

# THE MGC REGISTER of NEW ZEALAND



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Some people say “Better Late than Never”, others “About Time Too”, so whichever way it is, here is the first issue of our much-awaited newsletter for 2018.

## **MGC50 North Island Celebrations.....Ian Grant**

Preparation for this milestone event started late last year and while attending the UK event in June, we purchased some of the beautiful regalia to present as prizes for our celebrations. We chose the most appropriate date to celebrate the anniversary, that being the Saturday and Sunday of Labour Weekend. These dates were the 21<sup>st</sup> and 22<sup>nd</sup> October, significant in that the MGC made its first public appearance in the Motor Show at Earls Court in 1967 that was held from the 18<sup>th</sup> to 28<sup>th</sup> October, so it was exactly 50 years to the day. The long-range forecast for Labour Weekend looked very promising but it didn't quite work out that way.

## **Sat 21<sup>st</sup> October, Glenbrook Vintage Railway.....Peter Dunlop**



Firstly, we must thank all of you who made the effort to join us for this very special 50<sup>th</sup> Anniversary event. You were all great company and even though the weather was against us, we had a fun weekend. We met new faces and members we hadn't seen for ages plus of course, our ever reliable and regular register members. We had EIGHT MGCs attend which, although not our best turn-out, would have equalled our best if the two “non-starters” had made it. Well done to you all, your company made the weekend perfect even if, at times, the weather and electrical power supply gods appeared to be against us. For Raewyn and me the weekend started full of optimism and the hope that everyone would turn up and the weather would stay as it was. Most of that was achieved except that the gearbox in Raewyn's red GT decided to throw in



the towel on our way to Glenbrook and Willie Stewart's red roadster then followed suit with an electrical issue just after leaving the BP Autobahn. So, two cars down at the start and by now the weather looking more unreliable. I was first to arrive at Glenbrook to set things up ready for the arrival of the cars who were taking part in

the register run. We were given an excellent parking spot, right opposite the railway station, where visitors to the GVR 40<sup>th</sup> Anniversary could inspect our cars on their way to the trains. We had a good collection of cars in the run out from the Autobahn which was expertly plotted by Ian Grant, taking them through some beautiful South Auckland countryside. A day at the GVR was perfect for our event providing space for the display of cars, the opportunity to ride on the steam train to Waiuku, and an inspection of their workshops at Pukeoware. However, by mid-afternoon the weather was starting to break up. We had eaten our lunch and completed the train ride, it was now around 3pm, starting to rain and getting colder, so the decision was made to depart for the pub! It was the right choice and an enjoyable end to Saturday's event. We finished off the day by returning to the pub for our evening meal, more stories and general chat.

Those attending: Tony & Maureen Barbarich (MGC GT), Patrick Cheffins and family (MGC), Peter & Raewyn Dunlop (MGC GT), Ian Grant (MGC), Dave Guy & Mishka Combrinck (MGC GT) Harvey Heath & Barry Gordon (MGC GT), Rob & Jill Sherman (MGC GT), Nick & Sharon Wilcox (MGC), Graeme & Joy Walsh (MGC GT owners), Willie Stewart (MGC) non-starter, Raewyn Dunlop (MGC GT) non-starter, Derrick Smith & Malcolm Dryden (MGC owners), Lew Henry (ex-MGC GT owner), Mike & Pauline McCowan (MGBGT), Graham Guy (Van Den Plas Princess), Rex Bennis (MGA), Lionel Brackley (MGTF), Tad & Annette Piggitt (MGRV8), Dave & Carole Walker (MGF) and Alex (MGB LE).

