

## Chairman's Chat

This is my last *Chairman's Chat* as we rapidly approach the Club's AGM when a new Chairman and Committee will be elected. I have already expressed my view of how important it is to have fresh people on the Committee to keep things vibrant and to bring new ideas which will ensure the Wessex MG Club continues as an energetic club that we are all pleased to be part of. I shall be putting myself forward to remain as a committee member and I hope that others will be doing the same. You will be made most welcome.

The AGM commences at 8 o'clock and the collection of subscriptions will take place beforehand starting at about 7.30pm. There will be a photo competition to lighten proceedings and this year I thought there should be a themed entry for photos depicting **"The Spirit of MG Motoring."** Look through your collection and display your entry on the night and there will be a ballot for the favourite one and a prize for the winner.

On the car front I was pleased that my MGA went through the MOT Test last week without difficulty and I can now look forward to a year of trouble free motoring – *no chance with an*

*MG!!* Things are not looking so rosy however for my MGF which performs well enough on the road but the coolant has turned a nasty shade of mud indicating perhaps a failure of the head gasket (for the second time) between an oil way and a water way. I shall ponder what action to take over the next few weeks. Any thoughts would be welcome. Who said sell it? Well of course MGF's are as cheap as chips at the present time and the cost of repairs to mine could exceed its value even in if it were in good running order. But I don't want to sell it and I therefore have little option but to get it repaired over the winter months, and besides I still really enjoy the drive in a car which I have had from new in 1996 and which remains unmodified and very much original. I even hang on to the belief that one day this car will become a classic MG. No choice really then, I must spend the winter repairing and restoring for future generations.

The Christmas Dinner menu will be found elsewhere so please make your choices



For your diary in the coming month

November

22<sup>nd</sup> – Club Night & AGM

December

11<sup>th</sup> – Christmas Party

For details see page 6

and make payment to the Treasurer on or before the AGM. The Club is making a £5 per head subsidy towards this cost.

In conclusion, I look forward to seeing you all at the AGM and would like to take this opportunity to say "thank you" to all Members for your forbearance, joviality and support shown to me over the last couple of years as chairman of this most sociable club.

**Gordon**

## Tools Explained

For those of us who are less adventurous when it comes to repairing our beloved MGs (and Morgan) we may not be familiar with the tools that may be required to carry out such repairs. Here is a piece provided by Vic explaining the function of those specialist tools should you need to use them.....

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

**WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh -- '.

**ELECTRIC HAND DRILL:** Normally used for spinning pop rivets in their holes until you die of old age.

**SKIL SAW:** A portable cutting tool used to make studs too short.

**PLIERS:** Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

**BELT SANDER:** An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**MOLE-GRIPS:** Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for setting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

**TABLE SAW:** A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

**HYDRAULIC FLOOR JACK:** Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

**BAND SAW:** A large stationary power saw primarily used by most shops to cut good aluminium sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

**TWO-TON ENGINE HOIST:** A tool for testing the maximum tensile strength of everything you forgot to disconnect.

**PHILLIPS SCREWDRIVER:** Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

**STRAIGHT SCREWDRIVER:** A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

**PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50p. part.

**HOSE CUTTER:** A tool used to make hoses too short.

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object we are trying to hit.

**UTILITY KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

**DAMN-IT TOOL:** Any handy tool that you grab and throw across the garage while yelling 'Damn it!' at the top of your lungs. It is also, most often, the next tool that you will need.

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## **Spare Parts**

On the subject of our beloved MGs, in recent months Philip Bussey has become quite intimate with the dark side of his 'B' Roadster. He has tried all the tools mentioned above including I understand a stake and mallet! Anyway the bottom line is that he (or rather Gina) has fallen out of love with his Roadster and as a result, he is selling it.



In fact, he has bought Roy and Sue McDine's MGF. Well Philip, I should hide this issue of the newsletter from Gina if I were you, given Gordon's current issues with his MGF – see chairman's chat.

