



WAMGOC



The "Wycombe Area MG Owners Club" Newsletter - sponsored by Summit Motors

Issue No 161 May 2005

Ang, Arf, and Midge went to Devon last month and it was all splendid. The runs, there and back, were trouble free with generally fine weather, a good hotel, good company, and lashings of lemonade. What more could one ask for? Answer.. A dry Sunday, boy did we get wet!

Keith's Bit

The summer's under way and WAMGOC members have been out in their MG's taking in the sun.

On Sunday 10th April a group of WAMGOC members visited Brooklands for the annual club's MG Era Day. Test hill was open for drivers to book a chance to see what their MG's could do, and there were plenty of things to keep visitors busy throughout the day.



A new attraction at the museum is the first British production Concorde, which first flew in February 1974 and was used for much of the flight-testing and certification prior to Concorde entering service.

Now in a large tented hanger near the main clubhouse she is being reassembled and restored. This task will be on a par with the restoration of the Wellington bomber that was recovered from Loch Ness in 1985 and can be seen in the main hanger.



The day also marked the start of the MGA's fifty-fifth birthday celebrations and the A register was out in force to enjoy the day.

I bumped into ex WAMGOC member Brian Newings who was there with his white MGA,

WAMGOC Website

www.wamgoc.org



and John and Barbara Hoyle who can be seen modelling the new Hoyle Engineering headgear in the photos shown and on the web site.



It was good also to meet up this some MG owners that we met on the MG Corsica trip last year Barry & Sue Davies and Mike Sparks with his newly built 4.6 V8 GT, which he is going to use as a track car, but as it is almost in concours condition and seems too good for throwing around on the track. Still I wish him good luck.



Over the weekend of the 15/17th April twenty three WAMGOC members attended our weekend away, at the Salston Manor Hotel, Ottery St Mary. I think it is safe to say that everyone enjoyed themselves over the weekend, with the weather being kind to us most of the time.

On the way down on Friday many members met up for lunch at one of The Little Chefs that is still open at Barton Stacey. (Seems that restaurants attached to Travel Lodge premises will stay open to give breakfast opportunities to guest, so not all have closed only the ones WAMGOC seem to use on a regular basis.)

After which we drove on to the hotel and after settling in to our rooms some of us made our way into Ottery for a **Cream Tea**.

Saturday morning saw MG's setting off in all direction, some visiting friends, others driving to see places of interest. A group of us decided to drive to Buckfastleigh to the South Devon Railway, where there is also a butterfly farm and an otter sanctuary.



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After catching the first train of the day to Totnes, where we had lunch and a walk around, we then caught the train back, we visited the butterfly farm and saw the otters being fed at the sanctuary. There was time to fit in a look around the model railway and shop, (where Alan Jones brought himself a train set!) before walking the mile up the road to the Abbey for another **Cream Tea**.

In the evening after another wonderful meal and a few bottles of wine we all enjoyed ourselves playing skittles in the hotel bar.

The weather on Sunday wasn't very good as we set off on our days MGing. Again members had planned different excursions, some heading for Exmouth, Sidmouth or Seaton, others heading to Dawlish, Teignmouth, Torquay, Paignton and Brixham, before making their way back to the Hotel for the evening meal.

On Monday the group travelled home after another successful WAMGOC weekend, which was so well organized for us once again by Ken and Joan Proud. Thanks Guys!

Don't forget that on Saturday 14th May from 7pm we will be holding the first of this years summer informal get-togethers. Come and join us for a drive and a pint at The Polecat, Prestwood. Don't miss it!

MGOC National 2005, Brands Hatch, 14/15th May 2005.

MGOC continue to run their National event in association with the Brands Hatch Festival ensuring there's a full programme of events to suit all interest.

Make a date to attend this one and see the full Summit Racing team in action as well.

Call 01954 231125 for advanced tickets.

Southampton & New Forest Run MGOC will again be holding their New Forest Run on Sunday 5th June. The programme starts with an informal get together on the evening of Saturday the 4th from 7pm at The East Close Hotel, before the runs start on Sunday morning. See an entry form for full details. Available from ed.

It was decided that next years Octagonal Run would take place on Sunday 14th August 2005. Please make a note of this in your diaries, as it is important that you're there to help us have a good day and

raise a good sum for our charity. Suggestions and offers of help will always be well received. Watch this space for details of forthcoming WAMGOC events.