**Sun 22<sup>nd</sup> October, Rex Bennis' Kiwiana Museum.....Ian Grant**



Sunday dawned very overcast and rain during the middle of the day was forecast. Fortunately, it wasn't a driving day other than getting to and from Rex and Raewyn Bennis' lovely property with their Kiwiana Museum in



Drury. The plan for the day was to have Rex take us on a tour of the museum, then have lunch with live entertainment

followed by the Pride of Ownership competition, prize-giving and finally the formalities to close the weekend's activities. Looked like a pretty good plan but just as we were about to get underway the power went off which plunged the two museum sheds into darkness. Rex investigated and found a group of linemen down the road replacing a power pole unit and was informed the power would be off for the next four or five hours. The linemen incurred the "Wrath of Rex"!! Not to be beaten though as the museum tour went ahead under torchlight and was thoroughly enjoyed by everyone. The power outage put paid to the lunchtime entertainment, no microphone, etc, and with the western horizon looking darker by the minute a decision was made to cancel POO (Pride of Ownership) and replace it with POK (Pride of Knowledge). A good decision too as while everyone was enjoying an indoors lunch it rained steadily. The weather

forecasters were correct with the predicted middle-of-the-day front coming through. We had intended to have a quiz for entertainment at the dinner the night before but with the venue as busy as it was, it wouldn't have been easy, so the quiz questions were used for the Pride of Knowledge. John Barrett was the winner with Derrick Smith in 2<sup>nd</sup> spot and Graeme Walsh 3<sup>rd</sup>, each taking home an item of regalia from the UK event. Pauline McCowan did a superb job as the score-keeper, making sure that the right answers were recorded. Our special guests, invited to do the presentations, were Jan McLaren (Bruce's sister) and her husband Mark Donaldson, who is the president of the Austin Healey Car Club (John, Jan and yours truly pictured above). The MGC was produced as the replacement for the big Healey, so the C Register and the Austin Healey owners have a close connection. Jan was invited to cut the birthday cake, which had been beautifully made by Raewyn Dunlop, and which was enjoyed by everyone. Harvey Heath's son Simon had produced some very smart certificates which were handed out to everyone who participated in the weekend's activities. Towards the end of the day we had a very pleasant surprise when Brett Robinson arrived as he was on his way home from Auckland to the Waikato. We regard Brett as the "Father of the C Register" as he had recorded information on MGCs during the 1970s and through to the 1990s. We wouldn't have the register where it is today without Brett's willingness to share all his information from those early days. Our sincere thanks to Rex and Raewyn Benns for making their place available and the feedback we have received is that it is a fascinating place to visit and everyone really enjoyed it. The seven MGCs that were on display on the grassed area in front of the museum are owned by Harvey Heath, Tony & Maureen Barbarich, Graham & Dave Guy, Rob & Jill Sherman (see photo above) Peter & Raewyn



Dunlop, Ian Grant and John & Graeme Barrett. MGC owners Derrick Smith and Malcolm Dryden, along with Graeme and Joy Walsh made up the MGC owners group. Also, there on Sunday supporting the event were John & Brenda Hancock (MGK1), Mike & Pauline McCowan (MGBGT), Lew Henry (former MGC owner) and Barry Gordon.

***The Magical Grand Cruising Tour.....Ian Grant***  
***MGC50 South Island Celebration, November 2018***

This impressive draft programme for our South Island Tour will be the first for MGC ownership in New Zealand and is proposed to take place in November 2018. Please pencil these dates in your diary and let us know if you are hoping to join us for the tour, just part of or at some of the individual locations.