Because Philip is selling his car, he has the following items for sale:

- 1 Propshaft £35
  - 2 Rear lenses £7 each.
  - 1 Ashtray £3
  - 1 Window winder £2
  - 1 Door Latch £13
  - 3 Sealed Beam units £5 each
  - 2 Door pulls/Armrest (black) £19 each
  - 1 Chrome coil cover £5
  - 1 Piston ring compression clamp £7
  - 1 Coil bracket – free
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## Morgan Matters

The dark side seems to be a theme developing in this month's issue. I know it may seem like heresy including that other marque in this newsletter. But Sue and Peter our long standing and very supportive members of the club and I thought an occasional snippet on Shhh! You know what, wouldn't go amiss and maybe generate some healthy banter through these pages.

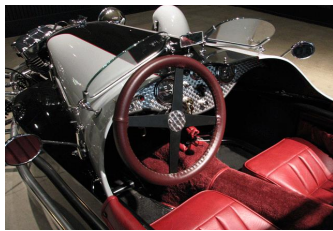
Anything I include will not come as news to Sue and Peter, but I thought being petrol heads you may be interested in developments in the Morgan world. If I get it wrong, Peter I'm sure will put me right or even provide the occasional piece promoting – some may say there aren't any – the virtues of owning a Morgan!

So here goes.

The silver car pictured, is a computer-generated image of what may become Morgan's new three-wheeler. The car is based on the US-built Liberty Ace. See pics below.



Pete Larsen tried to import into the US a British built Moto Guzzi powered cycle-car kit, but without success. So instead he decided to build an Americanised version of the classic cycle-car design. The



company has been building the Liberty side car for the past 16 years with sales in Europe and Japan. The design was inspired by the 1930s Morgan Super Sport but powered by a Harley-Davidson and modern running gear and called the Liberty Ace. Apparently it has generated a lot of interest which may be why Morgan are interested in reviving the design.

The car will use a similar tubular frame with twin rollover bars. However the two machines will differ in detail, particularly in the design of the bonnet. It will be powered by the latest 1800cc Harley-Davidson V-twin connected to a five-speed Mazda gearbox. The car will weigh in at around 500Kg providing performance of 115mph and a 0-60mph in 4.5sec. Morgan is promoting the design as an answer to the environmental problems.....yea, yea.



## Institute of Advanced Motorists

Following last month's informative presentation about the works and aims of the Institute of Advanced Motorists from Luke Pickett, I wrote a note of thanks and received a response which I reproduce below. Looks like an attractive discount for anyone who might be considering taking up the challenge of the advanced driving course. Also for anyone wishing to promote the Wessex MG Club whilst at the same time returning a favour that Luke and others have done for us, by giving a talk.

**Gordon**

*Dear Gordon*

*Thank you for your email. It was a pleasure for me to give a presentation to your group. You may like to inform your members that if they purchase the Skill for Life product before Christmas they can get it at a 10% discount by going to [www.iam.org.uk/gift](http://www.iam.org.uk/gift) or calling 020 8996 9600. To obtain the discount (now £125 instead of £139) you need to ensure you order the 'gift' version - you can still purchase for yourself though, it doesn't have to be a gift to someone! This is only available between now and Christmas - the price will go back up to £139 after Christmas.*

*If there is anyone from your group who would be willing to speak to us about what you do and to inform us a little about MG's then please let me know. We currently have a vacancy for a speaker on Thursday 17th March 2011 that we are trying to fill.*

*Kind Regards*

*Luke Pickett*

## Movember

Hi,

This Movember, the month formerly known as November I've decided to donate my face to raising awareness about prostate cancer. My donation and commitment is the growth of a moustache for the entire month of Movember, which I know will generate conversation, controversy and laughter. I include a picture of the offending moustache at the half way point:



Prostate cancer is the most common cancer in men. One man dies every hour from the disease in the UK. This is a cause that I feel passionately about and I'm asking you to support my efforts by making a donation to The Prostate Cancer Charity. To help, you can either:

Click this link [http://uk.movember.com/donate/your-details/member\\_id/1093740/](http://uk.movember.com/donate/your-details/member_id/1093740/) and donate online using your credit card or PayPal account . Or,

Send cheques and CAF vouchers (made payable to 'The Prostate Cancer Charity Re Movember') directly to The Prostate Cancer Charity – First Floor, Cambridge House, Cambridge Grove, London W6 0LE. Be sure to include the person's name on the back of the cheque.

