

Winchester MG Owners Club



April 2015 www.winchestermgoc.co.uk

Winchester MGOC

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Your Committee

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Winchester MGOC meet on the last Tuesday of the month at:

The King Charles, Lovedon Lane, King's Worthy, SO23 7NU

NB. We are an active group and may sometimes meet at some far off pub, so please check with the Secretary and join us... somewhere.)

Chat

The sun finally appeared for us all on Easter Monday and there was a noticeable increase of classic cars on the road as owners made good use of the weather. The number and variety of vehicles that you can spot still being used on the roads (if you keep your eyes open) never fails to amaze me. There are also a fair number of old cars to be spotted gently rusting away on driveways or in local fields, many too far gone to ever be rescued. Some have blended so well into the landscape that it would be a shame to remove them – beauty as they say is in the eye of the beholder. See how many you can spot.

Getting back to classics on the road, don't forget our own National Drive It Day event on the 26th organised by David & Barbara Marklew. This will be a run out into the New Forest followed by afternoon tea at Hollywood Cottage. Our editor is always in need of your contributions for this newsletter as of course it doesn't write itself, so if you do manage to get along to an event, a short report is always appreciated. Was it good, what did you like or not like, what tips might you have for making the most of an event. Similarly product or garage reviews are always of interest. Be warned – empty spaces tend to get filled with more pictures of a certain black MGB GT!

Our participation in this year's Radio 2 Carfest has now been confirmed and a joint club display with Basingstoke and Newbury MGOCs has been accepted by the organisers. The cost remains the same as previous years, but the number of cars has been reduced from 7 to 5 on each of the 3 days. Pete and Karen Cranstone generously gave up their place for a re-draw at our monthly meeting to give a chance to those who had not previously attended. A delighted Rosie Sheppard will be joining the line-up after her name was drawn out.

Finally a welcome to our newest members, Nick East who has a 1971 Midget, and Lawrence Richards & Lynne Humphrey who have a 2002 TF.

Steve

The cover image was snapped by Steve. This old Austin is crying out for a little TLC and an 1800 K series engine. The Midget on page 2 is an image grabbed by Kev Smith, not far from our meeting place.

Winchester MGOc Drive-it Day



All classic car owners are encouraged by the Federation of British Historic Vehicle Clubs to take to the roads on Sunday 26th April 2015 to demonstrate just how many people enjoy their old cars (vans, motorcycles, trucks...). Accordingly the Winchester MGOc have a drive arranged that will take you through the New Forest ending with afternoon tea at Lymington.

Meet at the Alma Road Car Park in Romsey [Waitrose/Mole (SCATS)]

Gather at 1:45pm for departure by 2pm.

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Our tour takes you on a picturesque route around the New Forest to finish at Hollywood Cottage in Lymington where David and Barbara Marklew will welcome you at their home for afternoon tea.

Download the route from www.winchestermgoc.co.uk/pages/events.html

An MG Midget Joins the Stable



Some of you will have already seen the Midget that I took along to the Cobweb Spin in March. This has replaced the TT as my second classic and I am now in the early stages of fathoming it out and getting used to its quirks. It has had no long runs yet - not until I have had a chance to give it a good going over to check its reliability. However, having said that, last year it did manage to drive all the way from Norway to the UK. (Although I suspect a ferry was involved somewhere along the line!) It was described as previously owned by a Norwegian collector and was thought to be owned by a diplomat in the Netherlands prior to that. A quick check on the unusual name of the previous owner did in fact turn up an old article in Classic & Sports Car that seemingly confirmed that this was likely, although he was a collector of the German DKW automobile, rather than MGs. That would tend to explain the unusual DKW owner's club tax disc holder that the car still sports along with 'Denmark' printed all over a recently replaced fan belt. Its age related number plate was first

registered in the UK in 2014 and what looks like an old Norwegian tax disc is still stuck to the windscreen.

The Midget was the first 'all new' post war MG, introduced in 1953 with a steel monocoque construction rather than the traditional separate body & chassis. It shared common components with the Wolseley 4/44 launched the previous year, but for the MG changes were made such as trim, radiator, dashboard, a floor mounted gear change and lower stance. There were also significant bodywork changes to the wings and sills. The Midget also got the new B series Engine, in common with the MGA, rather than the earlier XPAG unit. Approximately 18,000 were produced before the introduction of the ZB in September 1956 and in all, 36,000 ZAs and ZBs were produced before being replaced by the Farina styled MKIII Midget in 1959. Mine was described as, and is also registered as, a 1957 car. I suspect from its specification that it could actually be two years older than that. As we tend to regard our cars as female, then this is only to be expected!

So far I have only experienced one breakdown, which was disappointing as it was on the second day of ownership! The mysterious loss of power and display of sparks was traced immediately to the ignition coil which had vibrated itself free of its dynamo mounted securing





clamp and was swinging around down beside the sump. Some quick un-picking of melted wires soon had me off the hard shoulder of the M3 and on my way again. Ah, the joys of old cars. The dash board instrument panel has already been out to rectify the temperature and fuel gauges, as the former had lost its needle which had fallen into the latter and jammed its operation. At the same time a 'bleeper' has been fitted to the indicators to warn if they are left on. The left / right after-market switch does have a warning light but too low to catch the eye. A kit from Ebay was less than £5 and supplied with wires, connector and instructions. I was puzzled as to why the instructions suggested it was fitted in the engine compartment. I fitted it directly under the dash as that seemed a more sensible location. I then found out the reason for the instructions. Down at the King Charles, if you hear what sounds like a truck reversing, don't panic, it's probably that I have left my indicator on. It seems the 'bleeper' was originally designed for motorcycles and as I don't tend to drive wearing a crash helmet, I now need to source a little sound-proofing to bring the noise down to an acceptable level.