- Day 1 - Sunday 4<sup>th</sup> November: *Auckland to Taihape*
- Day 2 - Monday 5<sup>th</sup> November: *Taihape to Petone*
- Day 3 - Tuesday 6<sup>th</sup> November: *Petone to Nelson*
- Day 4 - Wednesday 7<sup>th</sup> November: *Nelson*
- Day 5 - Thursday 8<sup>th</sup> November: *Nelson to Westport*
- Day 6 - Friday 9<sup>th</sup> November: *Westport to Christchurch*
- Day 7 - Saturday 10<sup>th</sup> November: *Christchurch*
- Day 8 - Sunday 11<sup>th</sup> November: *Christchurch*
- Day 9 - Monday 12<sup>th</sup> November: *Christchurch to Queenstown*
- Day 10 - Tuesday 13<sup>th</sup> November: *Queenstown*
- Day 11 - Wednesday 14<sup>th</sup> November: *Queenstown*
- Day 12 - Thursday 15<sup>th</sup> November: *Queenstown to Invercargill*
- Day 13 - Friday 16<sup>th</sup> November: *Invercargill*
- Day 14 - Saturday 17<sup>th</sup> November: *Invercargill to Dunedin*
- Day 15 - Sunday 18<sup>th</sup> November: *Dunedin*
- Day 16 - Monday 19<sup>th</sup> November: *Dunedin to Hanmer Springs*
- Day 17 - Tuesday 20<sup>th</sup> November: *Hanmer Springs to Picton*

Day 18 – Wednesday 21<sup>st</sup> November: *Picton to North Island*

Travel to home destinations with those living in the north possibly stopping in Taupo for a night's accommodation. I have a more detailed itinerary available, just ask for a copy.

### ***The Voyage of Discovery Continues.....Ian Grant***

Well, we have reached a point where I have nothing new to report. Still on the lookout though for a number of MGCs that we know are out there but have not yet found. I did have some expectations that just perhaps, after we had the cover story in *Classic Driver* and Donn Anderson's MGC article in *NZ Classic Car*, some correspondence might come in from former owners for our "I Used to Have One of Those" file. Sadly, the mailbox has been empty. Perhaps the phrase I suggested for the *Classic Driver* article, the "Forgotten MG", is actually true.

### ***MGC50 & MGLive - YouTube Videos.....Ian Grant***

While away in the UK attending MGC50 and MGLive I took some videos which I have uploaded to YouTube. The easiest way to find them is to search UK MGC50 and some will be displayed. To find them all, just click on my name against any one of these videos.

UK MGC50, June 2017: MGC Register at MGLive, Silverstone;

UK MGC50, June 2017: A Walk Around the Grounds of Chateau Impney on Show Day;

UK MGC50, June 2017: At Gloucestershire Warwickshire Railway;

UK MGC50, June 2017: Anniversary Tour of Silverstone;

UK MGC50, June 2017: Concours d'Elegance and Pride of Ownership at Chateau Impney;

NZ MGC50, October 2017: Glenbrook Vintage Railway, South Auckland;

MGLive, June 2017: MGF Register Line-Up;

MGLive, June 2017: Main Marquee and Bus Tour of Silverstone;

MGLive, June 2017: Russ Swift Car Control;

MGLive, June 2017: The Mike Brewer and Ant Anstead Show.

### ***Ardmore Warbirds Display.....Peter Dunlop***

Last November saw a select group of eighteen fine MGs attend the above event including Tony Barbarich's and Peter Dunlop's MGCs at the invitation of Michael Wood, MGCC member and Warbird owner. This annual air show is a must for all aviation fans with flying and static displays covering a wide range of vintage and historic aircraft, army vehicles, model boats and planes plus aircraft engines and memorabilia. The weather was good and the flying conditions were near perfect. To have the chance of seeing a Spitfire, Harvard WW2 trainers, a Mustang, a Kitty Hawk and many other superb vintage aircraft put through their paces is always worth a day off from weekend chores. All of the flying displays were excellent, but for me the highlight of the day was seeing the Peter Jackson million-dollar WW1 bi-plane, the Royal Aircraft Factory BE2 (see photo). This amazing recreation (not replica) was built eighteen months ago at his workshop in Wellington and has to be seen to be believed. You can only imagine the attention to detail and painstaking research required in building such a beautiful flying machine. It's well worth visiting Ardmore just to see this one aircraft. It was a great day out and a good chance for me to spend time with Tony Barbarich, one of our stalwart MGC Register supporters.