This year any surplus amounts of money made from the run will be given in memory of Margaret Mealing to the Ian Renee Hospice at home charity, who looked after her in the latter part of her illness at the end of last year.

David Lloyd has been busy updating our new web site and is looking for photographs to include. If you have anything suitable please pass them on and pay the new site a visit @ www.wamgoc.org where you will be able to follow all the latest WAMGOC news and see the many WAMGOC pictures already on site!

WAMGOC DIARY DATES

May

Wed 4th Monthly Meeting, The Gate.

Sat 14th Informal Gathering @ The Polecat 7pm

14th/15th MGOC National, Brands Hatch.

Sun 29th MGCC Speckled Hen Run

June

Wed 1st Monthly Meeting, The Gate.

Sat 12th Informal Gathering @ The Firecrest 7pm

July

Wed 6th Monthly Meeting, The Gate.

Sun 10th WAMGOC Treasure Hunt.

22nd/24th MGCC Silverstone 2005.

August

Wed 3rd Monthly Meeting, The Gate

Sun 7th WAMBLE.

Sun 14th WAMGOC Octagonal Run 2005.

September

Sun 11th Abingdon Works Car Show, Abingdon, Oxon.

October

Sun 2nd Totally MG, Kempton Park.

Touring this year in your MG?

Mike and Gary at Summit Motors offer a very useful service to club members.

Go and see Mike or Gary tell them about your car and your trip and they will put together a spare parts kit which represents those things most likely to give problems. Alternatively you can specify the parts you suspect could fail.

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The best part is that you only pay for those parts used and/or not returned.

WAMBLE

The date has been fixed as Aug 7th.

The detail has yet to be finalised, but we're thinking along the lines of a walk, a picnic, more walk, and **Cream Tea** at Niarbyl, the house not the hamlet.

Interim report from The Coopers regarding their New Zealand trip.

Note from ed. They are now well established back in the UK, this report arrived on my desk a few days too late for last month's newsletter.

“Coopers (G & G) report of visit to “down under”.
[Kiwis have a different perspective of where they are. Postcards are available in which the world map is rotated thru 180degrees and therefore New Zealand is on the top of the world.]

We were quite delighted to see plenty of classics out and about on all days of the week. Lots of B's of course but Triumphs of all shapes abound, and there is a sprinkle of Leyland and Ford stuff.

Then it is not difficult to spot American ‘tanks’ lurking about. And this is on the public highway! Wait until you get to the various museums, which are plentiful.

Glad to say we went to Southlands [near Wellington] which rightly boasts the best collection of everything in the Southern Hemi. Graham even found a Marandaz Special – that's another story. (What's a Marandaz ?, ask Graham.)

We endeavoured to link up with MG people, but their meetings always clashed with our itinerary and we did not want to impose on individuals [shy aren't we].

However we were glad to visit Auckland Classic Car Fair. Held at Ellerslie Racecourse we found all manner of mouth watering beauties. Naturally the largest contingent was of NZ MGCC with probably 25% of the vast collection.

Many pics were taken and I promise to get them “discified” for somebody's laptop to astound [or bore] members at a future meeting.

Among the natters enjoyed was one about TF and SS Jaguar replicas. One of the latter used as daily transport to work, a Volvo engine makes it quite robust!

Spoke to old couple with white midget. The old boy, my age, just about saw it in long grass on a farm. This was 1984. He told that there had been a fire in the engine room!

Chickens domiciled in accommodation area and when moved, road was visible through the floor pan. It was stripped of everything, turned upside down [must of felt at home ?] New hood from London, assorted pits from Birmingham, Sidney, Brisbane and lots specially made. So four and a half years later this 1964 baby was on the road again and invited to shows such as this. Well done to Bill and Helen Williams, I say.

So herewith the old car section of our holiday. General touring around is most pleasurable, we urge Wamgoc Tour Manager to think on!

Warning NZ police do persue foreiners who violate their speed limit. Don't be misled by friendly officer who says “here's you ticket...what you do with it is up to you...I know what to do”...nudge nudge..wink wink..Baaaa!

THE CARS COME OUT FOR SILVERSTONE AND BROOKLANDS



“Historic Racing Cars?”

