



WAMGOC

Newsletter

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

Issue No 227

November 2010



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**Some say it's the prettiest MG ever.
Seen in the Paddock at Kop Hill Climb.**

WAMGOC Website

www.wamgoc.co.uk

Keith's Bit.

For twenty-five years **WAMGOC** members have been enjoying their cars with friends all over the UK and Europe. And long may it continue.

This year's we've enjoyed some brilliant and fun times. We've eaten our way around some of the best pubs in our area with our cars.

We had a great holiday and weekend away with **Wamtours** and have taken part in some fantastic Road Runs, including our very own Octagonal Run, raising a large amount of money for a very important charity, our Local Air Ambulance.

Thanks for your support in 2010 and many thanks also to all our committee members, Roger Anderson, Stan Best, Tony Bratt, Janet Harris, Alan Hitchcock, Alan Jones, David and Joanne Lloyd, Angela and Arthur Magee and Roy Richardson for all their hard work putting the programme together, and making the events happen.

Sharon & David Elbourne organised and ran the **WAMGOC** bookstall again this year. Their hard work and your generosity, has raised a good amount of money for this year's charity. Thank you Sharon & David Elbourne for your help.

So we look forward to next year and more great times in **WAMGOC** plus Twenty-five.

We hope to have The **WAMGOC 2011 Calendar** for you at the next meeting. Roy and Jo who are putting it together need your help in getting the best and most interesting photos for the calendar. 'Maybe a shot of your car taken on an **MG** event'. Please email pics to Roy Richardson at roy-ann@tiscali.co.uk or Joanne Lloyd at joanne.lloyd@gmail.com.

We are all looking forward to our Christmas Dinner and our complimentary glass of champagne at the Wycombe Heights Golf Club on Sunday the 5th December.

We all need to arrive at 12.30 for a pre dinner drink; the festivities will start at 1pm. Look forward to seeing you there.

WAMSPROP (WAM(GOC) SPRing OPener) - 2011.

Lookout for details in the coming months of the second running of our Spring Opener.

Stan has suggested a trip to The Vine, near Basingstoke or following one of his famous routes to the Oxford Bus Museum in Witney.

Date has to be decided - possibly end of March/early April. Watch this space or offer suggestions.

At our club meeting on the 6th October Karen Tebbs of Phoenix Trading joined us with an assortment of cards, wrapping papers and accessories from their new Christmas catalogue.

It was a great opportunity for us all to stock up with supplies for the festive season. All their Christmas cards were being sold in aid of Children's charities; we also received 10% of the night's takings for our charity, the Thames Valley & Chiltern Air Ambulance Trust. Thanks for the donation Karen and thank you all for spending lots of money.

Our **Christmas Quiz** will take place at our December meeting on the 1st, with last year's winner Margaret and Peter Strutt setting the questions.

So come along and join in with what promises to be a great evening.

WAMGOC Photo Quest.

This year's **WAMGOC** Photo Quest will take place on 28th December at The Cross Keys, Great Missenden from 10.30am and as is the custom, will be organized by last year's winners Ann & Roy Richardson and June & Ian Campbell.

This is a very popular event, and a good opportunity for you to walk off those extra pounds gained from Christmas dinner. Great fun for friends and family who you're trying to keep amused during the holiday! Hope you can join us.

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Dates: 2010

Nov.

Wed 3rd AGM & Monthly Meeting at The Gate. 8pm.

Dec.

Wed 1st Christmas Quiz & Monthly Meeting at The Gate.

Sun 5th WAMGOC Xmas Dinner at the Wycombe Hieghts Golf Club.

Sun 28th WAMGOC Photo Quest. The Cross Keys, Great Missenden.

Dates: 2011

Jan.

Wed 5th Monthly Meeting at The Gate. 8pm.

Feb.

Wed 2nd Monthly Meeting at The Gate. 8pm.

Photo Competition. Pics to Arf before 18.01 11.

Sat 21st May 2011, Aylesbury MG Club's 25th Anniversary.

Wed 6th July 2011 WAMGOC's 25th Anniversary meeting at The Gate.

Sun 21st August 2011 WAMGOC Octagonal Run.

South Downs Run 2010

We set off for Chichester on a lovely sunny Saturday morning thinking what a good idea this was, having not been on this run for 7 years. Sadly we encountered an accident at Hindhead and sat in a traffic jam for goodness knows how long - but at least the sun was shining.