### ***BOP Weekender, January 2018.....Peter Dunlop***

What a great weekend with great people, great weather (in fact, very hot) and a fully loaded programme of great events. Lots of GREATS. Ian Grant brought along his Tartan Red roadster and we had our Snowberry White GT. The weekend started on Friday evening with a BBQ hosted by the effervescent Alan and Maria Thorn at their beautiful hill-top home just outside Katikati. All thirty people attending had a lovely evening being well fed and entertained by our perfect hosts plus the surprise bonus of an electrical storm flashing across the evening sky. This friendly gathering of Pre-56 and more modern MG owners made a perfect start to the weekend. By 10a.m. on Saturday morning we were all lined up outside the Gold Mine Centre, Waihi for the start of the challenging Straight-Line Run, which is something that I have never done before, but thoroughly enjoyed. Probably because we were following Colin and Cynthia Upchurch to start with



which helped us get into our stride. Once completed all entrants were then flagged off at the start of the Observation Run which flowed through some lovely Bay of Plenty countryside arriving halfway at Waihi Beach for a coffee break and then on to the finish. This run was not for the faint-hearted as it was now about 30C and we had been driving for three hours. Raewyn and I drew stumps about three-quarters of the way through as we were starting to melt inside our very hot GT. Next up was a picnic lunch and Pride of Ownership held in the beautiful gardens of Mike and Pauline McCowan. There were twenty cars in attendance, all looking superb in the shade of the trees, a picture-perfect setting for an MG event and did we need that shade!! Much to my surprise our GT won the Pride of Ownership against stiff competition. This break gave us all a chance to relax and rehydrate. Late afternoon arrived all too soon and it was off to see "Landslide", a Fleetwood Mac tribute band, in the packed Diggelmann Park, Katikati. A very enjoyable evening of nostalgic music and good company, the perfect finale to a perfect MG day in the countryside. Sunday had us up earlyish and on our way to the Matahui Lodge for a funkana, sit-down lunch and prize-giving. Another sunny day in the estate's grounds set the scene for a relaxed fun event. A funkana is always good sport and as the name suggests, good fun. There were six tests in all. These included two non-driving brain teasers, a mix of low speed precision driving and faster slalom runs to keep you busy. I was lucky enough to be offered a drive in Alan Thorn's MGF, the perfect car for this type of event, thank you very much Alan. The amount of work and midnight oil spent by the MG Car Club's Bay of Plenty Group on organising and running this type of three-day event should never be underestimated. Our thanks must go to Bob and Lynne Douglas, Alan and Maria Thorn, Mike and Pauline McCowan plus the many helpers who put together such an enjoyable weekend. Great stuff guys, thank you all very much. (photo of our leader in deep concentration trying not to lose too much water while Graeme Collett slaloms his MGB).



**Electric Power Steering for MGC, MGB & MGA.....Bruce Ibbotson**

A company in Holland called "EZ Electric Power Steering" makes replacement steering columns for over 200 different cars, including the MGA, MGB & MGC. The power unit is made by NSK (well known for precision bearings) of Japan and the people in Holland fit suitable power units into new columns to make a



