



# WAMGOC

## Newsletter

The "Wycombe Area MG Owners Club".  
Newsletter Sponsored by Summit Motors Maidenhead

Issue No 221

May 2010



**A host of golden Daffodils.**

**Keith's Bit.**

**WAMSPROP, WAMGOC's First Spring Opener, Sunday 11<sup>th</sup> April 2010.**

Many 'Thanks' to Stan Best for organizing the first ever WAMSPROP, which was a great success, with fine weather for our drive to lunch at The Bell at Beachampton and after a visit to the nearby NT property of Ascott House, with its fabulous spring gardens. Please read Angela's report further on.

Our next **Informal Gathering** will take place on Sat 8<sup>th</sup> May at 12 noon at The Saracens Head in Beaconsfield. Please add this to your dairies.

No need to book, just turn up early. These events always attract large numbers of members and friends, who enjoy getting out and using their MG's. Come along and join us!

And then on to Hyde Heath Fete and Classic Car Show for a nostalgic afternoon, if it appeals.

Do you know any good pubs that do excellent food? Then please let us know! We are looking for new venues for this summer's informal gatherings. Please pass the details on to me or any member of the committee and we'll check them out.

**Letter from the Runnymede MGOC.**

MG Midget Talk: "An Evening with Miss Bridget" 14th May 2010.

Many of you will have read articles in the classic car and MG magazines about Roy Locock who drove his 1977 Midget 39,000 miles around the world, surviving earthquakes, floods and the Taliban!

Roy is now planning to do a series of talks touring round the MGCC Centres, starting with one at Kimber House, Abingdon, in the new extension. We at Runnymede MGOC had looked at attending the Kimber House talk, but it was already fully subscribed. As the other talks are further away, the MGCC has agreed to put on a further talk at Kimber House on Friday 14<sup>th</sup> May, at the end of Roy's tour.

Members of Runnymede MGOC will be attending, and the MGCC have now opened up their invitation to include any other MGOC Group who would like to attend on 14<sup>th</sup> May.

You can find further details on the MGCC Web Site at: [www.mgcc.co.uk/mg-news/club-news/891-roy-hits-the-road-again](http://www.mgcc.co.uk/mg-news/club-news/891-roy-hits-the-road-again).

If members of your Group would like to attend, advanced booking is advisable. Please make your booking directly with Chris Seaward at the MGCC, phone no: 01235 849731, or e mail: [chriseaward@mgcc.co.uk](mailto:chriseaward@mgcc.co.uk) The cost of the evening is £6 which is being donated to UNICEF. If appropriate, would you please make this talk known to your members.

Best regards

Russ Armitage

Area Secretary Runnymede MGOC 1007

Phone: 01276 476538

Mobile: 07515 662857 This e-mail address is being protected from spambots. You need JavaScript enabled to view it

**Letter from Ron, Terri and of Course...Ian, Dinks Baker.**

Hello Keith,

We want to thank you all at WAMGOC for the very generous donation to Ian's chosen charities and for WAMGOC support at his funeral.

We can now send a total of £1400 to the RNLI and Help for Heroes.

Also very many thanks for including Ian in the April Newsletter.

## Newsletter sponsored by Summit Motors – 01628 629707

Well folks.....

Apart from a “Midget” (K Series engine / 5 speed box / MGB Brakes, Frontline suspension, Roll Cage and Harness, Wheels and Tyres to suit,) we have a lot of other MG stuff....including a set of MGB Wheels and Tyres, Box's of MG Magazines...MG Hardbacks....

Now that I (Ron/ Dad) have replacement knees I cannot drive the Midge (K) safely.....its very very fast....

So.....very reluctantly it all has to go.

We gave the Midget Shell, engine, wheels etc to TJ.....

We would rather it all stayed within the club....we will use part of the proceeds for charity.

Thank you all for your past friendship for Ian.

Regards, Ron and Terri Baker.

### **WAMGOC Charity 2010.**

At our last meeting it was decided that the charity we will be supporting this year will be the Thames Valley & Chiltern Air Ambulance Trust which provides a life saving service 365 days a year, covering the three counties of Berks, Bucks and Oxon.

As you know the Octagonal Run is the main event in our calendar and it's also a great way to support our charity by booking your place on the run.

### **Octagonal Run 2010**

This years Octagonal Run will take place on Sunday 15<sup>th</sup> August. The start this year will be from the Lambert Arms, Aston Rowant, the destination being the Cotswold Wild Life Park, Burford and back to the Lambert Arms if you wish to have an evening meal. (See menu further on.)

