



Welcome to the MGC Register newsletter 5

We hope to send these out at regular intervals to keep you up to date with MGC news and events.

If you have something to share with fellow MGC owners send it to me and I will include it.

We hope to see some of you at some of the following events, let us know if you are coming to any of them.

In this issue we look at what has gone on in the last couple of months

Vic has given us some technical info, and Neil has changed his headlights and thanks to Duncan for his write up of the Sunsea Rally.

Next year we already have some dates in the diary.

Sunday February 9th - MG & Triumph Spares Day at Stoneleigh.

The C Register will have a stand there, we had so much fun this year we thought we would go again.

Thanks to Martin for sorting this out

Saturday & Sunday May 3/4th—Donnington Historic Festival

The main MGCC will be there with their marquee & there will be register parking.

We will be having a C register Stand here and also holding our AGM

Saturday & Sunday June 21/22 is The MGC day/weekend

We will be at Bletchley Park on the Saturday and our main day will be at The Shuttleworth Collection.

Full details of timings etc, including hotel details will be published in the new year.

Saturday & Sunday September 6/7 Croft Track We will be having a stand there, more details to follow.

Let us know if you have been on any good trips or runs, send us your photos to share

Hope you all have a happy Christmas.

Good driving Mike & Angie Haughton



ADVANCE TICKETS ONLY £12* ON THE DAY £15
STONELEIGH PARK, WARWICKSHIRE, CV8 2LH



BOOK YOUR TICKETS ONLINE TODAY AT
www.mgandtriumphsparesday.co.uk

FOR OFFICE & TRADE ENQUIRIES
PLEASE CALL 01775 768661

*all advance bookings are subject to a booking fee

C-Exmoor Weekend

Saturday 14th September & Sunday 15th September

On the Saturday we enjoyed a 60 mile road run, stopping at the Exmoor White Horse Inn for lunch.

Then we went onto the Woody bay Railway, before returning to the Blue Ball Inn where we all stayed.





On the Sunday we met at Lynmouth on the Manor Green, this is a grassed area on the foreshore.

We took in the sights of Lynton & Lynmouth, including the Cliff railway. Some of us also had a game of golf (well pitch & putt). It was a fierce competition won by Martin, Claire made sure there was no cheating by keeping the score cards.







Of course when C owners get together there is much chat in the car park

ADO52 That number rings a bell!

What a good reg for a C



TRAINS, PLANES & AUTOMOBILES

NOT THE 1987 FILM BUT THE SEASUN RALLY

By Duncan Hopkinson

The SeaSun Rally is held in September each year and organised by Pierre Barré, a Belgian. It is a five day competitive regularity rally covering one or more European countries. My wife Kay is my navigator. We have been on their Milan to St Tropez Rally where we drove the MGC GT (the Mighty C) to the rally and back taking nearly a fortnight with a stopover at a villa in the South of France. Then there was the Portugal Grand Tour where the car was transported to Portugal and back whilst we flew. In 2023 we went to their Toscana Classic but this time, whilst the car went by transporter, we decided to take the train to Bologna and back to the UK.

The rallies attract a wide range of nationalities and types of cars. There is always an Irish contingent who attend and a reasonable number of English competitors. The largest number of competitors is always from Belgium, but the rally does attract French, German, Swiss and Dutch. The unusual aspect to this rally is that each car is fitted with a Tripy. This is a GPS device fitted to the car at scrutineering giving time keeping, location tracking, speed control and view of routes taken to the organisers. There is no need for marshals so there can be a much greater number of timing points on each regularity. It also means that you have to be on time all the time during a regularity section as you do not know when the Tripy is doing a time check. That is the downside but the upside is there is no need for complicated maths in the car working out what difference to carry forward to the next checkpoint. Everything is in kilometres so the adjustment factor on the Brantz is lower than for miles, this can make it interesting in achieving absolute accuracy.