complete column to replace the factory column depending on make and model. The ECU is part of the motor assembly on the column and there is a small match-box sized separate unit with wiring to a potentiometer to allow the driver to set the amount of assistance he/she requires. The EZ unit is totally independent of the cars electrical systems only requiring a feed from the ignition circuit, main power from the solenoid terminal and earth to operate. Current draw is from 5 to 8 amps (only while operating) so is suitable for cars using dynamos or alternators. Installation is under the dash and is hardly visible to the casual observer. Once the ignition is switched on the unit is operable in about two seconds, so the car can be easily moved around once the ignition is on. The steering characteristics are unchanged from normal and if a driver does not want power steering a toggle switch can be fitted in the wire from the ignition circuit to turn it off to suit a male and female driver for example. A Big Healey owner in the USA has done this to his car so he can be a "He Man" and then his wife can drive the car like any modern car. By being able to adjust the assistance the system can be set for individual circuits or any on road conditions that the driver desires. John Hoyle of Hoyle Engineering has the EZ system on his highly developed MGA (loves it around Silverstone) and also for Autobahn cruising setting the car as required. He highly recommended I fit this to the very heavy (15" wheel and fast rack) steering on the "Truck" which is now ex-truck driving-wise. I have had this in for a couple of months and travelled over 1,000 miles and have found it excellent, no more sore shoulders and rib cage after a two-day mid-week run. The heavy MGC really benefits from power assistance. Older RV8 drivers with arthritis report that electric power steering has saved their car being sold having fitted MGF units. The limited edition of the anniversary MGBGT (50 only cars at £50000 plus options) uses the EZ unit when owners specify power steering. (written by Bruce in November 2012).

***"Homeward Bound" - MCG3L Returns to NZ.....Harvey Heath***

Shipping the MGC to the United Kingdom held some unknowns that had me a little nervous but it all worked out well and Grant Hudson from Aeronaut Customs House assured me it was under control and he was right. When it came time to ship it home I just rang Peter, his UK agent, and inquired where was the best place to drop the car off for the return journey. He asked where I was staying and he gave me the address of a vehicle storage and shipping company in Church Crookham, just out of Fleet in Hampshire.

I phoned, booked a time and arrived with the car all clean but loaded with spare parts. This was not an opportunity I was going to miss, parts without paying freight, and this was any MG owner's heaven!! I imagined a small warehouse with washing and steam- cleaning facilities and a number of shipping containers sitting waiting for the likes of me, but what a shock I got when I turned in the gate to a huge three-story building with electric security fences and an office showroom to rival the most expensive car franchise. I was immediately treated to coffee and a



guided tour of what these people do and why they needed such an impressive building. The whole building is air-conditioned with humidity monitors and controls on every floor. The storage on the first floor held 53 Porphes and I lost count of the Ferraris and Lamborghinis, but each one was under its special cover waiting for its overseas owner to come and drive it when they are in the UK. They prepare cars for owners, they collect and prepare concours and display cars and they fly more cars around the world that they put in containers, so I thought they might just treat the MG with mild contempt. Anyway, they took lots of photographs to prove its condition, said it was perfectly clean and they would not need to do anything to it

and I left it in their capable hands. Next the e-mail arrives giving me a container number, the ship that it was on and the expected date of arrival, which took about nine weeks from the time of drop off. Grant phoned me next and said the container was in Penrose and would I like to go and see it unloaded as the Customs and Agriculture inspectors needed to be there when the container was opened. What a surprise, there is my MG, vacuum-packed inside a plastic bag in the container. I could only thank them for taking such good care of my toy! Then the bonuses, no bugs or 'nasties' found by the agriculture inspector. No GST or any curly questions from the customs man, just lots of black smoke and coughing and spluttering as the final drops of 'pommie' fuel forced itself through the carburettors. Would I do it again? It has to be a special event such as the 50<sup>th</sup> anniversary, but yes, well worth the money to drive your special toy on its home soil.

### **Visit to Bruce McLaren Trust Heritage Centre.....Peter Dunlop**

Along with Wellington friend Maurice Stewart, I recently visited the new Bruce McLaren Heritage Centre at Hampton Downs Motorsport Park. The official opening took place on 30<sup>th</sup> August last year which would have been Bruce's 80<sup>th</sup> birthday. Around 120 members and friends including the trust's new patron Greg Murphy were in attendance. This new centre provides the space necessary to display the ever-growing collection of Bruce McLaren memorabilia, including his vast array of trophies. We took my white GT up there for a run and, by chance, had the added pleasure of meeting Jan McLaren and her husband Mark Donaldson during the visit. The Heritage Centre is well worth seeing so why not call in next time you are in the area. Opening times are 10am to 4pm on Tuesdays, Wednesdays and Thursdays. Almost next door to the centre is Andy Culpin's RaceFX workshop which has an irresistible magnetism for me and is always full of fascinating projects. Apart from a beautiful Porsche-powered VW split-screen camper there was a BMW M6 V10



engine being shoe- horned in a 3-Series E30, all very clever stuff. Andy gave us an update on progress with his MGC/GTS project. This car is still available for completion to your own specification, so if you want a beautifully prepared race or fast road GT, give him a call on 021 1726345.

