



THE MGC REGISTER of NEW ZEALAND

MG Car Club (Auckland Centre) Inc.

***P. O. Box 89235, Torbay, Auckland, 0742,
New Zealand.***

Issue No.12 – December 2014

Welcome to the Kiwi MGC Register Newsletter

Well here we are again and it's Christmas. Not too much has happened during the winter months except that we are now recognised as **the official MGC Register of New Zealand**. A status and responsibility we are truly proud and honoured to hold. We have had a visit from two **Australian MGC Register** members so there is an Aussie input again and we have been contacted by the **MGC Register of North America** who would like to link up with us. It's great to see our newsletter achieving world fame, well almost! Our ever diligent register historian, **Ian Grant**, has been beavering away into the wee small hours continuing his search for those missing cars and updating the data held on the MGCs through-out New Zealand. As you can imagine this is no mean feat with Ian committing hundreds of hours into compiling this very comprehensive data and all credit to him.....well done Ian, this register is indebted to your amazing memory! My winter has been focused on replacing the Kent historic rally camshaft with a road cam and getting the gearbox and back axle etc rebuilt. All is now back in place and the car drives beautifully, only a small mod required to the triple Webers and it will be faultless! On a different note, I have included a **warning** should any of

you plan to fit a Hi-Torque Aussie starter motor, as I did, this proved to be a very disappointing exercise. Ian's report will provide you with some interesting reading over the Christmas break and I hope Santa brings you and me everything our heart's desire but as **Mick Jagger** sang

*Merry
Christmas
& Happy
New Year*

during the **Rolling Stones** amazing performance at Mt Smart Stadium last month "**Ya can't always git wot cha want** (but if you try sometimes, well you just might find, you git wot ya need) Enjoy your C, summer is on its way, and have a great Christmas. Let's try to catch up in 2015, so why not book **SATURDAY 7th**

FEBRUARY now, it could be fun!

Peter Dunlop

Contents:

- *Inter-Marque Tour d'Elegance, Saturday 7th February 2015.....Ilan Grant*
 - *The Voyage of Discovery Continues ...Ilan Grant*
 - *"Harvey's Technical Tip" No 4.....Harvey Heath*
 - *Australian Visitors.....Ilan Grant*
 - *MG win manufacturers title in British Touring Car Championship*
 - *Ilan's planned visit to the South Island in March 2015.....Ilan Grant*
 - *The Bruce Ibbotson MGC GT Story, Queensland, Australia.....Part 2*
 - *Warbirds meet MGs at Ardmore AirportIlan Grant*
 - *MGC Register news from the UK.....Ginny Cartmell*
- Plus other "Bits & Pieces"*

INTER-MARQUE TOUR d'ELEGANCE Saturday 7th February



The 2015 Inter-Marque Concours will be held at the **Elerslie Racecourse** on Sunday 8th February, which will be a long weekend as Waitangi Day falls on the Friday. On Saturday 7th, the Inter-Marque Tour d'Elegance will take place, for which I am once again the organiser. The six tours culminate at **Vallenoweth Green** in **St Heliers** for lunch, socialising and vehicle viewing. This year there were just under 200 cars participating from a variety of car clubs, each driver receiving a Goodie Bag, courtesy of sponsor **Smits Group**, which was handed out before the tours began. Each bag contained a Meguiar's cap, car wash, car polish, an **NZ Classic Car** magazine and a programme for Sunday at the main event. Not bad for an entry fee of \$5. The six tours are West (starting at the Westgate Shopping Centre), Northcote (opposite Onewa Domain), Greenlane (Elerslie Racecourse), Papakura (BP Autobahn), Pukekohe (BP Bombay) and Albany (Mills Lane carpark). The tours start at 10am and take between one-and-a-half to two hours. Just two of the tours, West and Albany, will be the same as this year with the other four being updated. This is a great opportunity for the **MGC Register** to have a really good turnout as the event is open to all register members. If your C is currently off the road, this gives you a target date to get it out of the garage and back where it should be. If all of our MGCs in the northern region that are currently on the road were to make an appearance, we would have a turnout of just under 20. You can register for one of the tours by going to the Events page on the **Inter-Marque Concours website**, www.concours.org.nz, which has been updated with the new itineraries. *Ilan Grant*

NB: Please note this event in your diary.....we would love to see you there.