Please book this date and come and join us for what we hope will be an enjoyable day.

Stokenchurch **Dog Rescue Country Fair** takes place on Sunday the 4<sup>th</sup> July at Longwick. We have been asked to make a display of our cars for the day. I know some members will still be away in France, but if you are available please let me know that you will bring your MG to help us make a good display to help one of our favourite charities.

### **WAMTOURS 2010.**

Roger has planned two holidays for this year.

In June/July we are going back to Marie-Claire's charming Mill house in France, there are 12 rooms booked from Sat 26<sup>th</sup> June to Sat 3<sup>rd</sup> July cost to be confirmed (I think it will be the same as last year).

If you need more info please go to [www.moulinduprieure.fr](http://www.moulinduprieure.fr)

In September we will be having a long weekend, staying at The Ripon Spa Hotel (Best Western), with two tours on Sat/Sun (if you wish) of the North Yorkshire Moors, at this time of year the moors will be covered in heather.

We will arrive Friday 11<sup>th</sup> Sept and stay for three nights, this can be customised to suite your needs. The cost is £148 per room, double or twin, this is for B-B and Evening meal (3 courses). For more info please go to: [www.bw-riponspahotel.co.uk](http://www.bw-riponspahotel.co.uk). I have reserved 10 rooms.

Talk to Roger to book or for more info.

### **Dates: 2010**

#### **May**

Wed 5<sup>th</sup> Monthly Meeting at The Gate, 7.30pm

Sun 9<sup>th</sup> MGOC+ MGCC Regency Run

Sat 8<sup>th</sup> Informal Gathering The Saracens Head Beaconsfield. 12 noon.

Sat 8<sup>th</sup> Hyde Heath Fete 1.00pm onwards.

Sun 30<sup>th</sup> MGCC Old Speckled Hen Run.

#### **June**

4<sup>th</sup> – 6<sup>th</sup> MGCC Silverstone Live

Sun 6<sup>th</sup> Southampton and New Forest MGOC  
New Forest Run

Sun 6<sup>th</sup> N Herefordshire & S Shropshire  
Mountains and Valleys Run

June 26<sup>th</sup> to Sat 3<sup>rd</sup> July WAMGOC French  
Holiday.

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## July

2nd – 4th Festival of Speed Goodwood  
Sun 4<sup>th</sup> Glos MGOC Cotswold Caper  
Sun 18<sup>th</sup> Epsom Area MGOC Surrey run  
Sun 18<sup>th</sup> Uxbridge Auto Show.  
Sun 25<sup>th</sup> MGCC Summer Day Out The Vyne  
Wed 28<sup>th</sup> Classics on the Common Harpenden

## August

Sun 1<sup>st</sup> Malvern Classic Car Show  
Sun 15<sup>th</sup> WAMGOC Octagonal Run.

## Sept.

Sun 5<sup>th</sup> West Sussex MGOC Southdowns Run  
Friday 11<sup>th</sup> /14<sup>th</sup> WAMGOC weekend, North  
Yorkshire Moors.  
17<sup>th</sup> 19<sup>th</sup> Revival Meeting Goodwood  
Sat 25<sup>th</sup> Sunday 26<sup>th</sup> Kop hill climb

## New Forest Run - Sunday 6<sup>th</sup> June 2010

Last year we had 13 cars from WAMGOC on the run and were presented with a special award from Southampton & New Forest MGOC for the farthest travelled club with the most entrants. It would be fantastic if we could claim the award again this year; it is a beautiful part of the country and not too far to travel. Several of us go on the Saturday and meet up for afternoon tea and then stay in a variety of different accommodation; camping, B & B and hotels we then all meet up on the Sunday for the scenic drive through the New Forest National Park.

Entry forms are available from [www.1009mg.org.uk](http://www.1009mg.org.uk) or by e-mail [nfrun@1009mg.org.uk](mailto:nfrun@1009mg.org.uk), if you would like further information have a chat to any of our committee members most of whom have done the run or give us a call on 01895 631615 Shirley and Dave Townsend.

**Uxbridge Auto Show**

**Sunday 18<sup>th</sup> July 2010**

**10.00 am – 5.00 pm**

The Rotary Club of Uxbridge is presenting the 27<sup>th</sup> Annual Uxbridge Auto Show, a family show, its purpose to raise funds for numerous local charities. It is held on Hillingdon House farm site (previously known as the Middlesex Showground), Uxbridge next to A40.

