

Chairman's Chat

Last month I spoke about getting our cars prepared for the summer ahead but in my own case things have not progressed at the pace I would have liked, partly because of the continuing cold weather but mainly because of other commitments. Consequently I missed the Cobweb run down to Winchester but the weather was really gorgeous so I trust that those who did make the trip had a good day.

That said I have made a start on the MGF by changing the engine oil and filter and pumping up the tyres to the correct pressures. Not much else to do to a modern car though surprisingly it does have a couple of greasing points. The remainder of the jobs will have to wait for now and become "work in progress" whilst the car is brought into use after its winter rest.



Still haven't put many miles on the clock of the MGA since its engine rebuild and gearbox swap, but I did get out in it today for a drive around some of the local villages and it is

not yet running perfectly so a few minor adjustments will be necessary. Whilst out and about I pulled into Curry's car park with the intention of buying a top box for the "steam" TV which resides in our kitchen. Before I could drag myself out of the car a couple of guys had come up to it and were making encouraging noises and giving it admiring looks. A scene familiar to MG owners wherever they go. It turns out that these two guys are in the business of classic car restoration (amongst other activities) at Billybrook Business Park in Poplar Tree Lane near Southwick. The Lester brothers are descendants of the owners of the former Lester's Garage of Duke Street in Trowbridge which was a well respected family business in the 60's and 70's with a BMC agency. They told me that they were always looking out for classics to buy so if you are in the market give them a try.

Post War Grand Prix Racing is the subject of a presentation by Paul Warn for next Club Night so come along and hear about the early exploits of Stirling Moss (amongst others) who is



The WESSEX MG CLUB

At the Bell on the Common Broughton Gifford

25th Anniversary Year - 2010

For your diary in the coming month

March

20th Skittles Night.

22nd Club night – 8:00pm

April

16th–19th April – Club annual tour, Isle of Wight.

26th Club night – Prod & Poke.

once more in the news following his recent unfortunate accident.

Gordon

My Morgan - *The Cuckoo*

Before starting anything about the Morgan, I must first give due acknowledgment and thanks to the Wessex MG club, and in particular to Paul and Danela for getting Sue and I into classic cars in the first place. If it hadn't been for the introduction to the very friendly world of classic car ownership via them and this club, I'm not sure I would be an owner and writing this now...

I have always been into bikes and cars and have to admit that bikes win over cars in my top trumps pack, owning as I do a 1976 Kawasaki Z900 that I have owned since virtually new (over 30 years now). It's been great to have a vehicle that has gone from 'state of the art' modern to 'classic' and owned (and rebuilt) it all the way through the transition. I also commute on a BMW R1100RT over 500 miles every week (rain or shine – no fair weather biker me..) so bikes are firmly in the blood. However, a very very close second to the bikes comes cars – Sue always complains that I can never remember a year something memorable may have happened but I can remember the car I was driving at the time! I'm sure I'm not alone amongst the guy's in possessing this particular talent!



As said above, our introduction to the happy world of classic car ownership was joining, as the guests of Paul and Danela, some of the Wessex club's events and some very memorable runs. Even sitting by the side of the road whilst Paul tried to find out why the TD had stopped on the way to the Goodwood revival could not put us off embarking on ownership – and so, once funds became available (thanks Panasonic for the redundancy cheque) the hunt begun for a suitable car.

The basic criteria was to be a 'soft top', have 4 seats, be classic in looks, reliable enough to not need too much TLC just to keep it running (and be in a price range that we could afford!). The 4 seater requirement narrowed the search significantly and sadly pretty much took MG's off the list. In the end, it was down to the Morgan and the Daimler Dart, and the Morgan won.

