rex Benns passed away.

Rex had been a member of the Vintage Car Club and he joined the MGCC in 2000, owning a white MGB roadster, but not long afterwards purchased a red MGA.

Rex's mother was an avid collector, no, not a hoarder, and Rex followed suit, establishing a Kiwiana museum at his semi-rural property in the hills near Drury, just south of Auckland. A beautiful country setting.

As his MGA was his primary MG, Rex was very much involved with the club's Pre-56 Register and its associated

events. The annual "Red Rex Runs" were very popular and usually the post-event conviviality was at his property.

At car shows Rex, always the perfectionist, made sure all of the cars were lined up perfectly and he generously provided treasures from his museum for the club displays at the Inter-Marque Concours d'Elegance.

Rex fitted white wall tyres to his MGA which he, tongue in cheek, stated he did just to wind up the purists. It usually worked too.

At his funeral the MGA was in the funeral parlour with the bright red casket adorned with MG memorabilia sitting on the car.

As the MGC has a close connection with the Austin Healey, in February 2013 Rex and Raewyn hosted the MGC Register and our friends from the Austin Healey Car Club. Five MGCs were there and eight MGC owners as well as eleven Austin Healeys and other members of MGCC. With a line-up of 24 cars and their drivers, wives and friends, a total of 42 people enjoyed the day.

Rex took us on a trip down memory lane as we toured the museum, giving us a

Farewell to a Friend – Rex Benns

run-through the history of items on display. It was an amazing collection and, as we enjoyed the special atmosphere of a bygone era, the phrase “I used to have one of those” was heard on more than one occasion. It was a superb day out. On Sunday 22nd October 2017 the MGC Register descended on Rex’s place once again, this time for our MGC50 celebrations.

We had seven MGCs on the lawn in front of the museum but, unlike the 2013 visit, the weather gods got a bit angry so the indoor activities we had planned did the job, except for when the power went off and plunged the two museum sheds into darkness. Rex investigated and he found a group of linemen down the road replacing a power pole and was informed the power would be off for the next four or five hours. The linemen incurred the “Wrath of Rex”. He was not one to be beaten though as the museum tour went ahead by torchlight, which created a superb atmosphere, and it was thoroughly enjoyed by everyone.

So, thank you Rex, and to Raewyn too, for your friendship and hospitality. You will certainly be missed.

R.I.P dear friend.

Ian Grant



Farewell to a Friend - Rex Bennis



February 2013 – MGC Register, Austin Healey CC get-together



October 2017 – MGC50 Celebrations

The MG Car Club "MG Fest" at Brands Hatch

Harvey Heath, our technical adviser, was lucky enough to be at Brands Hatch for this year's premier MGCC event, "MG Fest". This is his report:

"It was a great day at a wonderful venue which was completely new to me. Brands Hatch, located in the county of Kent, was first established in 1926 as a dirt bike circuit being upgraded with a sealed surface in 1950. It is a well-known circuit much loved by the club racing community of London and the southern counties. The MG Car Club's major international event was normally held at Silverstone but due to cost and date availability the event has now returned to Brands. I am not sure when the last MGCC Brands event was but one of our members has a plaque under the bonnet of his C from the MGCC meeting in 1980.



There was a huge variety of MGs present and on show with over 200 cars in the lunch-time parade lap. Mike Haughton (the UK MGC Register Secretary) was the man in charge of the MGC Register stand and although suffering from recent injuries, was walking with the aid of a stick. Mike put up a brave front meeting

and greeting C owners from the UK and around the world which was much appreciated. There were twenty-nine gleaming Cs on show which made a very impressive sight, including several cars that I have not seen before.

This is the club's premier annual event and there were some very special cars to be viewed including a much-modified supercharged MGA with some interesting body modifications and an MGB fitted with a large American V8 which was fully computerised. The only thing that was



The MG Car Club "MG Fest" at Brands Hatch

original was the body! "Romeo" the much admired Sebring GTS was there in all her glory sitting alongside the MGC rally spec. roadster belonging to Simon from Colne Classics, Essex, which has competed in an impressive list of historic events.