The show is a display of approx 2000 vintage, veteran, classic and club vehicles, as well as new car displays and auto jumble, and attracts between 15000 and 20000 visitors. More details can be found on their website [www.uxbridge-autoshow.com](http://www.uxbridge-autoshow.com).

So why don't you give your MG an extra special clean and spend the day looking under bonnets and chatting to like minded car fanatics, or watch the marching band or motor bike stunt team performing in the arena. I am sure you will enjoy the day and it will bring back lots of memories of cars you used to own or learnt to drive in.

We expect to be the only MG club at the event so would like a large and varied display, and it will be the perfect opportunity to recruit new members. So if you would like to join us, please complete the form below and return to Shirley and Dave Townsend, 7 Edinburgh Drive, Ickenham, Uxbridge UB10 8QY along with a cheque payable to WAMGOC for £5 per car by Friday 25<sup>th</sup> June (£10 per car and driver on the day, passengers extra). If you need any more information call us on 01895 631615.

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I/we would like to bring my/our  
.....  
to the Uxbridge Auto Show on Sunday 18<sup>th</sup> July  
2010.

Name  
.....  
..... Telephone  
.....  
.....

Address  
.....

.....  
.....  
I/We enclose my/our cheque for £5 per car payable to WAMGOC

I received this plea from **Malcolm Savage** during April, if you can help he can be reached on [Malcolm-j.savage@virgin.net](mailto:Malcolm-j.savage@virgin.net)

“Arthur

I may have mentioned before that there is a minor problem with the carburettor on my Midget. The left hand float chamber tends to move a bit (The internal tag that is supposed to lock it in place has broken off at some time) and this causes a minor leakage.

When I had rigid copper pipe lines to the carbs that held it in place. When I replaced the copper lines with metal braided rubber lines that rigidity was lost.

I wonder if you could put a little "ad" in the mag saying that if anyone is disposing of or has no use for a Twin SU HS2 carb, or has a left hand float chamber, I would like to hear from them.

Many thanks, Malcolm.”

As we are talking technical, our never to be defeated MGB enthusiast Stan Best has had another attempt at fitting electronic ignition to an older version of this long lived model.

### **Electronic Ignition, Third time Lucky?**



If anyone has been following my attempts to replicate the reliable stream of sparks provided by the OE Lucas 25D4 in my positive earth MGB they might recall that I had a Piranha unit in the 90s, which failed I think due to poor advice from the vendor to use it with a low resistance sports coil. A series of Chinese capacitor failures then decided me to try another electronic unit. Because I wanted to stay positive earth I was restricted to the Jolley Engineering “Classic heads” unit, this failed after 3 years and the maker ignored my polite request for a comment as to the anticipated service life. Clearly I would not buy from Jolley again neither could I recommend them. The reluctance of the car to burst into life this spring reminded me of how nice electronic ignition is, while it works. Although I would not use a Classic heads again there was another possible solution. If you remember the pictures that accompanied the article in the WAMGOC newsletter on the Wantage show you might recall an immaculate and charming Fordson pickup in the livery of the White Horse Brewery. Talking to the owner of that vehicle I found that he had a Boyer Bransden unit fitted. I had not heard of them and this may be because they are aimed more at the classic motorcycle market. For low revving pushrod 4 cylinder car engines these units are capable of giving all the sparks needed and positive earth units are readily available, they have to be for the bikes they are made for. The only thing that stopped me fitting one straightaway was that they are an assisted ignition rather than a fully electronic one. This means you still have the points, but they only take a small current, the electronic module then amplifies this and drives the coil. A life of 25,000 miles is claimed for the points so with the annual mileage our MGB covers one set may see me out.

The low-ish tech nature of the product is not all bad news, it was less than £40 delivered VAT paid, and it shipped the day after ordering. Because the points are used it allows you to go back to standard very quickly if you suspect the amplifier has failed. When fitting you have to delete the capacitor but rather than remove it I just moved the terminal from the point’s side of the insulator to the grounded side. Here it is out of circuit, completely unstressed and a 5-minute job to put it back in if you want to revert to standard. You could do this with a pair of pliers out of the toolkit at the

roadside. This is the orange wire in the picture of the distributor, and rather than being common with the CB spring and wire it is now directly under the securing nut and so connected to ground at both ends. One downside of still using the points is that the dizzy spindle is mechanically loaded. The top bearing in the 25D4 pictured is the one that was on it when Lucas shipped it in 1966 and it has some play, this must affect timing. The 45D4 that I replaced it with is mechanically perfect it seems to have a more aggressive advance curve with the car going, and sounding, better but being picky about the fuel it uses. To avoid changing too much at once I did not go back to the 45D, but may do so depending on how the car feels on the road