THE VOYAGE OF DISCOVERY CONTINUES.....Ian Grant

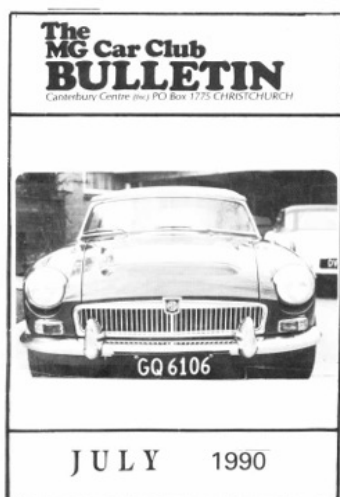
In the August new sletter I covered some of the MGCs that we have on the register but as yet have not been able to locate. One of the cars mentioned is a Snow berry White roadster, registered **MG1968**, which was on an Exempt licence. Since our last publication, and purely by chance when checking Carjam, I found **MG1968** secured its Warrant of Fitness a couple of months ago. So, it's back on the road, but where?

Another was **EG4244**, a Mineral Blue roadster. We have had a lead that this C could be on Auckland's North Shore, but we are still to confirm this. **MG1777** also draws a blank on the national registration database. This plate appears on the original C Register information that was compiled in the 70s and 80s and is shown as a later plate for a GT that was originally registered **DO9946**. This early plate was confirmed when we received a picture from the MG Car Club Wellington Centre of the committee members in 1970 and **Erin Clark** is shown standing next to his GT which has this registration. The cars new to NZ Export List that Peter and I received from



MG Car Club (Wellington Centre) Inc.
Bulletin. Committee 1970/71
at Freyberg pool carpark,
Oriental Bay

the UK MGC Register had an unidentified Snow berry White GT on it that we had yet to locate. When checking the chassis number of this car in the factory records during my trip last year I found this GT had the same despatch date as the **ex-Brett Robinson** roadster that is currently owned by **Angela Pethig**. The roadster's original registration number was **DO9947**, so I have no doubt that the GT and the roadsters went to Wellington together and were registered with consecutive numbers. But, this GT has been off the road for quite some time and rumour has it that it is in the South Auckland area, but this has yet to be confirmed. A Primrose Yellow GT, chassis number **GCD1 2206G**, was on the UK Export List but is a complete mystery to us as we have nothing on it, no original registration and no ownership history. The factory build records revealed it was a PED car, i.e. Personal Export



Delivery, which means the car was collected from the factory by its original owner and would have been brought to New Zealand. **GQ6106** is out there somewhere, suspected to be in the Canterbury region. We have a number of photographs of this green roadster which was exported new to NZ and one of its owners was **Laurie Steere**, who runs the MG Service Centre in Christchurch. We received several photographs from **Bryan Keane** in Dunedin that were taken during his ownership of this roadster in the early 1970s. The GQ series plates were issued in 1973, so it must have had earlier plates as its export date was the 2nd July 1968. **GQ6106** does not appear on the national database, so it has either been off the road for some time or has other plates that have not been linked to **GQ6106**. There was a Tartan Red GT that was in the same group of nine GTs that had consecutive chassis numbers, eight of which came to

New Zealand with the other going to **Papua New Guinea**. The only reference we have to this red GT is that one of its owners was **Alida Pickard**, who lived in one of the northern suburbs of Christchurch. The registration number listed in the original C Register records has the car as either **J11897** or **J19716**, and as these plates were issued in 1979, this certainly would not have been the car's original ID. **GCD1 4121G** is another GT, Snow berry White in colour that was exported new to NZ. We have no details on this particular car at all. **MG3225** is a valid registration number on the national database and the chassis number listed shows it to be another NZ new car. It has been on a restoration licence for a number of years and in the hands of the same owner since 1980. The last known address is in the

lower North Island. This GT was yellow. **H17105** is also a valid registration number but this blue GT is listed as unlicensed. We have a photograph of this car on file when it was owned by **Gary Nicholas**, parked alongside **Brett Robinson's** roadster with both Brett and Gary in the picture. **NY9048** is a green ex-USA GT, converted to right-hand drive, and it appeared as an article subject in the **Classic Car Magazine** in April 2009 when it was for sale at Lotus Cars in East Tamaki. It was subsequently sold in October that year and since then moved to its current owner in January 2012. Any sightings or information on any of these or those we referred to in the last issue would be very much appreciated.