The train trip had been booked some months in advance. The European leg was mostly by an Interrail Pass, something I had not used since 1974. The timetable for connections was quite tight in places. The plan was to take the train from Skipton to London on 15th September, an overnight stop, then the Eurostar to Paris for lunch at the famous Train Bleu restaurant at the Gare de Lyon then the TGV to Turin for another night's stop. A local train would then get us to Bologna on the 17th ready for scrutineering and the start of the rally on the Monday. On the 23rd September after the rally we were going to Milan for an overnight stop, then take the train to Zurich for another overnight stop. That leg would take in the Bernina Mountain Express which is a World Heritage Site with 55 tunnels and 196 bridges on the route through the Alps. The final leg would take us from Zurich to Skipton in a day to be met by our taxi driver who would take us home.

I am sure most readers with experience of our railways would think we were crazy but the longest delay we had on the whole journey was five minutes, everything ran to time. The only problem was a landslide on the railway line in early September which closed the section between Chambéry and Turin. This meant a last minute change, we had to take an earlier train from Paris, miss our lunch at the Train Bleu and then catch a coach at Chambéry which took four hours to wend its way down the mountains to Turin. The coach was packed and I was crammed between Kay and a lady who insisted on having a separate seat just for her large bag of junk food and fizzy drinks which she proceeded to consume then fell asleep! We managed to find an excellent restaurant near our hotel in Turin and our spirits recovered.

There was not much chance for sightseeing apart from through the train window but we did have a day in Milan. Some of the views from the train were exceptional, particularly on the Bernina Mountain Express and the ones as we went from Turin to Bologna past various lakes were excellent. The half day's sightseeing in Milan coincided with the end of Milan Fashion Week and was after our rally. We only had two small cases for the train so clothes were limited, Kay remarked that she felt the most unchic person in Milan as we walked around.

What of the rally? The Mighty C was at the hotel waiting for us on the Sunday and we had the Tripy fitted. There was the obligatory pre rally briefing where we were warned amongst other things about speeding on transport sections. Tripy would check our speed and there would be penalties. I had fallen foul of this in 2018 but not in the obvious way. I had religiously stuck to the local speed limits and could not work out why competitors were always overtaking us, I had expected to climb up the leaderboard based on the penalties awarded for everyone else speeding. After three days of this I asked a fellow competitor why there were no penalties. His response was that the Belgians had not paid all this money to drive their cars slowly! The Belgian competitors have an interesting take on things. There is lots of alcohol consumed and the cars are driven very fast. The organisers arrange for an Aperitivo Van which follows us around and is parked up either for morning coffee or at the afternoon stop. The Belgians take wine instead of morning coffee and have wine and beer in the afternoon.

The rally took us from Bologna to Sienna and back over five days. We visited places such as Poppi, Magione and Manciano on our way around Tuscany. We saw the classic Tuscan scenery, had lunches at hilltop restaurants and hotels all in wonderful settings. We drove on our fair share of Strade Bianche – white roads – which are really unmade but graded roads. It is somewhat unnerving when you realise that these are not hardly-used tracks in the countryside but roads that the locals use. We met cars and lorries as we were driving along the Strade Bianche sometimes under regularity.

The Mighty C has a reputation for running out of fuel as the petrol gauge is not that accurate. On Day 2 we came upon a Belgian Jaguar XK150 which had run out of fuel. We don't carry a spare can as the car has to be transported through Europe, there is no doubt some French regulation which would lead to the car being impounded if it had a fuel can in it. Given how many times people have helped us when we have run out of fuel I set off to find some. As luck would have it the Aperitivo stop was about 5 miles further on, we found some fuel cans and went back to help the competitor. We were rewarded with a bottle of wine and a bottle of prosecco which went down very well with our evening meal and those sitting on our table.

Throughout the rally there were 30 regularity stages and given the flexibility of Tripy there were 247 timing points. We were very pleased to achieve three regularity stage wins, we have never had a stage win before, the best we have achieved is third on a stage. Pierre Barré had taken part in the Three Castles Rally that year and decided one stage should be English style regularity so with a marshal. One English competitor decided that he would drive as he normally does on UK rallies and be two seconds early giving him time to come in on a zero at the marshal. The drawback to that approach was that Tripy was taking intermediate timings all the way until the marshal at the end of the stage. He was not happy with his collection of two second penalties at each virtual timing point!