The racing was fast and furious but a little disappointing as there were very few classic MGs with the majority being saloons such as the MG3, Metros and surprisingly, a swarm of Ford Fiestas. Mike Haughton explained that the cost to hire the circuit was extremely steep and the event was only made possible by inviting other makes to participate, a sign of the times maybe but no doubt the best decision.

The weather was great, hot and dry with a gentle breeze, just right for some good racing. It also proved to be quite testing for many of the cooling systems which unfortunately, revealed their weaknesses".

Harvey Heath, MGC Register Technical Adviser



Murray Kirkus – Australia

It's great keeping in touch with our fellow MGC owners overseas.

I received an e-mail from Murray Kirkus, who is based in Brisbane and has been associated with MGs for a long time having, and when living in New Zealand, owned a 1970 MGB roadster, three MGBGTs, an MGTF 1250 and a 1976 MGB roadster which was what he had in 1983 when the opportunity to buy an MGC roadster popped up.

He purchased the C from a friend in Hastings in 1983 who owned it briefly having bought the car from the owner who lived north of Wellington. This person was the second owner and claimed it had been imported by Dominion Motors for someone in the Norwood family. Murray did have the original ownership papers at that time but can't recall if the Norwood name was on them. Dominion Motors, the country's foremost BMC dealership with branches in Auckland, Hamilton, Tauranga, Lower Hutt, Wellington, Christchurch and Timaru, was founded by Charles Norwood in 1912.

The MGB was sold when the C became available. Finished in Mineral Blue and registered EE1709, it was used as everyday transport and Murray drove it between Wellington and Auckland a couple of times. Unfortunately, it had to be sold, something he has regretted ever since, when he was offered work in Australia in 1989. Such was Murray's connection with his MGC, and I can completely understand this as they are a bit special, he has a 14" x 12" colour photograph of it on the wall of his lounge in his Brisbane home.

Pictured is EE1709 when up on the Awhitu Peninsula south-west of Auckland

in 1983. So, where is this blue roadster now? Wearing the personalised plates "I MGC I", it is very well known to the register as it has been in the care of long-time MGCC member Nick Wilcox for quite a few years.

In 2020 Murray had the opportunity to purchase another C roadster which came with a few problems. After registering a change of ownership with the Queensland Road Transport Authority, documentation was received indicating Murray had bought a green, five-seater MG sedan, not a white MGC roadster. This anomaly took some time to rectify and not before it was discovered that years earlier, during an ownership change, the body number had been substituted for the chassis number. In the meantime, the C was off the road due to the possibility of it being impounded for displaying incorrect number plates. An even worse outcome was a scary possibility.

Since purchasing the C, Murray has managed to obtain a few details about its earlier history. Armed with the body number, Barrie Cartmell of the UK MGC Register was able to ascertain this C rolled off the production line on

Murray Kirkus – Australia

the 21st of June 1968 and after delivery to University Motors was exported in November of that year without being registered in the UK. Barrie advised that it eventually ended up in Australia, however there is nothing to confirm it came directly to Australia or went to another country first and his research also confirmed the original chassis number of GCN1 2523G.

The C has been used sparingly as over the last twelve months or so as Murray has been undertaking a significant amount of travel, both domestically and overseas and is currently in Danang, Vietnam, but expects to be back in Brisbane later in the year. In the meantime, the C is well covered and up on blocks and the photograph was taken just prior to putting its pyjamas on in preparation for its hibernation.

Ian Grant



MGC60 Diamond Anniversary

The word is out that the UK MGC Register has plans underway for the Diamond Anniversary from the 23rd to 27th June next year.

The welcome reception on Wednesday 23rd will be followed by driving days on Thursday and Friday which will have a choice of long or short drives taking in the countryside of the Cotswolds and the Malvern Hills.

Saturday will be the Gala Day with the Concours d'Elegance, Pride of Ownership and various stalls, with the Gala Dinner in the evening.