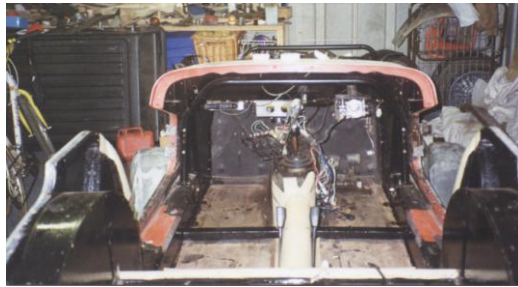


And so to the Morgan - The Morgan motor company was first founded by H F Morgan in 1909 so celebrated its 100 year anniversary last year, and is still owned by the Morgan family. The four cylinder models were first produced back in 1930 so creating the model with the world's longest continuous(ish)

production. Up until very recently, there were basically two models in the four pot range, the 4/4 and the +4. The basic difference between the two is that the 4/4 has either a 1600 or 1800 engine, and the +4 has a 2 litre engine and sits in a slightly wider chassis. (I'm sure there is a future article for the news letter here somewhere)

As for our car, fondly (I think) referred to by many as the cuckoo in the camp. It was built in 1986 and is a +4 4 seater, powered by a 2 litre Fiat engine (originally producing about 120bhp). Because of the engine, this is a fairly rare car with only around 70 ever being built - the Fiat engine was shunned by many as not being 'true' to the image of a British built car. Having said this, it was probably one of the most successful engines of its time (extensively used in racing / rallying in its era) and comes highly recommended by those in the know now as one of the best combination of car and engine of its age.

Our car underwent a complete wings off rebuild in 1997 and at the same time underwent some work to prep it for amateur hill climb. The work on the engine saw it getting a high 2 camshaft and a stage lightened and balanced fly wheel. The engine also got 'Black Phey' rocker covers for some reason! I have no idea what's special about these so if anybody recognises the name, please let me know. Work to the car had the scuttle bar & anti roll bar, 5 point harness and a roll cage fitted.



hill climb. The work on the engine compression gas flowed head, stage lightened and balanced fly wheel. The 'Black Phey' rocker covers for some reason! I have no idea what's special about these so if the name, please let me know. Work suspension upgraded (Spax shock's, roll bar), braded steel fuel lines, oil lines and a roll cage fitted.

The car was never actually raced as the owner at the time moved on to another project, and with the roll cage gone, it now makes an excellent road car. I was lucky enough to take the car up the Prescott hill climb a few times last year as part of a Morgan 100 year celebration event, and I can also testify that it does make a very good hill climb car too☺.

Since owning the car (4 years this June), and having now got used to all the woodworm jokes (the wooden chassis really is Cuprinol treated!), we have needed to do very little other than get the wheels refurbished, fix a leaking head gasket and carry out the usual routine services. A wooden dash has been fitted for purely aesthetic reasons – I like a job on a car when the item to be replaced (the dash) is only held on by 2 wood screws...

Just looking forward now to a decent summer to enjoy...

Peter Hine

When I was a lad – *The Naylor TF 1700*

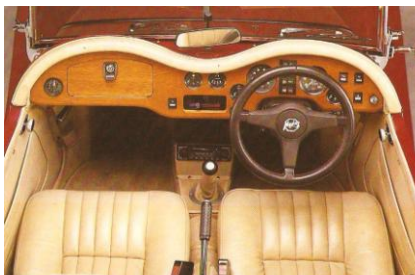
When the MG TF was replaced by the MGA in 1955 I felt that my MG world had come to an end as, for the last 23 years, all sporting MG's had a long square cut bonnet, sweeping wings, slab tank and spare wheel on the back and that distinctive chrome slatted radiator. I looked upon the A as just another sports car but not an MG.

I thought then that when I finished my apprenticeship and became a successful engineer, and made my fortune, that I would contact MG to see if they would let me have the concession to take up the manufacture of this model! Well we all have our dreams at that age, don't we! My feeling was that Morgan were still very successfully making such cars and therefore there was a market for such traditional handmade sports cars. Unfortunately that dream never came true.

However, Naylor Brothers of Bradford, West Yorkshire, who had built up a very successful MG restoration business since 1966, approached Austin Rover Group in early 1980 with just such a proposition. This was received by the board with great enthusiasm, even to the point where they considered marketing it as an MG, and the Naylor TF1700 was born.