In 2024 the SeaSun Rally will be the Dolomite Classic which will take us to Italy, Croatia and Slovenia through the majestic Slovenian and Italian Alps. We are not sure how we are going to get there and back but no doubt it will be another adventure.

Christmas Get Together

On November 25th a few of us had a get together at the Chesford Grange Hotel.

Here are a few photos







A big thank you to all that came, from north & south & Netherlands. To all that brought raffle prizes and to Martin who organized us all

REAR LEAF SPRING TECHNICAL DATA

SPRINGS

	PART NO AHC894	USE MGC GT POLICE CAR	PART NO AHH7346	USE MGBGT	PART NO AHC536	USE MGC	PART NO AHC584	USE MGC GT
				POLICE CAR		T0 547		TO 785
POUNDAGE	660lbs		542lbs		500lbs		560lbs	
	LENGTH	THICKNESS	LENGTH	THICKNESS	LENGTH	THICK- NESS	LENGTH	THICK- NESS
TOP LEAF	44.74	7/32"	44.74	7/32"	44.74	7/32"	44.74	7/32"
2	44.74	7/32"	44.74	7/32"	44.74	7/32"	44.74	7/32"
3	44.66	7/32"	44.74	7/32"	35.88	3/16"	38.87	3/16"
4	30.05	7/32"	34.875	3/16"	26.12	7/32"	26.125	7/32"
5	25.77	3/16"	25.375	3/16"	16.24	3/16"	16.25	3/16"
6	18.66	3/16"	15.125	3/16"	10.76	3/16"	10.75	3/16"
7	11.26	7/32"	5.25	7/32"	5.24	7/32"	5.24	7/32"

	PART NO AHC797	USE MGC	PART NO AHC791	USE MGC GT	PART NO ADO52	USE GTS	PART NO AHH8343	USE COMPT
		FROM 548		FROM 786	ADO1139			
POUNDAGE	500lbs		560lbs		373lbs		375lbs	
	LENGTH	THICKNESS	LENGTH	THICKNESS	LENGTH	THICK- NESS	LENGTH	THICK- NESS
TOP LEAF	44.74	7/32"	44.74	7/32"	44.74	7/32"	44.74	7/32"
2	44.74	7/32"	44.74	7/32"	44.74	7/32"	44.74	7/32"
3	38.87	3/16"	38.87	3/16"	38.87	7/32"	35.87	3/16"
4	26.125	7/32"	26.125	7/32"	27.62	7/32"	26.12	7/32"
5	16.25	3/16"	16.25	3/16"	17.72	7/32"	16.24	3/16"
6	10.75	3/16"	10.75	3/16"	11.5	3/16"	10.76	3/16"
7	5.24	7/32"	5.24	7/32"	6.49	7/32"	5.24	7/32"

	PART NO	USE	
	AHT20	COMPT	For more details contact Vic Young
		LOWERED	vjyoung@btconnect.com

POUNDAGE	418lbs	
TOP LEAF	LENGTH	THICKNESS
2	44.74	7/32"
3	44.74	7/32"
4	44.74	7/32"
5	34.875	3/16"
6	25.375	3/16"
7	15.125	3/16"
	5.25	7/32"
		ALL SPRINGS 7 LEAVES INCLUDING BOTTOM PLATE.

AHH8343		375lbs	3.2"
AHC20	6.5"	418lbs	
AHC894		660lbs	3.2"
AHC584		560lbs	3.2"
AHC536		500lbs	3.2"
AHC797		500lbs	3.2"
AHC791		560lbs	3.2"
ADO52/1139	117 lbs per inch	375lbs	3.2"
AHH7346	124 lbs per inch	542lbs	3.2"

SPRING	MAX DEFLEC- TION	FLAT LOAD	DEFLECTION
RATE			BEYOND FLAT

MEMBERS CARS



MarCus Brundler's MGC

Switzerland

You can collect a Christmas tree with a MGC.