The event will be based at the Stratford Manor Hotel just north of Stratford-upon-Avon. It is a short drive from there to the British Motor Heritage Museum in Gaydon, where it is well worth spending some time.

Bookings for a four-night package are now open, so if you are intending to have a UK holiday next year and would like to make this Diamond Anniversary part of your plans, just let me know and I will provide the details.

Similarly, we here in New Zealand should also celebrate this. Any thoughts and ideas will be most welcome to go into the think tank so we can put something together. With over 70 MGCs on our register, 32 of which were new to NZ, we should be able to have our best turnout yet to mark this significant occasion.

Of those 32 that were new to NZ, 29 still exist – not a bad survival rate.

Ian Grant



For Sale

1968 MGC GT Chassis #: GCDI 2236G. Engine #: 29G-RU-H2724

Build Dates: 4th to 5th July 1968;

Despatched on 11th July to BL dealer Wadhams in Waterlooville, Hampshire;

Pale Primrose with black leather / white piping interior;

Factory Extras: overdrive, heater, painted wire wheels;

Ownership History: UK ownership unknown;

Privately imported to NZ in December 1976 with 35000 miles on the odometer;

Sold to a dealer and soon after to the next owner in 1989, 71767 miles;

Sold to the next owner in 1990, 85413 miles;

Purchased by the current owner in 2000, miles covered not known;

Restoration project commenced, photograph was taken in 2018;

Registration is on hold, so no compliance required;

Personalised plates – GTMGC;

Mechanicals believed to have been overhauled, project requires completion.



For Sale

1968 MGC GT Chassis #: GCDI 2819G. Engine #: 29G-U-H2561

Build Dates: 12th to 25th June 1968;

Despatched on 12th July, then transferred to Export Division on 9th August;

Riviera Blue Metallic with blue leather / blue piping interior;

Factory Extras: heater, painted wire wheels (now on chrome wire wheels);

Ownership History: NZ registered new in January 1969, EC6184;

Sold in 1973 with 49252 miles on the odometer;

Next owner in 1975, 65490 miles;

Just under 10000 miles covered in the next 22 years;

before being sold in 1997 at 75393 miles;

Purchased by the current owner in 2006, 76107 miles;

Current mileage unknown, but low usage since 2006;

Registration is on hold, so no compliance required;

Personalised plates – MGCC.



Enquiries regarding both of these MGCs to:

Aidan Barrett, 021 452010, rotatn@gmail.com

For Sale

1969 MGC GT Chassis #: GCDI 6781G, Engine #: 29G-RU-H4289

Build Dates: 26th to 28th February 1969;

Despatched on 12th March to Christchurch;

Tartan Red with black interior;

Factory Extras: overdrive, heater, chrome wire wheels,

74deg thermostat, cigarette lighter, heated rear window;

Ownership History: Original owner from 1969 to 1982, 93350 miles;

2nd owner to 1985, 96218 miles; 3rd owner to 1994, 102250 miles;

4th owner to 1995, 107031 miles; Current owner from 1995;

Current odometer not known;

Long-time member of MGCC and regular attendee at MGC Register events.



Enquiries to Tony Barbarich: 027 2959052, tony.barbarich@xtra.co.nz

For Sale

Rod Brayshaw owns the MG Car Company of NZ Ltd and for many years his business was based in Palmerston North carrying out MG restorations. Rod imported several MGB heritage bodysells and built MGBs from the ground up. From memory I think at least one, possibly two, were fitted with Rover V8 engines. I received the following e-mail from Rod recently.

Hello Ian.

How is the world of MGC? I enjoy reading the newsletters.

We have closed our parts business and I thought you or your group may be interested in a genuine new aluminium bonnet for an MGC. It is still boxed and unused. I was told some years ago that the tooling was damaged so no more will be made. I am looking for \$NZ2000 for it, no GST. Someone will need one in the future, and I think it should stay in NZ.