originally Snowberry White but is now listed as



Harvey's Technical Tip No 4.....by Harvey Heath

I receive comments from MGC owners that their cars have failed a warrant of fitness due to play in the front suspension. There are a number of issues that arise from these rejections and for an "old time motor mechanic" these are sometimes found to be caused by "new" vehicle inspectors who are unaware of the tolerances needed in the suspensions in older cars, especially those with kingpins. The new regulations state that "play" in suspension and steering joints must be within the manufacturer's specifications. As no 'play' specifications are given for modern vehicles the accepted rule is that there must be no play or movement present. This is great for modern vehicles with their sealed ball joints and pre-set bearings that work under constant preload or pressure. Our vehicles (MGCs) have none of these refinements and the workshop manual states that 'there must be play in the front hubs' as the wheel bearings have free play and not preload. Without any clearances in the kingpin bushes the grease needed to lubricate them would not be able to do its job, so there lies the first problem, one of education. I don't know if you have tried to tell the warrant of fitness inspector that he (or she) is wrong but don't stand within 'arm's reach' of them when you do!! Just go looking for the oldest mechanic in the building. The real point of this tip is not the fact that your car has not met the standard but what do you do about it. Some of the suspension bushes originally fitted are rubber and they do wear out and go soft. A common replacement for these bushes is to fit new replacements made of a hard synthetic plastic called Nylathane. These bushes are easily available and will not wear out again but they do have some other characteristics that need to be considered. Being a hard compound, they have very little give, but they do have good wearing ability and this causes the vehicle to have a harsh ride that transmits a lot of road noise and undulations into the interior of the vehicle. If the vehicle is being used on the race track or you like hard sporty suspension then these bushes are the best for your vehicle. If you are like me and enjoy the firm but softer ride of a cruiser then replace your bushes with



the original rubber ones. There is a very real difference in the ride so check out a few other MGs that have been converted to Nolathane before spending the money. All the rubber bushes are available individually or as front or rear suspension kits from Paul Walbran or any MG parts supplier. Nolathane bushes are easily identified by their bright plastic colour, either red or blue. **Harvey Heath**

AUSTRALIAN VISITORSIan Grant

Before I made my trip to the UK last year, I checked to see if there were any MGC Registers in Australia. South Australia appeared to have the only details for an organised register, so I made contact to see if I could get hold of a list of MGCs in that part of the world that I could research for the owners while at the Heritage Motor Museum in Gaydon. **Ian Hobbs** is the driving force behind the SA Register and he sent me his list of around 30 cars. My research revealed that a high proportion of the SA MGCs were imported from the USA and converted to right-hand drive. (I reported in our October newsletter last year, why MGCs were not exported to Australia from Abingdon, you can find this back issue on our register page at www.mgclub.org.nz.) I sent this information to Ian and he has subsequently passed it on to the owners. Last month Ian's wife, Frauke, was giving a lecture at a weekend seminar in West Auckland and they were then spending a few days touring the North Island. On the Sunday of that weekend, Ian and I met up, and as I was due to create a new route for the Northcote Tour d'Elegance, it was a great opportunity on a very nice afternoon, to give Ian a look around the Auckland countryside. I had already mapped the route, so Ian, armed with pen and clipboard, wrote down the instructions as we went through the East Coast Bays, Redvale, Coatesville, Whenuapai, Glenfield, and over the harbour bridge to Vellenoweth Green in St Heliers. On our way back from there to Henderson, we stopped in and spent an hour with **Harvey Heath**, and Ian found Harvey's stories about his time at University Motors very