Once the traffic started to move we found a pub and enjoyed lunch sitting out in the garden. We eventually arrived at Chichester and checked into our hotel where immediately we met up with other WAMGOC members - the priority then was to book the table for dinner for the twelve of us.

After a wander around the town and Cathedral we assembled in the car park and followed (some with more success than others) our newly appointed tour guides, Alan & Yvonne who took us to Bosham for afternoon tea, and a pleasant stroll where the discussion was "how lovely the place was, but would we really like to live that near to the sea."

At dinner we met up with another group of MG owners who were taking part in the run, and the

evening passed quickly with lots of laughs and excellent company.

We were all up early for breakfast and headed for the nearby start of the run where we met more club members. The weather wasn't quite as warm but the hoods were all down and off we went.

We thoroughly enjoyed the drive across this beautiful part of our country but some were not so happy saying the route was identical to the previous year.

On arrival at Eastbourne we all parked on the lawns and Dave was keen to look at the new MG6 which was on display, sadly it was just too long to fit in our garage so he won't be adding it to his Christmas list - but then somebody suggested he extended the garage!!!!!!



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Late in the afternoon some went to their near by accommodation and arranged another evening out. Those of us still working headed for home reflecting on what an enjoyable weekend it had been, even if it was over all too quickly. We had eaten lots, enjoyed the company, the weather had been ok and most important of all we had driven our MGs all weekend. Shall we go next year?

Shirley & Dave

Thanks to Shirley and Dave.

Chichester and Bosham are indeed very attractive places, has anyone got pictures. Ed

Most of the members who take part in the South Downs Run treat it as a weekend away with their MG. I will briefly tell of our weekend which included a car

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run, that I have written up so many times it must make tedious reading.

But as I said it is a weekend away, and that can be what you make of it, below is what we did. Friday afternoon we drove to Petersfield to stay with friends. The weekend didn't start too well with a very mediocre pub supper in Petersfield town.

Cheered up by a good sleep and a sunny start to the day, we climbed into the family people carrier and headed for Portsmouth.

What a revelation, the centre has been rebuilt round the old wharfs with the old and the new mixed up to make a very pleasant area to shop, eat, or just be a tourist.

We lashed out on a trip up the Spinnaker Tower, a new (2005) attraction in the area previously known as Gunwharf Quays. From the viewing platform you can see Victory and the naval docks, Gosport, Isle of White, Old Portsmouth, Southsea, plus a collection of forts and numerous ferries.



Spinnaker Tower arf



Ferry entering Portsmouth harbour arf
Seen from the tower. Blue tint is from the glass. We had lunch at the Still and West before completing our tour of historic Portsmouth on foot. That was enough of being a tourist for a couple of days.

Sunday, fairly early. Breakfast, pack our bags and off to Chichester and the SDR.



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MGs great and small. The start at Petersfield. The run was without incident and followed a mixture of previous run routes.



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Midge and some WAMGOC members. The end, the Lawns Eastbourne.

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Eastbourne was sunny if a bit windy,
The bright, if windy weather added to the spectacle
of three hundred MGs. A sea of colour and chrome.

Ang and I did our traditional walk along the front to
make sure that the ratio of OAPs to foreign students
had not changed, then it was back into Midge and off
to our B&B.

A hot bath, a cup of coffee and we are ready to go to
our supper rendez vous, the Eight Bells at Jevington.
Needless to say Ian lost his car keys, again. Our
party of 10 WAMGOC members plus D & B of Y type
fame. All enjoyed a few pints and an enjoyable meal.



Grub up! ang
Monday morning it was communal breakfast and then
do your own thing.

We went for a brisk walk up to Beachy Head meeting
Ian and Margaret quite by chance. Then back in the
car and off to Marlow in the rain!

As we cleared Lewis it brightened up, and within the
hour the sun came out to give us a most enjoyable run
home. We unloaded the car and then the heavens
opened. Luck or what.
Arf

The Goodwood Revival 2010 Sunday.

The third day of the revival dawned bright and sunny,
following heavy rain overnight.

We had "borrowed" David Hague's house, (Y type
Matilda) in Petersfield as they were in Australia
visiting their daughter and family.

Making an early start is necessary to get a good
place, but not quite so early when starting from
Petersfield as opposed to Marlow.

So, eight o'clock after a good breakfast, we set off
in Midge. Hood up, it was cold and misty on the downs.
We were parked in the Road Tax Exempt car park by
8.45am.

The police had made a series of specified routes
depending on the direction you were arriving from
and the car park you were aiming for.