The Prostate Cancer Charity will use the money raised by Movember for the development of programs related to awareness, public education, advocacy, support of those affected, and research into the prevention, detection, treatment and cure of prostate cancer.

For more details on how the funds raised from previous campaigns have been used and the impact Movember is having please visit <http://uk.movemberfoundation.com/research-and-programs>.

Thank you in advance for helping me to support men's health.

**Tom**

## Mystery Car

An occasional piece I include in the newsletter is the mystery car. Roger has provided this month's pic of a very attractive racing sportscar. He assures me that he knows all about the car.....and will provide a full description should it flummox the membership.

**Ed**





## Club News

| WESSEX MG 2010 EVENTS LIST |                  |            |          |                  |
|----------------------------|------------------|------------|----------|------------------|
| Date                       | Event            | Club Event | Venue    | Details          |
| 22/11/2010                 | AGM              | YES        | The Bell | <b>See below</b> |
| 11/12/2010                 | Christmas Dinner | YES        | The Bell | <b>See below</b> |

### Annual General Meeting (AGM)

Details have been provided in the previous two issues of the newsletter. Please arrive for 7:30pm to enable collection of subscriptions before the AGM which starts at 8:00pm.

### Christmas Party

Hopefully you will have all received (in the nick of time!) my e-mail with the menu and order form. Dress is Dinner Jacket/Lounge suits for the lads and pretty frocks for the lassies.

As usual there will be a giant pass the parcel, a raffle and seasonal gifts. The gifts are courtesy of those coming to the dinner ie each person is asked to bring along a gift to the approximate value of £5 - either one for the lads, one for the lassies or a gift to suit both sexes.

If you would like to be part of the festivities, then please complete the pre order form and bring along to the AGM. Ideally bring your cheque book or cash, as the AGM will be the last meeting before Christmas.

## Secretary's Scribbles

Last month I wrote about waiting nervously for the BGT's MOT and so no doubt you wish to know how Sylvia the GT fared. Well she failed!

Unfortunately I knew she would as Nancy had been flagged down in a car park somewhere to be told the brake lights were not working – well they were but only if you pushed the peddle particularly hard and so I knew I had to replace the hydraulic switch – something that I have had to do fairly often over my B owning years as they seem to build up a film or something from the brake fluid and gradually fail. Whilst changing the switch I noticed that one of the rear brake cylinders was leaking - this was now the night before the MOT!! I decided to press on and have the test as then I would know if anything else needed doing (with a zero cost retest this was a particularly good idea).

At the MOT the car also failed on excessive movement in the steering column – the tester didn't like the fact that you could pull the steering wheel towards yourself by about an inch. This is another known MG B problem related to the failing of the plastic pin in the collapsible column – this pin I think is no longer available – and prone to breaking anyway. Most people seem to either live with the movement which is what I had been doing since buying the car (and had done with my old Roadster and on this car it was even worse and I even remember setting the horn off going round a corner once!) or get the column welded together. With the ever helpful Vic I planned to get the column welded up and so removed it from the car – an easy job of just three clamps (all in non- rust seizing areas!). However when Vic and I wiped off the grease and inspected the column we found that a previous owner had already had the problem and had tried using screws to join the two sections and the play I had was due to these loosening over time. So we tightened the screws gave them a tap to bite in and reassembled with new plastic bushes – job done and certificate achieved!

I have also been at work on the Magnette and have added an indicator 'arm' switch as the Bakelite one in the centre of the steering wheel seems to be beyond my fixing abilities at present. This is a nice chrome arm with a green illuminated end that fits nicely alongside all my dials which illuminate with green light. It has a fixing strap a bit like a jubilee clip that goes around the column.

See you all at the AGM

**Tom**