interesting. Ian said, "You have to get Harvey to write all of this down". After Ian and Frauke's touring and returning to Auckland, and with Peter and Raewyn just having returned from visiting family in Australia, the six of us met up for a very enjoyable dinner and conversation on their last night in Auckland. Our second visitors were also from South Australia. **Mike and Jan Greenwood** arrived in Auckland on Saturday, on the cruise ship, the **Dawn Princess**, and were here for just the day. I had the use of the mini-bus from work so Peter, Raewyn, Joanna and I met them at the wharf and the six of us then took a trip along Tamaki Drive for coffee in St Heliers. From there it was up to the top of Mt Eden, but Saturday's weather was a real disappointment and we had disappeared into low cloud just before the summit. From there it was a tour around the city, then across the harbour bridge for a very nice lunch at the Northcote Tavern. A trip to either Mt Victoria or North Head was originally on the agenda but the weather put paid to that, so it was on to our place in Glenfield for a cuppa and a chance for Mike to have a look at a couple of MGCs. In the mid-1990s Mike had bought and restored an ex-USA MGB but in 1999 he answered an advertisement for a red MGC roadster that was in Brisbane. The car had been restored with triple Webers, extractors, a road and track cam, quick rack and bigger brakes, but the Webers have since been replaced with SUs for better fuel consumption. The MGC has been to many club events and has covered 45,000 miles around Australia. After Mike retired he purchased several projects including an early MGB, a CGT, a 1971 B roadster, a 1955 ZA

Magnette and is currently working on another Magnette and has a 1929 'M' Type to tackle after the Magnette. Mike was very pleased with the CGT project and this car is now being enjoyed in Geelong, Victoria. He has been involved with the MG Car Club South Australia in a number of different roles including, for quite a number of years, the organiser of the annual Kimber Run. So, the NZ MGC Register has definitely gone international with our contacts in the UK, Australia, the USA, Scandinavia and the Netherlands. Photo: Mike Greenwood, Ian & Peter, taken at Ian's place.

MG win Manufacturer's Title in British Touring Car Championship

MG Wins First BTCC Manufacturer Title

Just three years after returning to the British Touring Car Championship, MG lifted the prestigious Manufacturer's Championship at Brands Hatch last weekend.

The MG/Triple Eight team ended Honda's four-year dominance by taking the crown in a thrilling season-finale at the famous Kent circuit on Sunday.

Drivers Jason Plato and Sam Tordoff racked up seven wins and 20-podium finishes between them in the 30-race calendar to see off rivals Honda by 95 points.

The BTCC programme has been a key part in re-establishing the MG brand in the UK and globally, raising awareness on TV, online and in national and local press.



Jason Plato's MG6 GT race car

The MG6 GT race car was designed to resemble the road car as closely as possible and in addition to the on-track programme, MG have also operated a very successful mobile showroom next to the track, enabling BTCC fans can see, touch and find out more about the latest MG6 and MG3 products.

MG Sales and Marketing Director Guy Jones said "Everyone at MG is delighted with this victory and the team's success in placing the iconic MG brand, with its rich history of motorsport, back at the top of such a prestigious, exciting and challenging championship as BTCC. I want to thank everyone who worked so hard to make this a success both on and off the track. The team here at MG, Ian Harrison and the team at Triple Eight, the drivers Jason Plato and Sam Tordoff, Tesco, Castrol and all our other sponsor partners".

We have included this article for those of you who have an interest in motorsport and particularly MGs in motorsport. This win is great news for the resurgence of the marque putting MG back at the top of the prestigious BTCC series. The adjacent report is "hot of the press" taken from the MG Owners Club magazine December issue. Jason Plato, Sam Tordoff and the Triple Eight race team should be deservedly proud of this very significant achievement which adds even more significance to the clubs MG90 celebrations. Great stuff chaps considering the MG name has suffered every imaginable setback and disappointment possible during those 90 years. Our congratulations to all involved.

Article & photo courtesy of the MG Owners Club.

SOUTH ISLAND GET-TOGETHERIan Grant

I have booked a trip to the South Island and will arrive at Christchurch Airport at around midday on **Sunday 8th March**. The plan for that afternoon is to see if we can have an MGC owners get-together for those of you in Christchurch and the surrounding area. Our register records show there are possibly seven MGCs in the Canterbury area, a couple of which we are still trying to find. I made contact with **Peter and Gretchen Redfern**, owners of a CGT, to ask if they could suggest a suitable venue. They have very kindly offered their residence near Darfield as the meeting place for the afternoon. My suggestion would be to meet up