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Saturday the 9th April saw my first visit of the year to the Silverstone Racing Club. This coincided very well with the Spring Classic Race meeting where, of the nine races, by far the predominant cars were MGs, mainly MGB roadsters, GTs and the newer MGFs and MG ZR saloons. Two of the races were largely for the Jaguar XJS and Triumph Spitfires etc. However, all this made for a really good variety of racing.

We had the McCarthy Trio racing with Spencer and Russell with their MGBs and Roy McCarthy with his MGB GTV8. The MG ZRs were well represented with Don Kettleborough and Malcolm Gammons, but did not have a very good day.

The last race of the day was the Abingdon Trophy Pit-Stop Race for all comers with one or two drivers, one of whom had to make a mandatory timed pit-stop. This attracted a variety of MGBs, MG Metros, Jaguar and Triumph TR6 cars. The weather for us at Woodcote was reasonable without the usual biting wind although, during the latter part of the afternoon, some rain was experienced on the far side of the track which made driving conditions interesting to say the least.

The following day, Sunday, brought the Brooklands MG Meeting with the sun shining on us. There was the usual display of MGs from the 1920s to the present day. As usual, all were in pristine condition with many trying their hand at driving up the Test Hill. I remember driving my own MGB up this hill and it was certainly quite an experience arriving at the top, when suddenly you were confronted with not a long run off area but a fairly sharp turn to the right.

As usual, there were barbecue and food facilities in the canteen. Supporting the event was a large tent for the MG Car Club and their souvenirs etc and right next door was the MG Owners' Club stand with similar and varied ways of spending your money.

Who should we meet but Keith, as promised, and every time we met him he was either popping into the canteen for something to eat or having a quick spot of liquid refreshment. His support of the

event was certainly one which showed enthusiasm since we understand he only left a party the previous night, or rather I should say morning, at 3.30am! Keith had told us of two of our members who were involved in the refurbishment and re-building of a Hurricane and we duly found this in the hangar next to the Wellington bomber. The Hurricane was certainly moving steadily ahead with its refurbishment although cladding of the wings etc was certainly proving to be a major obstacle. This particular aircraft had crashed in Russia and had been purchased and brought back to Brooklands by the Aircraft Society.

We have now discovered that not only do MG enthusiasts use their abilities to rebuild MGs, but also Hurricanes! It was truly a splendid day and rounded off a mega MG weekend.

JOHN MARTIN

Flying Maintenance – The Lighter Side. (Dave Lloyd)

After every flight, pilots fill out a form called a gripe sheet, which conveys to the mechanics problems encountered with aircraft during the flight, which need repair or correction.

The mechanics read and correct the problem, and then respond in writing on the lower half of the form what remedial action was taken, and the pilot reviews the gripe sheets before the next flight.

Never let it be said that ground crews and engineers lack a sense of humour. Here are some actual logged maintenance complaints and problems as submitted by pilots and the solution recorded by the maintenance engineers:

P = The problem logged by the pilot

S = *The solution taken by the engineers*

P: Left inside tyre almost needs replacement

S: Almost replaced left inside main tyre

P: Test flight OK, except auto-land very rough

S: Auto-land not installed on this aircraft

P: Something loose in cockpit

S: Something tightened in cockpit

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P: Auto-pilot in altitude hold mode produces a 200 feet per minute descent

S: Cannot reproduce problem on ground

P: Evidence of leak on right main landing gear

S: Evidence removed

P: DME volume unbelievably loud

S: DME volume set to more believable level

P: Friction locks cause throttle levers to stick

S: That's what they're there for

P: Suspected crack in windshield

S: You're right

P: Number 3 engine missing

S: Engine found on right wing after brief search

P: Aircraft handles funny

S: Aircraft warned to straighten up, fly right and be serious

P: Target radar hums

S: Reprogrammed target radar with lyrics

P: Mouse in cockpit

S: Cat installed

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer

S: Took hammer away from midget

R.I.P MG / Rover



It seems to be all over for MG / Rover.

The roots of the MG marque are well known to MG enthusiasts, but how many know the roots of Rover.

Let me know if you would like me to dig out some info for a brief article.

Above is a picture of a 1937 Rover 12 Sportsman. Your ed owned one of these very sedate 'sports' saloons in the sixties. Comfortable, quiet, roomy, solid, fast for it's type and time. It's main weakness was it's steering, which made a TC seem absolutely precise!

*P3 of 'how much for a pint of beer?' next month.