As the autumn finally arrives with dark evenings, I find myself driving in the dark more, and finding that the original sealed beam headlights on my MG are becoming inadequate. On a wet night the light is almost soaked up and disappears.

Sealed beam headlights were introduced in 1940 and must have been a revelation compared to the bulb and reflector type in use at the time. They did evolve through initially being a tungsten filament with a pre-set focus, through to a Halogen type in the 1980's.

However, as my MG is 1968 then I must presume the lamp is of the simpler type and hence the slightly yellow light. The problem most of us now have is the dazzling from oncoming modern cars with their LED lighting systems and the low seating on our MG's.

So, what to do?

The MG Owners Club spares recently had an offer on a conversion to modern H4 halogen bulbs, it was very reasonably priced at around £30 and it came with two new reflector and lens units and new H4 halogen bulbs.

When ordering I gave some thought to the fitting and decided it would be a good idea to also replace the metal backing bowls and gaskets that sit behind the headlamps. These are usually rusted as they receive all the debris thrown off the front wheel.

The other issue to consider if your headlights are dim is that the power to them has a considerable journey through the switch on the dashboard and then through the dipswitch, plus a fair length of cable. All of this offers electrical resistance and diminishes the voltage arriving at the bulb causing less light.

A solution is to fit relays. The relays have a supply, separate to the dashboard and only require a very small amount of power to operate them, so the load on the dashboard switch and the dip switch is now very low.

The relays themselves are mounted close to the headlamps and receive a good source of 12volts usually directly from the cable on the starter motor.

The headlamps now get the full 12volts and the cabling and switches around the dashboard has a much easier time.

First job is to isolate the battery so there are no untoward sparks. Then remove the chrome headlight rim. This is a push fit and can be pried off carefully. I use a flat plastic lever from a bodywork kit that doesn't damage the paint.



Once the rim is off then the three screws that secure the sealed beam into the carrier can be removed. This releases the chrome retaining ring and the headlamp can then be lifted out.



Once out of the holder, pull off the three-pin connector from the back of the headlamp. In my case it was just about in time as the plastics had hardened and deteriorated probably due to heat, with over 55 years of use and broke up as I released it.



I also removed the headlamp bowl from the wing and made good use of the opportunity to clean up the metalwork and give it a coat of 'Kurust and some fresh paint. It was in far better condition than I expected knowing that the car was last painted in 1984





The next job was to assemble the carrier into the new headlamp bowls, and then refit the bowl complete with a new rubber gasket back into the wing. I coated the rubber gasket with Red Rubber Grease, as modern rubber has had the silicon removed from it and it now fails prematurely, compared to older rubber products. The grease improves the life of the rubber.



I took the opportunity to refit the parts using stainless screws, nuts and bolts, these can be purchased cheaply and easily on the internet as a kit.





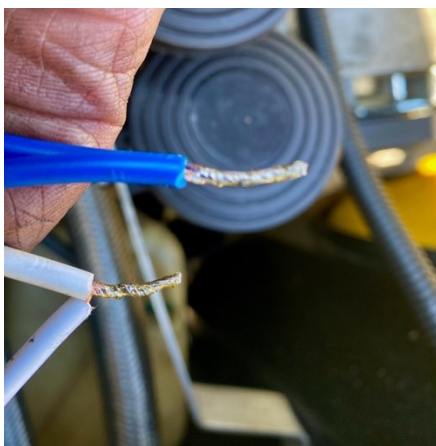
Once both bowls and carrier were in place it was time to rewire the new lights.