somewhere near the airport, then make the drive inland as a group. So, there is a real possibility of a get-together of like-minded owners to have a very enjoyable afternoon together. Is this a viable proposition and who would be interested in taking part? Is the driving distance from Hokitika and Nelson a bit too far? I have accommodation booked at a B&B near Ashburton that evening, then head south on Monday, playing golf on the way, to arrive in Arrowtown on Tuesday evening. I will spend Wednesday through Sunday as part of the volunteers team at the BMW NZ Golf Open at The Hills and Millbrook. After lunch on the Monday I follow the Clutha River, on the way catching up with fellow-MGC owners **Doug and Maureen Stanaway** in Central Otago, before arriving in Dunedin later that afternoon. I have all day Tuesday in Dunedin, hoping to meet up with the couple of MGC owners who reside there as well. Then it's the direct flight home to Auckland that evening. Just let me know if you are keen on the idea and we will make it happen.

THE BRUCE IBBOTSON MGC GT STORY.....Part Two

Subject to the condition of the old grey matter you may or may not remember Part One of Bruce's article in our last issue. As you know, Bruce is a Queensland MG Car Club member and aficionado on all things MGC.



*The above photo was taken by Bruce on 5th August 1968 when his car had just been unloaded at Dalgetty's No 2 Wharf Brisbane Docks having arrived from Abingdon as **deck cargo** on-board the Blue Star cargo liner the "**Auckland Star**"*

Here is **Part Two** of his story on the development of his car. Once again our thanks go to Bruce for sharing this info with us Kiwis.

Now that the IRS has 3mm total toe in (don't know what this actually refers to) and 1/2* negative camber on each wheel. The front has 1 1/2* negative on the left and 1/2* negative on the right [works out this way with all the shims



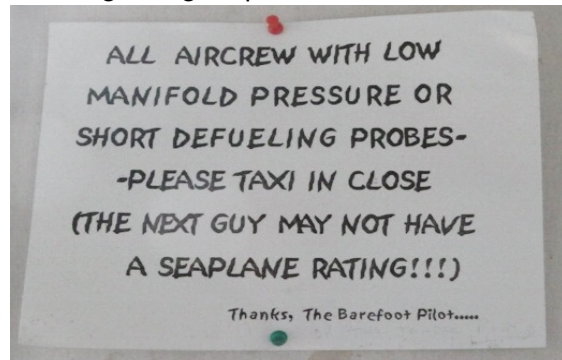
removed but with the road crown tracks dead straight, in all driving situations] and 5mm total toe in. This has produced a neutral handling car with almost no roll and is not unlike a modern car, suspension wise. I cannot, and never expected to, keep up with the MX5s which weigh about the same as the "Truck" but I can keep up with all the Classic MGs in our hinterland mountain runs, something the factory car could never do, due to the almost terminal understeer in tight downhill turns. When it was new I nearly ran into a bank driving down a very familiar mountain [daily drive home from the TV Station] road as I normally did in the MGB. The "Motoring Journalists" said the car had mild understeer I wondered what they thought serious understeer was. The factory car was dangerous to a normal driver used to the previous over-steering MG models, MGTF and MGB. I can say that we really have a most unusual CGT, it handles very well, goes as a 3-litre car should, it is superbly comfortable, it is very quiet and overall the car that Abingdon should have produced in the first place had their engineers been given the funds and time to develop the car properly. I have used our 1994 BMW 325i Coupe as the bench mark in developing the "Truck" and now there is not a lot of difference between them with the exception of the variable ratio power rack & pinion steering and ventilated front discs. The downside, and there is always a downside with serious modifications, is the cost. Now at 75+ years I don't care as there is limited time ahead to be able to enjoy the car, so why not develop it fully for our enjoyment. Better to have a well-used 5,000 miles-a-year car than a garage full of hardly used cars all with registration, insurance and maintenance. The cost of doing all these modifications today, assuming you had a sound car to start with, would be beyond logical reason. The IRS, at an exchange rate of 46 pence to the AUD with Duty [10%+ GST 10%= 21% total] without outside labour other than engineer's approval costs, was approximately \$11,000 when it was fitted. There was about \$4,000 for the costs at this end added to about \$7,000 to land the IRS in Brisbane. I wonder why a few long term club members have asked me "What are you going to do with it when you can no longer drive it". Someone will, one day, get a really interesting MGC GT that only needs a full re-paint, about half the car still has the factory finish 'Low Bake' enamel. The sides are acrylic lacquer due to all the scratches and stone chips over the years. Our car has a FORD Granada diff.[3.64:1] and FORD rear hubs and discs. Factory engine with Downton stage 3 [Kit 45] gearbox etc. so it is still basically an MGC GT with modern day upgrades. It sounds like a "C" and a developed in-line six sounds good when under power up the mountains, which is what our car does very well now.