### **Gearbox Rebuild for Raewyn Dunlop's GT.....Peter Dunlop**

The offending gearbox was put in the safe hands of Garth Bagnall for pair. It finally gave up the ghost on our way to the Glenbrook Vintage Railway event when the selectors and other bits decided enough was enough. It is now back at home sporting lots of new parts and when "bench tested" felt like new. This is the fourth time Raewyn and I have taken engines and gearboxes out our MGCs, so guess we are now experts (well sort of). It also gave us the chance to finally fix the speedometer drive problem that has been an issue with WOF failures ever since we bought the car. A very simple fix that we all missed except Garth, as the new plastic gear wheel was slipping on the spindle. Now this is all sorted out the car should make a great driver, fingers crossed.

### **Water-Pump Housing Modification.....Peter Dunlop**



Have just ground away the step on the block casting, where the water-pump is fitted, to improve the water flow and improved the entry channel into the side water gallery. These modifications have been recommended in previous MGC articles and endorsed by the well-respected and much-loved UK MGC Register technical advisor Vic Young and Bruce Ibbotson. Will let you know how we get on. Photo taken after grinding away the webbing in the hole on the right.

## Searching For That Special MGC.....Peter Dunlop

Alan Krissansen is a man who takes his time when buying a new car. His decision will not be made in a "moment of weakness" as with some people (myself included), but will be based on careful inspection, history and of course, the right price. Alan recently sold his very smart Tartan Red MGB roadster and since then has been seriously searching for an MGC. So, if you have one for sale please contact Alan on 0274 964346.

### Dunlop's Retro Ramblings



This time my old grey matter has thrown up the name JOHN BOLSTER, broadcaster, motorsport commentator, journalist and fearless post-war hill-climb competitor. John Vary Bolster was born on 24<sup>th</sup> May 1910 and became technical editor of the UK's Autosport magazine on its foundation in 1950. He contributed a series of weekly technical articles and road tests, one of which is of personal interest to me. His love for building "specials" and, in particular hill-climb specials, was epitomised in the creation of "Bloody Mary", a car designed and built by himself and his brother Richard when still schoolboys. (photo: John and Rosemary Bolster with Bloody Mary). This motorcycle-engined special became a formidable giant killer. In one article, taken from his book, he wrote "Having acquired a nearly new short-stroke, overhead-valve JAP engine for Bloody Mary and with the compression raised and running on alcohol fuel, it could easily beat any supercharged car and even overcame the very hottest of the new MG Magnettes" Sadly his racing career was ended by a near-fatal accident driving an ERA which overturned in the 1949

British Grand Prix. It was during his time at Autosport that John had the dubious pleasure of road testing the latest E93A Ford-based special from Super Accessories of Bromley, Kent. This "SUPER TWO" special was exhibited at the London Racing Car Show in 1960 and caused quite a stir. It could be bought complete or in kit form depending on the size of your wallet and/or mechanical ability. The road test took place at the Silverstone circuit in Northamptonshire on a wet spring morning which, no doubt, would have made the test quite challenging. I was lucky enough to purchase this car in 1965