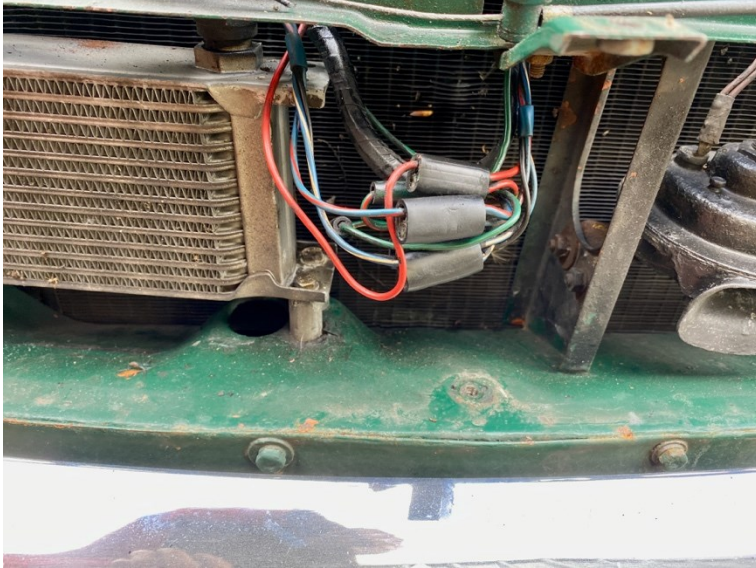
I did look around to buy two relays to improve the voltage delivered to the lights, but found this complete loom already made up. It came with two relays and terminated with the correct plugs and set in to sleeving. Even had the correct wiring colours. All for £20, about the same cost as just the relays.



At this point I went off piste and instead of simply plugging the new loom in, I decided I wanted soldered connections rather than plugs which can be a point of water ingress. Clean joints, solder, and then a heat shrink sleeve make a much nicer finish.

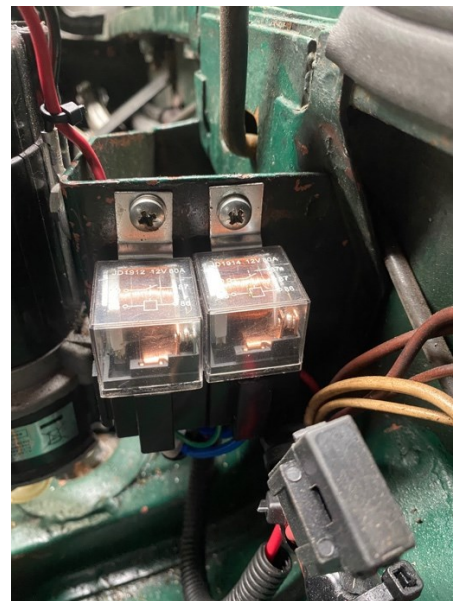
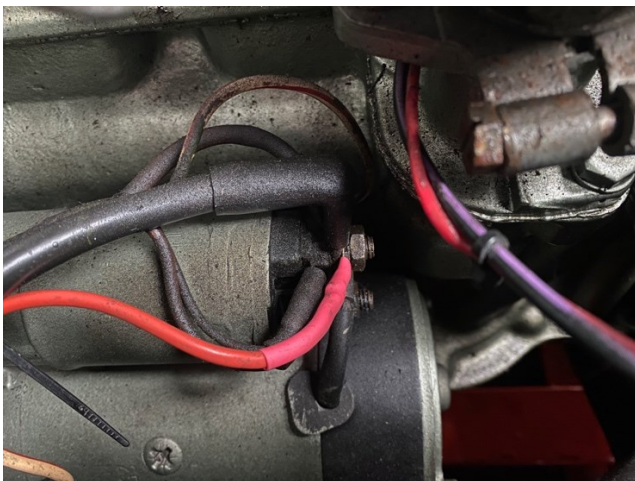


The headlamp wiring is bundled together underneath the slam panel in front of the radiator..... well it is on a C, I have no idea where it is on a B..... so the inputs for the relays can be picked up from here.



The new power supply was connected directly to the live terminal on the starter motor solenoid (red cable), and the new relays were securely fastened in place. Just below and to the right of the relays can be seen the new in line fuse for the system.

The relays sit in their own sockets and can be changed in a moment if there is a failure.



And there you have it, properly bright headlights that I have found to be a real improvement.

If I wanted to spend more, then the new headlamp is a standard H4 fitting so it would be easy to go another step and fit LED bulbs, but for the moment these are as good as anything old or modern that I have used at night.