WARBIRDS OPEN DAY AT ARDMORE AIRPORT.....Ian Grant

My MGC was one of the thirteen MGs selected to represent the club at the NZ Warbirds Association's Open Day late last month. The predicted early-morning showers didn't eventuate and it was a very pleasant post-breakfast drive from the North Shore to Ardmore. The line-up covered 73 years of production, featuring a



1932 MG J2, a 1933 MG K Special, a 1936 MG TA, a 1938 MG SA Tourer (used by **Lord Nuffield** on his trips to New Zealand), a 1954 MG ZA Magnette, a 1954 MG TF, a 1957 MG ZB Varitone Magnette, a 1961 MGA, a 1965 MGB, my 1969 MGC, a 1977 MGBGT (now with a very professionally fitted Rover V8 engine), a 1996 MG RV8 and fellow MGC owner **Tony Barbarich** was there with his 2005 MGTF. The Morgan Car Club had half-a-dozen cars there as well, being the only other car club on display, with a nice variety of models covering Morgan production. The weather improved as the day progressed and we all



enjoyed the various flying displays. The ex-NZ Air Force Strikemaster jets, as seen in the photograph, were great to watch, but there is no doubt that the Spitfire is the star of the show and the sound from those low-level passes is something unique. This particular aircraft is a two-seater, so you can purchase tickets for a flight, it would make a dent in the budget, but it has been a great experience for those who have done so. I couldn't resist taking a photograph of the sign that is above the urinal

in the toilets in the Warbirds clubrooms, there are some very clever people about!

UK MGC REGISTER NEWS.....Ginny Cartmell, Register Sec.



The UK's MGC Register weekend at **Shelsley Walsh Hill Climb** venue went very well with a great attendance. The weather was pretty shocking on the first day of the weekend but by Sunday morning the rain had cleared and the sun was shining. Period dress, in the year of your car, was the order of the day and with **Sir Stirling Moss** inspecting the rows of magnificent MGCs on display this year's annual meeting had to be one to remember.

Photo showing, a lovely "**Mary Quant**" styled **Ginny** with **Sir Stirling**.

Rod Collins buys the ex-Barry Hart 1968 Snowberry White MGC GT

This well-known GT has changed hands yet again. You may remember that it was sold by the receivers of the estate of the disgraced lawyer **Barry Hart** at **Turners Auction** in October 2012 to **Mr Callum Duncanson** of Tauranga who has subsequently moved it on to its new owner **Mr Rod Collins**. To reassure you Rod, this is still a cracking price and we wish you hours of happy motoring in your very fast appreciating classic MG.

MG Car Club Membership

Please don't forget that if you would like to attend MG Car Club events you are most welcome but you can only do so for **THREE visits** as a "**Guest Member**", thereafter you must be a club member. So why not join today.....We are a great bunch of guys! Club centres are located in Auckland, Waikato, Bay of Plenty, Wellington, Canterbury and Otago. For more info please check out the website www.mgcarclubnz.org.nz.

MGC Ball Jointed King Pin Assembly

MGC BALL JOINTED AXLES

Representing a significant advancement over the original design, bolt-on front ball jointed axles are now available for MGC owners. Upper and lower ball joints replace the conventional king pin returning enhanced driver feedback, reduced weighting up of the steering during cornering and increased longevity. Adjustable for camber and caster, kits are supplied on a 1-4-1 exchange basis and comprise a pair of ball jointed axles, upper wishbone arms, bump stops, spacers, caster & camber shims, fixings and step by step instructions. (Lower arms and ARB links not included).

A Super Pro, tailored polyurethane bush kit is available separately.