They received a lot of technical cooperation and the car was developed around Morris Marina running gear and using the 1700cc 'O' series engine and 4 speed gearbox. The engine had a single SU carburettor but produced considerably more power and torque than the XPAG engine fitted in the original TF. The body was to be pure MG TF as all the jigs and press tools were available within the restoration business. A new chassis had to be designed to comply with current legislation, also to take the new



engine mountings and running gear; double wishbone suspension with coil springs around telescopic dampers at the front with 5 link location of the axle with coil springs and telescopic dampers at the rear. Other mods required to meet EEC regulations included reversing the 'suicide' doors to front hinged with flush handles. The photograph above is of an early prototype with door handles yet to be changed to those used on the Marina. The track front and rear was increased by 4ins at the front and 2 ins at rear thereby improving the handling considerably. The total weight turned out 100lbs lighter and with the more powerful engine, gave an improvement in power

to weight ratio from 69 to 90 BHP/Ton. The 0-60 time was reduced from 18.1 to 11.5 giving it a reasonable performance considering the 'brick' shaped aerodynamics! In all it should have been a great success with better handling and performance than the original. It must be stressed that this is a true 'replica' and not a kit-car.

It was launched to the press in March 1984 at a base price of £12950 which was more than a Morgan at the time. Naylor Cars plc was formed and a new factory opened in Bradford for its manufacture. The first three production cars were handed to customers 12 months later. Although 100 cars were produced against firm orders in the first two years it was only half of anticipated production. The company had grown too quickly and, as a public company, there were too many 'chiefs'! As with so many embryonic companies, money went out faster than it was coming in and the receivers were called in. The Phoenix rose from the ashes when Hutson bought the manufacturing rights from the receiver and another 60 cars were built under their name. In all a total of 164 cars were built in the 7 years of production and most are still running. A couple of cars have been converted to 5 speed by fitting a Sherpa van gearbox by Naylor Club members. The Naylor Car Club was formed in 1994 and is still very active with events around the country and abroad.

I looked at the car soon after launch and was very impressed and would have very much liked to have bought one for the reasons stated at the beginning of this article, but with three children still at home, it was not practical and I could not justify the expense.

We did have one in the club for a short while when David Gray joined us, but he has since sold it and his membership has lapsed.

They still hold their price well, as a classic in their own right, but don't come on the market very often. There was one advertised in Enjoying MG in February for £9950 and the Club has one on offer in South Wales for £15000, but this has only done 180 miles! These prices are still only half what you would pay for a good MG TF so if all you want is the 'look' but modern performance and handling, then they are a good buy.

Ken Scott

Caption Competition



Paul Wheal

"I'm the Genie of the MGBGT"



Paul Adams

"I've dreamt about MG's so much that I've become half man half GT, which is great except that the top half is facing the wrong way and I have to go everywhere in reverse"

Roger

"Yes you go sort of left and right at the next junction whilst coming back on yourself at the same time. Easy really"

Peter

"Hate to break it to you Tom, but somebody has nicked your violin..."

ED

Thinks – Why is Tom telling me about insey winsey spider?

MG Factoids – *Post Script to last month's factoid*

As there were no adverse comments to last month's factoid, particularly from our MGA friends, then I assume I am still on speaking terms with them! To knock the nail of the MG badge completely out of sight, I include this short dit.

As I said last month the octagonal badge first appeared on the radiator of the 1928 model year 14/40. However, the eight sided figure had already featured on door tread plates as early as 1925 and not only on tread plates but also on its dashboard. Octagonal instrument surrounds reappeared on the J2, and the shape was also incorporated into control knobs, under the bonnet and even sidelights.

But once the post-1935 Cowley-designed cars appeared, the octagons disappeared; the instruments of the SA saloon were circular, as were those of the TA. But my research shows that they returned with a vengeance on the VA which, reputedly, had no less than 36 of them – not a lot of people know that! – or probably want to.