As an aside, the first time I drove it in the dark. I was following a fellow club member and inadvertently dazzled him. This was due to my mistake in the wiring whereby the blue 'high beam' indicator light was on when the beam was dipped and off when in high beam. Only took a few minutes to correct the following day.

I took it from that complaint that they are now fairly bright.



A few American MGC owners gathering to see the building mural painted to represent the donation of Jack Feldman's red MGC Tourer to the museum.

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.



YOUR C REGISTER COMMITTEE

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What he doesn't know about MGCs.....

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Colin Howes

Tim & Virginia Hodgkinson

Martin Reynolds

Hi MG Enthusiast (UK),

The Book, 'MGCs Down Under', is now available.

Description:

The chapters cover a range of topics from the creation of the MGC, with a particular focus on the Australian connection, personal stories from MGC owners, Bruce Ibbotson's modification and RichardMixture's technical ramblings, to how the new MGC ended up Down Under in Australia, New Zealand and Papua. It also includes a list, with thumbnails photos, of MGCs in Australia and New Zealand - who knows, yourMGC might be there.

What it costs:

It's excellent value at AUD \$79 for the soft cover, AUD \$110 for the hard cover (only 100 copies available). Australia Post charges AUD \$58 postage to the UK.

Quotes:

"No other MG book that I have, has so much technical information about problems and the fixes required, it should become a reference book for MGC owners." Bruce, Aust.

"The second MGC book following Graham Robson's "Abington's Grand Tourer" to be published and it is a great read, informative, amusing and RichardMixture is a national treasure! If Graham was still alive, he would have been most pleased to see it." Barrie, UK.

"I want to say that I am amazed at what was done by the guys in Australia and New Zealand to improve the C. You really put together a fine book ..." Jeff, USA.

No doubt you are aware of the book 'MGCs Down Under'. I have finally sorted out the links and now the MGCs Down Under website is live.

Please have a look. <https://www.mgcsdownunder.com/> (to purchase the book)

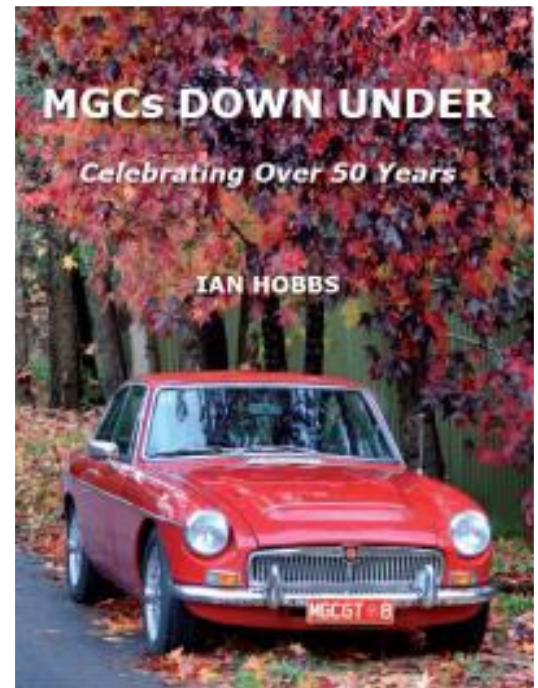
Please share the website with your members. Thanks

Ian Hobbs

MGC Co-ordinator

MGCC SA mgcgt@optusnet.com.au

I can highly recommend this book having got a copy, its very interesting.



And finally, we have a range of clothing items available via ACE, this is just an sample of some of the things available, many more items and colours available. Just a note that the sizing is on the snug side.

MGC Register Merchandise Store

Order on-line here:

<https://mgcreg.ace-online.co.uk/catalogue>



Polo Shirt £15
T Shirt £10
Sweatshirt £20
Hoody £25
Bobbie Hat £15
Beanie Hat £10
Baseball Hat £10
Fleece £25
Softshell Jacket £29.95
Parka Jacket £40
Soft Padded Jacket £40
- Plus Postage (multi items same cost)'