PART NO	DESCRIPTION	
	MGC BALL JOINTED SUSPENSION	
H435	MGC Ball Jointed Susp. 1-4-1	£895.00
H067	Poly Urethane Bush Kit	£119.95

This advert is taken from the **MG Owners Club** magazine. Haven't read any user feed-back on these units but thought you may be interested in the concept. They are available from the MG Owners Club very efficient Spare Parts Department.

MGC King Pin Needle Roller bearing conversion kit.

Quote from the **SC Parts Group Ltd** of the UK:



"This amazing little invention replaces the bronze thrust washers in the top trunion to reduce friction and give an almost power steering feel to your car without any major alterations to your vehicle. Makes the heavy manoeuvring of your classic a thing of the past. Very high quality and not to be compared with cheaper alternatives available on the market"

The kit set sells for around GBP 40.00 and may well be worth a try. Please let me know how you get on.

CAE Performance Products, Victoria, Australia, *Caution Required.*

Though I'd share my experience with you regarding my unsuccessful attempt to fit a **Hi-Torque Starter-Motor from CAE Performance Products of Australia**. This sad saga started in August when **CAE** dispatched the wrong starter motor and incorrect adaptor plate. A second adaptor plate, which I had to purchase, was then supplied and was also incorrect. At the third attempt a suitable starter motor was offered but the new adaptor plate had countersunk holes instead of counter bored holes to accept the original socket head bolts. This was after I had sent photographs and dimensions for an MGC installation. It was now around five weeks since the original supply and I finally gave up. The incorrect motor and two incorrect adaptor plates were returned to the company and a full refund requested in September 2014. Finally the company agreed to a refund but only the cost of the parts and not the shipping. The parts only refund of 485.00 AUD was finally paid three months after

returning the incorrect parts. So, I am now 118.00 AUD out of pocket due totally to their mistakes and have spent far too much time and effort on dealing with these people. **Be warned** by my experience. My C now has the original starter motor in place rebuilt perfectly by a local auto electrical company and at less than half the above cost.

BMC advertisement circa 1967

There's a lot to get you going in BMC this year

And not just under the bonnet

Excitement?

A whole wide range of it!

That potent look of the new 2.9 litre MGC is only a glimpse of what's happened at BMC.

There's new power and style in the Mini department.

A new 1300 is taking over from where the 1100 left off. (In fact, you

can still get all the new features of the 1300 with the regular 1100 engine. BMC believe in giving you choice.)

You can't miss the Mini's new safety rear light clusters.

Or resist sinking into the extra-comfort seats of the 1300 and Mini.

If you're going to Earls Court,

look for the names that make up BMC - Austin, Austin-Healey, MG, Morris, Riley, Vanden Plas and Wolseley.

If you miss the Show, see your BMC dealer.

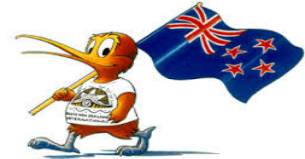
He can show you the best of what you've missed.



And Finally.....as Bruce Ibbotson, of Aussie MGC fame, said to me the other day "Don't worry about old age, it doesn't last long....."

Drive safely, enjoy your Abingdon icons and remember C-ing is believing.....a very Happy Christmas to you all.

Peter, Ian & Harvey



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NB: No calls after 9pm please

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

The C Register Team



Peter



Ian



Harvey

CARS FOR SALE

MGC GT, 1968, British Racing Green

Milometer reading 47713, non-overdrive version. Wire wheels (painted), interior black with white piping. Last WOF: 28 Feb 2000. Last rego: Sept 1999, registration is on hold. The car is "New Zealand" new being shipped from Abingdon on 17th June 1968 and can be inspected at Mt Eden, Auckland at weekends. Has been owned by me since 1977 and was running well before taking it off the road in Sept 1990. The car is complete in all respects including original steering wheel and trim, etc. The general condition is average-to-poor but appears to be structurally sound. A poor re-spray some years ago lets down the overall appearance. It would make an ideal restoration project for anyone who would like to own one of these fast appreciating classic MGs. This car is well known to some MGCC members and I will be sorry to see it go. Detailed photos showing current condition are available.

Price \$10750 ovno, sold as is, where is, buyer collects.

Please call **Jill Porter** on 09 6309283 or 09 3728974 (mob) 0211800931