Whilst the postwar Y-type saloon had octagonal dials, its TC contemporary did not. The TD similarly used round dials and they were partially retained on the MG Magnette Z Series saloon. The TF had octagonal instruments, but they were banished on the MGA and its MGB successor, although my MGB's radio speaker grille is roughly octagonal in shape.

But on the 1982 MG Metro they featured on the exterior, tailgate and wheel trim centres, as well as the facia, heel mat, facia tray mat and on the engine's ribbed rocker cover. The RV8 restricted the re-designed MG badge to the wheel centres and steering wheel boss. It is discreetly applied to the MGF's instruments and is also used in a moulded form on the steering wheel boss and facia panel.

So committed was Cecil Kimber to MG's octagon that some factory clocks were eight-sided and the works typewriters had a special key which typed a miniature version of the car badge. He even commissioned Bluemel Brothers to experimentally produce an octagonal steering wheel. But surprise, surprise, in practice it was found not to slide through the driver's hands as required.

ED

Preview - *Our Trip to the Isle of Wight*

In preparation for our trip to the Isle of Wight, I decided to take Anne over to the island (a place neither of us had been before) and visit the Hermitage Country House - our home for the duration of our visit in April. It was also an opportunity to finalise arrangements with Mark, the general manager of the Hermitage.

We tried to simulate the journey we would be taking, from Devizes – one of our meeting places before setting out on MG excursions – to The Hermitage via Southampton docks. Taking the 12.00pm ferry to the IofW, the same ferry we have booked for our trip.

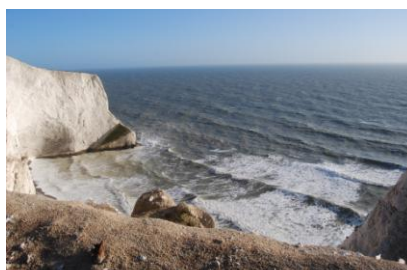
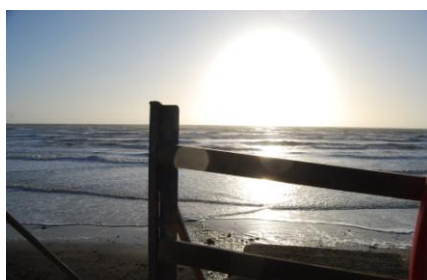
We set off from Devizes at 9:00am and recorded a whopping 63 miles from Devizes to The Hermitage!! We kept to a modest speed, resisting any temptation to overtake in order to gain an idea of how long the journey would take. We didn't stop and arrived at the Red Funnel terminal at 10:30am, a journey time of 90 minutes. This gave us a leisurely 90 minutes to read a newspaper and have a coffee before the departure of our ferry. The ferry terminal has a warm café with easy chairs as well as table and chairs for those wanting to have a snack. There are a range of things to eat and drink both hot and cold, including newspapers – no! don't eat the newspapers.

The route took us on the A342 from Devizes through Upavon out to the junction with the A338 – the north/south Marlborough road to Salisbury.

Turning right onto the A338 we travelled south through Tidworth to the junction with the A303. Traveling under the A303 we joined the B3084 south to Romsey.

From Romsey we again travelled south via the M271 to the Red Funnel terminal in Southampton docks. The sailing time from Southampton out through Southampton Water to East Cowes was one hour. From East Cowes, it's an easy drive south via Newport through Blackwater to The Hermitage. The only issue for us will be the unmade road that will take us off the main road up to The Hermitage. The Approach to The Hermitage is fine but we will need to be careful on the climb – the views are tremendous. I've included some of the pics taken whilst on the island in this month's photo gallery.