The unit ships in a small box with one page of instructions and hints and tips printed on two sides of the sheet of paper. The only other thing you get is a small plastic bag with a sticker and a useful selection of terminals. Per the instructions you can choose to tape or cable tie the unit to a convenient spot, or you can clean a small area of a flat surface and stick it down after peeling off the covers on the double sided tape on the back. The only stipulations are to keep it away from the heat of the exhaust and coolant, and close to the coil. The module is quite chunky, it has to be to handle the voltages, but it would squeeze in above the n/s front chassis rail. I decided against this for now and cable tied it to the dynamo where it's easily accessible and visible. At the end of the season if it's still going strong I will hide it. One neat feature is the provision of LEDs to tell you what's happening. There is a green for power on and a red for points open, which can be used for static timing. These would still be visible if I moved it to the less conspicuous spot so that wouldn't stop me doing this later.

The first thing I did was to take the earth lead off the batteries.

To give myself some room to work I took all the HT leads off the plugs as well as removing the dizzy cap and rotor arm. It was all quite easy from then on. I found some old leads from when I have done this job before and some of the module leads terminate in spades so you can just plug them into the vehicle loom. I had to make up one spade to tail for the black wire module to earth. I don't have the crimp tool so soldered the tag. This means the entire unit can be out of circuit in seconds and removed in minutes by cutting the cable ties. When

it was in place it looked less of a rat's nest than the other efforts and would be really inconspicuous if I got brave enough to hide it. I checked the wiring to the diagram, put the ignition back together remembering the rotor arm and battery earth, and then switched on.

The green LED came on and the car started on the second attempt and as it did the red light could be seen on brightening up as revs went up. At this point it may be necessary to put the idle speed down but the B remained at 800 rpm once it warmed up although I did tweak it a bit to be smoother and the carbs finished up balanced slightly differently, probably I got them wrong last time. The fact the tacho was working meant the job was finished. Mine was converted to a high impedance voltage board years ago so I left it on the points circuit. Boyer Bransden say you may need to move it across to the blue wire where more current is flowing but I thought mine would not need this and I was right.

I tried a hot start which was fine and we will see how it goes, maybe I will get brave enough to tuck it away if it is still working next year.

### **Don't mess with old folks.**

An older gentleman had an appointment to see the urologist who shared offices with several other doctors. The waiting room was filled with patients. As he approached the receptionist's desk, he noticed that the receptionist was a large unfriendly woman who looked like a Sumo wrestler. He gave her his name. In a very loud voice, the receptionist said, "YES, I HAVE YOUR NAME HERE; YOU WANT TO SEE THE DOCTOR ABOUT IMPOTENCE, RIGHT?" All the patients in the waiting room snapped their heads around to look at the very embarrassed man. He recovered quickly, and in an equally loud voice replied,

**'NO, I'VE COME TO INQUIRE ABOUT A SEX CHANGE OPERATION, BUT I DON'T WANT THE SAME DOCTOR THAT DID YOURS.'**

The room erupted in applause!

## Wamsprop

After a two year wait our Spring Opener eventually took place and all Stan's hard work in setting and checking the route came to fruition.

Some twelve cars assembled at the Royal Standard of England for the start at 10 o'clock with the drivers and navigators suitably refreshed with coffee and bacon butties.



**A Wamgoc symmetrical double decker sandwich.**

The weather was good so it was down with the hood and off we went.

We were warned about the first lane but the potholes were not as bad as expected, but we did come across others which were far worse – it was pothole watch throughout the route!

Soon we were enjoying the lovely Chiltern countryside and passing around Chesham, on towards Berkhanpstead before driving up on to the Ashridge Estate - our only problem occurred here as the road sign had disappeared and some of us missed the left turn. But we put ourselves right and were soon within sight of the Whipsnade White Lion and so on towards The Dunstable Downs.

Arthur and I had brought with us a flask of coffee so we had a short stop here and watched the small aeroplanes and gliders from above! It was very windy, so there were plenty of kite flyers around and it must have been quite exhilarating to be hanging on to the string. Then it was back into the car and on through the countryside and villages of mid-Bucks until we arrived at The Bell at Beachampton where lunch was awaiting us. All cars arrived safely without problems and everybody

had really enjoyed the tour through The Chilterns – well done Stan and thanks from us all.