Saturday was chaos, by report, but it all worked fine
on Sunday with no delays, just a much longer route.

The Road Tax Exempt car park was close to the
entrance to the track, and it was a Classic Car Utopia.
We could have spent all day looking at the cars in the
car park, in fact several people made the comment
that one day of the three could be spent in the car
park, without paying the considerable entrance fee
for that day.



Looking left. ang
Included in the car park was a fair, quite a few food
outlets, trade stalls and a large marquee filled with
cars sold or for sale by Bonhams.

We had never been to the Revival before so did not
know the form, a telephone conversation with Jack
Murray, another Y type owner who lives in Petersfield
filled us in on travel details, clothing and where to
head for once in the track.

The travel advice was do as you are told, we wore
"genuine Manx " Arran sweaters, knitted in the 60's
by my mum, we were a bit like Howard and Hilda,
except for my flat cap.

As for where to watch, Lavant Corner was the place
to be so that's where we went and it was a good
recommendation. Offering an excellent view of three
corners plus a large screen TV. Plenty of action plus
all the necessary facilities to make the day
memorable.



Front engined F1 at Lavant.

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As we were not there on Saturday we were missing sometimes vital information from the Saturday races, two heat races were difficult to follow, while some classes only raced on Saturday, so we did not see some cars racing that we had enjoyed so much in "their day" in the 60s.

We did see a lot of fantastic racing, with the most unlikely cars battling with each other for places. It was no holds bared racing of the best kind.

Goodwood racetrack was mainly the original perimeter road of the WW2 airfield that was at the very centre of the Battle of Britain. There was a parade of WW2 veterans with connections to the airfield.

There were flying displays by Spitfires, Hurricanes, a Mustang, a fly past by the Battle of Britain flight comprising of a Spitfire, a Hurricane, and a Lancaster, plus a lot of movements by vintage aircraft collected at Goodwood for the Revival.



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The climax of this part of the proceedings was a very emotive eulogy to the "Few" and their supporting staff, by Lord March accompanied by the noise of two Hurricanes and two Spitfires circling the airfield.

This evocative yet distant roar was suddenly wiped out, together with Lord March's words by a modern civil jet flying at about 20,000 ft. So much for noise pollution and the control of it. This one incident caused one to think was it worth the sacrifice?

We then followed the advice Jack had given us to leave early, we walked back to the start and exit, stopping when appropriate to see a tribute to John Surtees, motorcycle and F1 world champion, and a Sports Car Formula? race that was very fast and noisy when viewed from so close to the track.



Not racing, but quite quick.

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Our idea of leaving early was unnecessary as there was no delay in leaving; so another walking lap of the car park was possible.

An action packed day, and I estimate we saw 90% of the racing but only 10% of the supporting

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events/stalls. We did not visit the paddock (and yes I did have a tie).

If I can afford to go again it will have to be for more than one day. Arf

Kop Hill Climb 25-26 Sept 2010

As seen by Malcolm Savage. Marshall and Competitor.

This year's two-day event was the Centenary of the original first run of the climb and, following a very successful 2009 event, was heavily oversubscribed.

Some 250 vehicles, bikes and cars, the oldest built in 1905, the youngest 1972, entered and were on display over the two days. There was also a selection on invited demonstration vehicles, which included a Jaguar XJ220, a Harley Davidson Fat Boy, an Aston Martin DBS V12, and a Bugatti Veyron. Fantastic! The oldest cars were the 1904 Orient Buckboard (766cc / 4hp) steered by a rudder device not a steering wheel, and the 1905 De Dion Bouton Z Type (8hp), while the oldest bikes were the 1910 Rex De Luxe (5hp) and the 1913 Precision Big Four (603cc).

On the Saturday I volunteered to Steward and was at the entrance to the Paddock allowing in Entrants and others with passes. Given that the event was a charity fundraiser it was rather disappointing to find a number of people trying to get free entry. "I'm with him..." about the vehicle ahead was a common try on, along with "We have a disabled badge, but we forgot to bring it". Perhaps best was the couple who proffered a Wycombe District Council compliments slip which they expected to be treated as a VIP pass - no chance! Probably the best part of stewarding the Paddock was to see in motion virtually every vehicle that was entered for the Climb or one of the static displays. One elderly vehicle returning from the Climb via Princes Risborough town took two attempts to make it up the hill back from the town and seemed doubtful for a second Climb, but did in fact make it. A couple of vintage bikes did not quite make it back, and then stewarding did involve push starting - good exercise? The weather on Saturday was reasonably fine but could not compare with the glorious weather of 2009, and accordingly the crowds did seem a little lighter.