along with a copy of the

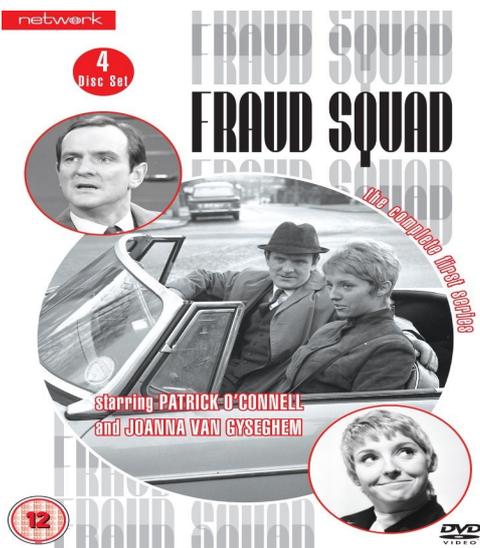


test report. Sadly, the report has long since disappeared, but I do remember it being less complimentary than Super Accessories would probably have liked. This was my introduction to the world of soft-top sports cars. It was only five years old, all fibre-glass, low, noisy and looked the dog's wotsnames. It was powered by a tuned 1172cc side-valve Ford lump fitted with an Aquaplane Al alloy head and twin SU carburettors. The drive train was through a close-ratio three-speed gearbox, standard back axle and 13" steel wheels. That's where the love affair ended as it was an absolute nightmare to drive. If you had wanted to kill yourself this was the car to oblige. It had Michelin X radial tyres on the front and well-worn intermediate Dunlop racing tyres on the back, would blow head gaskets on a weekly basis, boil-up at the slightest sign of a traffic

jam and jump out of third gear. It also required a pair of domestic sink plugs to be stuffed in the exposed carburettors when parked in the rain thereby preventing the engine filling with water. The tyre combination definitely added to the suicidal ride especially in the wet. I remember spinning the thing in front of a double-decker London bus, much to the alarm of the passengers and driver. Having said all this, it was a fun car for a 17-year-old to own. I loved it but not the current girlfriend who, because of the lack of doors, had to climb in through the minuscule side window opening when the top was up. This was the 60s remember and mini-skirts had just been invented.....then again, some memories will stay with you forever.

## MGC Roadster, Ex-London Metropolitan Police.....Peter Dunlop

In 1969 the London Metropolitan Police ordered this Police White (not Snowberry White) roadster to be actively used as an unmarked traffic car destined to catch and surprise those not abiding by the letter of the law. The report I read said it had been completely restored to a near-new condition with fastidious attention being given to detail and originality. The car was on active duty during the 1970s and still has the original handset radio in the glovebox and police bell behind the front grille. WGJ 208G has been verified by the historic police vehicles registrar and still sports the rear only police plate. A subtle feature for the unsuspecting speedster who would only realise that he had been done after being pulled over by the 'Boys in Blue'.....cunning little buggers!



Ian adds – I can remember seeing the British television series “Fraud Squad”, a two-season, 26-episode production starring Patrick O’Connell as Detective Inspector Gamble that was produced in 1969 and 1970. The show followed the exploits of Gamble and his aide Vicky Hicks (Joanna Van Gyseghem), metropolitan officers on the trail of con-men and fraudsters. Fraud Squad was notable for being one of the earliest television dramas to feature a female detective in a leading role and the choice of transport was excellent too, but as the show was in black and white, I am not quite sure if Gamble’s MGC roadster was Snowberry White or Police White.

A white roadster, with the registration plates BMW300G, also featured in the well-known television series The Avengers, that starred Patrick Macnee and Diana Rigg. Same car perhaps?