**The oldish and the newish meet at the Bell.**



### Grub up!

Having eaten and drunk sufficiently, we were then back in the cars and off on a short route to Ascott House. What a treat was in store for us, “a host of golden daffodils” greeted us as we walked from the car park towards the house, then on further exploration we discovered more fields of daffs and other spring flowers, a formal Dutch garden cascading down the hillside, a rather modern series of round gardens, various hedges and borders with amazing topiary, fountains and statues and all the time the sun shone on us.



England was at its best.



Say cheese!



I say, they are almost naked.

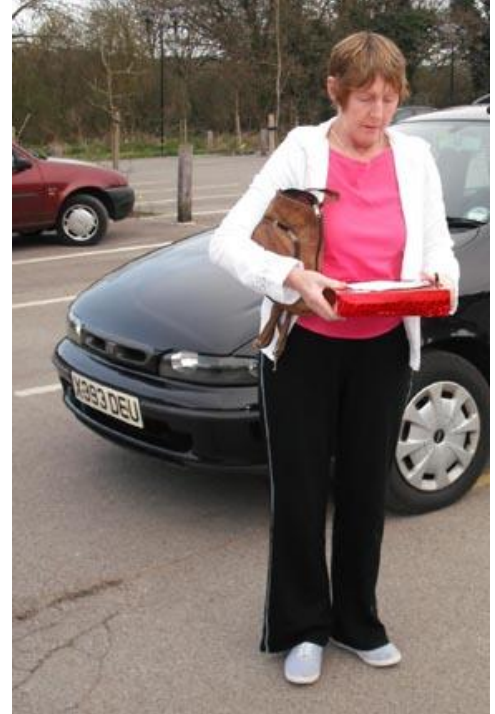


Some went into the house where there are interesting china and pictures to see but we decided to save it for next time and we made tracks towards home.

It was a lovely day out and well worth waiting for – thanks again to Stan and Jane for all their hard work

Angela Magee

### Footnotes



Jane interrogates her Lego SatNav.



Stan is an old romantic!

**Hyde Heath Village Fete  
Classic Car Display & Dog Show  
Saturday 8<sup>th</sup> May**

Our Classic Car Display has grown to us having over 130 cars on display in each of the last 3 years. We would like to welcome you to bring your car along and enjoy an afternoon with us in The Chilterns. The fete provides an excellent afternoon's entertainment which this year includes:

**Dakota Flypast                      The Doyle Academy of Irish Dance  
Fracas! Canine Display Team**

Please do come along and join us – cars to be in place by 1.00pm  
No booking necessary – further info from David Coulton – 01494 775967

**Amersham Heritage Day – Sunday 12<sup>th</sup> September**

For a different day out come along to Amersham Old Town and display your car in this historic setting. The road in the town will be closed off so that the public can enjoy seeing them and meeting the owners. Cars to be in place from after 11.00am onwards with the main programme of events commencing from lunchtime

Hyde Heath is situated to the north of Great Missenden and is home to Yvonne and Alan Hitchcock and their much admired TC.WAMGOC members have been visiting and enjoying this friendly show for many years and I have yet to hear a bad word, except, perhaps the queue for drinks at the village pub.

It corresponds with our next informal lunch at the Saracens Head Beaconsfield, so we thought that it would be a nice idea for WAMGOC to go in convoy from the lunch to Hyde Heath, any members are welcome to do either or both activities. 12 noon at the Saracens Head.

**Weekend at Cricket St Thomas.**

I am told that the weekend was a great success, and that the weather was kindish.

The only glitches I heard about concerned the organisation failing to connect High Wycombe MGO with WAMGOC, Ian Pike's MGB gave up in Reading on the way to the weekend, this however was predicted so no major problem, stories involving another WAMGOC MGB also reached my ears, and lastly but most serious was the theft of a MGA from the hotel car park while the guests were at dinner.

**We all know what a MGA looks like, this one is a white 1960 Coupe Reg YXB 810**

As there are few MGA Coupes and thousands MG nutters who all love the MGA it should not be possible to use this car in the UK without it being recognised.

In the event of it being disguised and offered for sale, **BE AWARE.** Check with the DVLA or other stolen vehicle register.

If anything suspicious comes to your notice, tell your local police and ask them to pass the information to the Somerset police. Let catch the villains.

This event has been verbally reported to me, but as we were not there we cannot write it up. Margaret Pike has agreed to provide an overview, but if you have an interesting tale please let me have it, also can I borrow any pics or files of the event so that we have a good write up of this major event in the June Newsletter.                      Deadline Mon 24<sup>th</sup> May. Thanks. Ed