Sunday was my driving day and I was relieved that we actually made to the event. A week beforehand, to remind ourselves of the topography of the Hill, Jon and I had driven over to Kop Hill. On the return

journey I noted in the rear view mirrors a lot of blue smoke - despair! Being just a couple of miles from home (with Sunday dinner cooking and not fancying a wait for the AA) I drove slowly on watching the gauge as the oil pressure dropped and dropped. It reached zero just a few yards from our driveway. We sat with much oil smoke around us and a pool of oil below, and then after a few minutes wait (to let things cool in case of fire) we opened the bonnet. Oil was absolutely everywhere - no nook or cranny was spared! The next day the local garage determined that the problem was a fractured line from the engine block to the oil cooler. The pipe had moved and touched the dynamo pulley which had cut through it, and then generously spread the oil. Getting and fitting a new pipe was relatively simple but removing the widely spread oil was not. A pressure hose removed quite a lot but then followed several days of hand cleaning the reminder off the under bonnet - not a task I can recommend! But by Sunday we were back in reasonable nick and ready for "showtime". We were fortunate that the loss of oil appeared to have had no long-term effect on the engine.

The weather on Sunday had deteriorated from Saturday with lots of grey cloud and a strengthening wind. As we lined up for our first Climb there were a few rain spots but not enough to warrant hood up. The announcer introduced us as an MG Magnette (what?) but undeterred we made our first run, clocking an (unofficial time) of 52 seconds (a second better than last year). Still a way to go though to match the hill record of 22.8 seconds (average 81 mph) set by Henry Seagrove with a 2-litre Sunbeam in 1925! Back in the Paddock the wind got stronger and colder so eventually it was hood-up time to give some respite. As the marshals assembled us for the second climb of the day the rain started too so the hood remained up. The rain seemed somewhat ironic given that Bill Giles, the weatherman, opened the afternoon session. Clearly no direct line to those who matter! This time we were announced as an MG Midget and set off again in style. The topography of the Climb requires the majority of the drive to be in 3rd gear at high revs, but as we approached the steepest 1 in 4 section the engine started to "pink" very badly and we lost a lot of power. I suspect that the problem may be due to slipped timing, which could have occurred if the distributor was moved, even by a small amount, when the new oil cooler pipe was

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replaced. It does route close to the distributor and which could easily have been nudged. At the time of writing I am awaiting the return of Terry Secker from holiday to get this checked out. Terry had set the car up for the climb, and had the engine running at peak performance.

Although the day ended with a hot bath (and a drop or two of medicinal alcohol) to revive us it was once again a super weekend that I can recommend to anyone. I look forward to next year and hope to see some of you there.

Malcolm.

Thanks Malcolm, see you next year, can 948cc get up the hill?

I went to the Kop Hill Climb on Saturday, other commitments dragging me away from the hill by 3.00 pm.

As we had made an early start we were able to see the most spectacular climb, the very first, Barrie Williams slithered the Tojeiro Jaguar off the line and up the hill at what seemed like massive speed, an observation confirmed when much older and less racy machinery did their demonstration runs.



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Above is the view from one of the improvised "Grandstands".

In the distance is the start, the level straight section leads to a steep climb with some nasty corners. The best part of the hill is not accessible to the public.

With very few exceptions, like Prescott, hill climbing is not a good spectator sport.

Do not let this fact make you think that it is boring, there is a buzz in the air and you can hear the cars going up the hill.

If there was no hill climb I would still go to see the fantastic collection of machinery on show in the Paddock and the car park.



Team MG in the Paddock?

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Bob Wood with the racing Invicta

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Bob had told me of some of his exploits with Invictas, this did not quite prepare me for the speed of the duo as they sped off the line. Jeeezz! It was such a thrill for me to see the Jaguars of Dick Skipworth's Ecurie Ecosse performing on the hill. Having seen them in their winter quarters and been shown videos of them in action, to see, hear and smell them in action made me realise the attraction of these iconic cars. I was suprised how calm Dick was after a run up the hill driven by Barrie Williams. Roll on next year.

Arf

For Sale

MGBGT T reg 78/79 60/70,000 miles.

Dark Red in original condition.

Rubber Bumper. Off road at present.

Offers around £2000.

Contact Joyce or Jerry Garratt 01844292481