Next to tackle was a dripping carburettor. A distinct smell of petrol in the garage was traced to a leaking main jet, so a pair of SU service kits was obtained from the owners club. Reconditioned carbs cost from around £500 upwards depending on spec, so for a few evenings work and £30 per kit it was a worthwhile exercise. This is of course not a full rebuild kit, but is a good starting point. Plenty of Halfords carb cleaner applied with the protection of a face mask and protective glasses removed an astonishing accumulation of dirt and grime. Careful and systematic dismantling resulted in a simpler task than first envisaged when examining the instructions and exploded assembly drawing. Break it down into small chunks and be methodical in the way you lay everything out. Tackle it one assembly at a time and don't dismantle everything at once. I left the main bodies attached to the inlet manifold throughout so as not to disturb the linkages. She started first time after re-assembly but next we have the 'tuning' stage to tackle. A 1961 edition of "The MG Series A Magnette – tuning and maintenance" was another fortuitous Ebay purchase. Listed by a second-hand book dealer, rather than in the motoring section, it has proved an invaluable bargain at £7 including P&P. It was not well described so I took a chance that it was not referring to the much earlier Magnette models. The well-thumbed pages have had some more oily finger prints added recently. It covers both the Magnette ZA & ZB as well as MGA tuning and has useful lubrication charts and

wiring diagrams. There is some more fettling to do before she will be seen regularly at club runs, but the choice of a saloon to give the option of some family outings seems so far to have been sound. Next priority will be seat belts, as it feels almost naked to be driving without them in this day and age.

submitted by Steve Favell

“Lexophile”

A thief who stole a calendar got twelve months.

The batteries were given out free of charge.

A dentist and a manicurist married. They fought tooth and nail.

A will is a dead giveaway.

A boiled egg is hard to beat.

Police were summoned to a daycare centre where a three-year-old was resisting a rest.

The guy who fell onto an upholstery machine is now fully recovered.

When she saw her first strands of grey hair she thought she'd dye.

How Many Left?

In 2001 there were 15,000 MGB GTs registered. Last year, 2014, this had dwindled to 8,700. That suggests to me that there are an awful lot of cars for restoration. Compare this to the roadster, which had 13,000 registered in 2001 and 12,000 registered in 2014.

Conversely in 2001 there were 1500 MGAs registered yet in 2014 this had risen to 1600. The MG Magnette has a similar rise from 685 in the first quarter of 2011 to 777 in mid 2014 (with 158 on SORN).

I struggle to believe that the published stats are correct but apparently there were only 171 MG ZT-Ts like mine (190+, V6) licensed in 2014 with a mere 17 on SORN. The total number of ZTs still on the road is in the region of 3,600.

submitted by dt

Letters Page

Dear Sir,

Some months ago I booked a ferry crossing and Gite through the Brittany Ferries website for a holiday at the end of April. At the beginning of April I received the tickets and full details of the Gite, which for the first time mentioned that duvet cover, sheets, towels etc were not supplied by the owner and we would have to take them ourselves.

I contacted Brittany Ferries and they said that the lack of linen was made reasonably clear in the hard copy brochure but not in the details included in the internet version. You have to click on *Essential Information* where there are sixteen items listed, provision of linen – or not- is number fifteen after *Do not use your BBQ indoors* and *Outdoor swimming pools might not be available in winter* (and no skinny dipping!). We are taking my 'B' and will somehow have to find the room, but we had originally thought of using my wife's 'A', and there is obviously no spare stowage capacity in one of those!

So a word of warning to any members thinking of booking a Gite with Brittany Ferries, and are taking their MG and not a Range Rover or Volvo Estate. Check the small print before clicking 'Proceed'. It might save some debate as to how many clothes a lady may now take with her for ten days in France. (The answer by the way is 'Not a Lot!')

Yours faithfully

Paul Rutherford



Events for 2015

April	18 & 19	Gurston Down - rounds of the SBD and HSA Speed Championships
	19	Arundel Castle gathering, Chichester MGOC
	26	National "Drive it" Day – Run to Hollywood Cottage Lymington – David & Barbara
	26	Brooklands Drive It Day
	28	WMGOC Club night run with Steve Favell
May	3	Shelsley Walsh first event of the year
	3	CCOTP, Highcliffe Castle
	9	Awbridge Fete and car show.
	10	Basingstoke Transport Festival
	16 - 17	Bill Targett Memorial Steam Rally to be held at: Highbridge, Eastleigh.
	23	Crotch Cooler vintage Fair & Classic Cars - Alton
	23 - 24	Gurston Down - British Hill Climb
	23 - 24	Prescott - La Vie en Bleu Classic hill climb
	26	WMGOC club run with Dave Tilbury
	28	Lunchtime gathering of MGs at The Boot, Houghton- From midday
	29 - 31	Bournemouth Wheels Festival
	31	MGs in the Park, Stansted Park
	31	CCOTP at Christchurch Quay
June	7	Wessex Car show, Braemore House
	7	So'ton & New Forest MGOC run
	13	Bishops Waltham Show (with classic cars)
	13 - 14	Weekend coastal run with Niall Fitzgerald
	14	'Cwm to Coast Run' Bridgend MGOC
	26 - 28	Goodwood Festival of Speed
	30	WMGOC Club night run with Mike Lane's Steeple Chase
July	4	Blackmore Vale Revival, Henstridge Somerset