The last alloy MGB bonnet imported to NZ was over \$NZ4000, earlier this year.

I also have an MGB / MGC grille assembly (ARH218), old stock from BMC. This is not a reproduction, it is the genuine article and there can't be many of them left in the world. It is ideal for a concours car. \$NZ1000.

I have offered them to you first in NZ. I have had them for a long time but, as I can't drive now, I will not be looking for an MGC to own.

Kind regards, Rod.

If you are interested in either of these precious parts, just drop me a line and I will give you Rod's contact details.

Ian Grant



"MGCs Down Under" by Ian Hobbs

This book is written by enthusiasts for enthusiasts, not by motoring journalists, and is 285mm x 217mm with 208 pages and many high-quality photographs.

The chapters cover a range of topics from the creation of the MGC, with a particular focus on the Australian connection (remember the possibility of the Blue Streak engine being used after testing at the Abingdon factory), personal stories from MGC owners – Dennis Hendsby (roadster, Queensland), Bruce Ibbotson (GT, Queensland), Peter Dunlop (GT, Auckland), John Sheppard (supercharged roadster, Victoria), Gary Julian (GT, "The Blue Beast" Sebring replica, South Australia), Michael Marzi (GT, Victoria), Allan Fabry (roadster, Victoria), Ian Grant (roadster, Matamata) and the late John Caffin (supercharged roadster, Victoria).

Bruce Ibbotson details all of the modifications he has carried out over the years to his GT which are complimented by Richard Mixture's technical ramblings.

Also covered are how the MGC ended up in Australia, New Zealand and Papua.

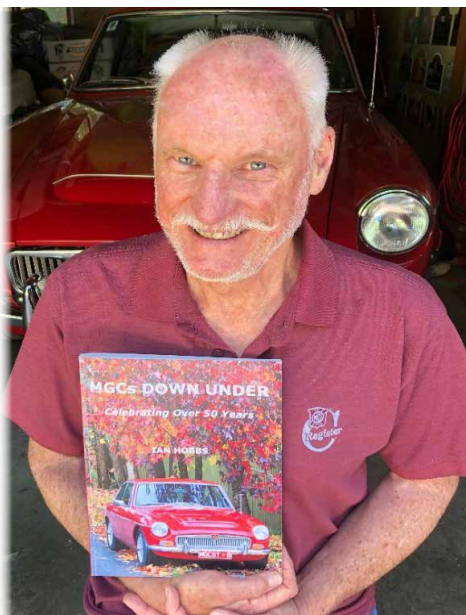
Brett Robinson has outlined the early days of the New Zealand register with Ian Grant covering the register revival and the Magical Grand Cruising Tour of NZ, celebrating the car's 50th anniversary.

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

At the UK's MGC55 a copy of "MGCs Down Under" was the major raffle prize.

Soft cover copies are still available at \$AUD79, plus post and packaging, from author Ian Hobbs in South Australia, who can be contacted at: - mgcgt@optusnet.com.au.

Ian Grant



Market Place

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

For more information please contact:
home: 09 8342552;

mobile: 021 1721033;

E-mail: harvey.w.heath@gmail.com

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



Market Place

As a result of the major work on 69C, I have some parts for sale.

The overdrive conversion has rendered the original gearbox mainshaft surplus to requirements. The BMC part number is 22B373 and my parts catalogues and microfiche show this shaft was fitted to all non-overdrive MGCs and all full-synchromesh, non-overdrive MGBs with the engine number prefixes 18GD, 18GF, 18GG, 18GH, 18GJ, 18GK and 18V, so it was a widely used mainshaft in production. This one I have has done just 64,000 miles so is in very good condition.

When 69C's engine was stripped and measured there was about 0.005" ovality in a couple of the bores so the engine was taken out to 0.020" oversize and new pistons purchased. I have, therefore, a set of STD pistons for sale. As with the mainshaft, the pistons have done 64,000 miles. If I can be of assistance, just let me know and we can discuss a price.

Phone: 027 6787923;

Ian Grant