## Tech Tip No. 8 - Rebuilt Water Pump Supply.....Harvey Heath

So much has happened in my world with my MGC/GT that the Technical Tips have been left for a while as I shipped my car to England and back for the MGC 50<sup>th</sup> anniversary. I have always had in the back of my mind how many water pump kits we fitted in my days at a BMC franchise dealer, and how expensive new water pumps are for the MGC engine, and yet how basic they are. While in England I enquired about kits and bearing and seal combinations that could allow us to rebuild our pumps without the huge cost of total replacement. While at the anniversary and reunion a small snippet of information led me down a path that has exposed a source of kits from another vehicle that can be easily machined and fitted to our pump



bodies. I have purchased a number of these kits and with my lathe and mill I am now able to offer EXCHANGE WATER PUMPS, new bearing and seal fitted for the princely sum of \$70. The only extra cost is going to be for freighting your old pump to me and the new pump back in return. I think I paid over \$300 for my last pump, so I hope with this offer I can help relieve some of the cost of keeping these lovely engines going. Please just e-mail me if you are interested or give me a call. I have a number of old bodies which I will re-kit and have ready so there should be little delay. If you have the radiator out of the vehicle for this changeover, it is well worth having the core cleaned inside as it does not take much to restrict the flow in these cars and they

need every bit of cooling they can get. Use a glycol or late model silicone-based coolant additive and this will help keep the system clean inside. Always check the radiator cap on the top of the cylinder head when the engine is cold and do not rely on the water level that you see in the overflow tank. Any air that may enter the system will stop the siphon action out of the tank and it can be full or to the mark and the engine can be empty... a dangerous situation!!

## MGCs For Sale



**1968 MGCGT** - NZ new, built in April 1968 and shipped to New Zealand later that month. Finished in white with overdrive and knock-on Minilites. Has had a major rebuild and has been in the current owner's hands since 1994. Located in the Auckland area – for further information contact owner **David Sellars** on 09 4866691.

**1968 MGCGT** - NZ new, built in July 1968 and shipped to Wellington later that month. Left the factory finished in Snowberry White with black leather and red piping, overdrive, heater and chrome wire wheels (now on knock-on Minilites). Was off the road during late '80s/'90s as a work project, has an NZ VIN after going through the compliance process and it has had further work done recently. Located in the Bay of Plenty – for further information contact owner **Ray Davies** on 07 5445441 or 021 731037.



**1968 MGC Roadster** – UK-market car built in January 1968 and shipped to New Zealand in 1975. Left the factory finished in British Racing Green with black leather and white piping, heater, pack-away hood, tonneau cover and pressed steel wheels. Now has Rover rostyles, hardtop and luggage rack. Located in the Hawkes Bay area – for further information contact owner **Terry Hobbs** on 06 8447521.

**1969 MGC Roadster** - late production roadster built in July 1969 for the US market and shipped to Los Angeles later that month. Left the factory with overdrive, heater, painted wire wheels, pack-away hood and tonneau cover. First registered in NZ in 2000, the body work was carried out by Graeme Collett and the engine has also been overhauled. Now on chrome wire wheels and has a luggage rack. Located in the North Auckland area – for further information contact owner **Willie Stewart** on 027 2456834.



**and Finally,.....courtesy of Bruce Ibbotson, MGCGT (Australia)**

A balding, white haired man walked into a jewellery store with a beautiful, much younger woman at his side and informed the jeweller that he was looking to buy a special ring for his girlfriend. The jeweller looked through his stock and brought out a \$15,000 ring.

"No, I'd like to see something more special" said the man, "price is immaterial."

So, the jeweller went to his special stock and brought out another. "Here's a stunning piece at only \$140,000. It's the famous Azure Blue which belonged to a Maharajah."

The lady's eyes sparkled and her whole body trembled with excitement. Seeing this, the old man immediately said, "We'll take it."

The jeweller asked how payment would be made and the man stated, "By cheque. Now you need to make sure my cheque is good, so I'll write it now and you can call the bank on Monday to verify the funds and I'll pick the ring up on Monday afternoon".

On Monday morning, the jeweller angrily phoned the old man and said, "Sir, there's no money in that account".

"I know", replied the old man, "but let me tell you about my weekend."

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

*Ian Grant*



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**Your MGC Register Team**



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

**NB: No calls after 9pm please**

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