Photo Gallery



WESSEX MG 2010 EVENTS LIST				
Date	Event	Club Event	Venue	Details
20/03/2010	Skittles Evening	YES	See De-tails	Fox & Hounds Devizes - see more details below.
22/03/2010	Club Night	YES	The Bell	Talk by Paul Warn - Post War Grand Prix Racing
11/04/2010	MG ERA Day	NO	See De-tails	Brooklands - For info only
16th - 19th April	Club Annual Tour	YES	See De-tails	Isle of Wight - POC Paul Warn.
26/04/2010	Club Night	YES	The Bell	Prod & Poke with Questions
02/05/2010	Abingdon Air & County Show	YES	Abingdon	The show will include a MG Display by the Abingdon Works Centre.
16/05/2010	Treasure Hunt	YES	TBA	TBA - POC Vic Wright
24/05/2010	10 Pin Bowling	YES	See De-tails	The Christy Miller Centre Bower Hill
4-5-6 June	MG Live	NO	Silverstone	For info only - 3 Days of live action on and off the track organised by the MG Car Club
TBA	Club Trip	YES	See De-tails	GAYDON
28/06/2010	Club BBQ	YES	The Bell	TBA
26/07/2010	Club Night	YES	The Bell	TBA
08/08/2010	Club Run	YES	See De-tails	Athelhampton Bourne-mouth
23/08/2010	Club Night	YES	The Bell	Boules
11-12 Sept	25th Anniversary Celebrations	YES	See De-tails	The Lydiard Conference Centre
27/09/2010	Club Night	YES	TBA	TBA
TBA	Driving Test	YES	TBA	TBA
25/10/2010	Club Night	YES	TBA	TBA
27/11/2010	AGM	YES	TBA	
TBA	Christmas Dinner	YES	TBA	TBA

Skittles night

As a reminder.

This year's skittles night will take place at the Fox and Hounds Devizes on the 20th of March. You will find the pub on the left going out of Devizes for about 1 mile on the A342 towards Andover. Please arrive at 7.30 for 8.00pm. The cost per person is £5 to include buffet food. Numbers must be confirmed by the February club night together with money; either in the form of a cheque (Payable to V C Wright) or cash. There will be prizes!!



Vic

Secretary's Scribbles

I have had some information through on the South Downs Run on 5th September which is an 80 mile run from Chichester to Eastbourne. I will bring further info to the club-night or you can get it from Enjoying MG.

I have had an interesting month it started with MOT woes on the ZB Magnette which failed over a leaky brake hose and has ended with my BGT mysteriously cutting out whilst driving along only to restart on the turn of the key.

I ended up replacing all the brake hoses on the ZB as they were all of the same vintage and after adjusting the drums I have a car that brakes rather well. I even drove the family to Banbury and back last weekend and it drove very well although I do need to get the heater reconnected as it was rather cold!

The BGT problem is a concern as it is difficult to know if you have cracked the problem without risking breakdown somewhere and the fact that it restarts straight away on the key also doesn't help to know if I have fixed things. I use the car regularly for work so it is a bit of a headache! I reckon it is either distributor or fuel related. I have electronic ignition and I believe these tend to work or not to work so it is strange and doesn't quite fit with my situation but I need to rule it out first by trying another old distributor. Then I will look at the petrol pump. I just wish it was one of those things that stays broken until you wobble or change something as then you know what the problem is and that you have fixed it. I seem to have the trouble on return journeys as I am able to get to Devizes no problem but at the end of the day it will hit several times on the way home.

My last point is a mystery that you may be able to help with – Both my Magnette and Gordon's MGA have a pair of matching mysterious holes on the boot lids – what are these for? I thought to start with it may be a GB badge but these tend to have more pins or perhaps wouldn't be mounted in these particular curvy/flat locations – any ideas anyone?

Tom

For sale – *The black beast*

Richard Tranter phoned to say that he was selling his car and at our February meeting, I passed on the essential facts about the car. These are reproduced below with more of the technical details. His car was featured in the February 2009 edition of Enjoying MG.

Year Registered: October 2004.
Mileage: 29000.
Just Serviced.
New MOT.
1 year transferrable AA warranty.
VHS suspension enhancement conversion.
ITG Induction Kit.
New exhaust last autumn with stainless tail section.
Price about £5k to include that very special number – V6 MGR
Reasons for sale? Family/personal.

