

NEWSLETTER



CHAIRMAN'S CHAT

Once again Jane and I thought we would take the MG out for a run. It was a little foggy and we were supposed to have some brighter spells the further west we went.

We travelled towards Shepton Mallet and saw a lovely pub called, The Little Thatched Cottage, so stopped for Sunday lunch. Food was good and the price very reasonable.

Time to continue our run, with nowhere in particular in mind, we get in the car and try to start off. Nothing! The solenoid was energising but no action from the starter motor. A helping hand from a passer by and a steep downward slope saw us away. Convinced the starter motor needed re-

placing, Monday morning saw me under the car investigating.

How lucky could I be I found a loose wire had parted from the solenoid. Now all back together and hopefully no more trouble.

Our thanks go out to Paul for his annual talk on motor racing.

This month is our AGM which I hope will be well attended. Please remember to bring your subscriptions.

Graham

For your diary in the coming month:

November

23rd - Club AGM - **Start Time 7:30pm.**

December

12th - Christmas Party

Club Night start time 8:00pm unless otherwise stated



A Cautionary Tale

Following my 'For Sale' piece in last month's Newsletter, I would advise that the first person to come along bought it and for the asking price. Further thoughts on my part regarding a TF made me wonder if I really wanted to go so far back in time; no seat belts, no fuel gauge (just a stick!), drum brakes. Many of you will remember my article on the Naylor TF 1700 in March 2010, subsequently printed in *Enjoying MG and Safety Fast*, where I admired the thinking behind this project and disappointment when it failed. I decided that this would be a better way to go, all mod cons.; seat belts, fuel gauge disc brakes, modern O Series OHC engine. It has the looks but without the drawbacks apart from having to pay road tax again!

Many of the 160 built are still running and on low mileages and covered by the Naylor Car Club. Through the Club I located one in Ferndown, Dorset, see photo. It looked beautiful and came with 'full service history' and in 'superb condition' only 18000 miles. The chap seemed a nice fellow and a trustworthy 'enthusiast'. I am afraid that I got carried away and fell foul of that old adage, *caveat emptor!*



On the way home we emptied the fuel tank, and more, and stopped to check the 'smell' and found a leak from the feed to the carburettor onto the exhaust pipe! Having only 'owned' the car for $\frac{1}{2}$ hour and travelled less than 30 miles and with no tools, I had to call the AA! A good start thought I! While there, the AA man suggested we check the oil level and none registered on the dipstick! He didn't carry the correct grade so he took me into Salisbury to a motor factors to buy some. A litre just showed on the dipstick but he said it should be OK to get me home. He also gave me a gallon of petrol to get me to a petrol station.

We eventually arrived home $4\frac{1}{2}$ hours after collecting the car for a 60 mile journey! Once at home I was able to check the car fully and the tyres were only at 14 psi instead of 28 and there was no coolant in the radiator! I am amazed that we arrived home in one piece. On checking the 'service history' it was last serviced 18 months previously and the cam-belt was last changed in 2003; life, 12000 miles or 4 years! There were many other minor problems with the car and then I noticed the radiator was leaking!

This was the final straw and I demanded my money back as it was 'not as described'. It appears that he did not even check the car over before putting it up for sale having only covered less than 500 miles in the last 18 months. He reluctantly agreed to a refund and the car was returned after 10 days of ownership!

That 10 days has got the retro look of a TF out of my system so what do I do now? I sent a rather flippant e-mail to the chap who bought my B asking if he was completely happy with the car and, if not, would he like to sell it back to me. He replied that he was, but his wife would not ride in it and if I really wanted it back he would return it! How lucky is that? I was over the moon and it is now back in my possession and there it will stay until I meet my maker!

Ken S



Mollie's Makeover - Part 2

It's been an interesting 4 weeks since my last report and as is the case with most MG's, Mollie has been reluctant to give up her secrets. This is despite the use of 15 or more cutting discs, 3 flap wheels, various drills, judicious use of a chisel, 3 sore thumbs, and 2 flecks in the eye. However, the passenger side sill has been removed and this was made up of 4 main components.

1. The outer sill, this is under the door and extends behind the front and rear wing.
2. The vertical sill, this is clamped between the inner and outer providing vertical strength.
3. The inner sill runs the same as the outer and is the box section you climb over when getting in, and finally,
4. The Castle rail, this goes underneath and connects the floor panel and all the other parts to provide fore and aft stiffening.



Both outer sills had rust holes in and I was dreading what I was to find inside. However, I was pleasantly surprised on the passenger side as the metal was in quite good condition and would have done another few years. It had obviously been replaced before with the manufacture dates still on the inside of 09/2002 so they are obviously good for 15 years. The problem is that although the sill was replaced, the remaining metalwork looks original so the tin worm had been very active and the only way to replace those parts was to remove the sill. Ho hum. I finally managed to remove the complete sill assembly albeit in various chunks. The rear section taking the longest period with a whole day of swearing and cussing for just two bits firmly attached to the rear chassis member. It is satisfying to see just how good that area is considering how old the car is as the chassis leg looks original.

Once the sill was removed I could get on with the task of making minor repairs and cleaning up some of the dogs breakfast that was the footwell area. It was quite satisfying to see the repair panels fit reasonably well but not so satisfying was the battle with my welder. For some reason it kept slipping and jamming the wire in the feed line, finally after three complete torch strip downs I found that some of the welding wire had light corrosion on it. This was obviously due to being kept in my old damp garage at our last house. Removal of about 10 yards of wire seems to have done the trick and it then sparked away with no hint of jamming wire. Later that day though I

managed to knock over my argon bottle and it fell to the floor snapping the outlet nipple so I now have to wait for a new one to arrive. Who said restoring cars was satisfying! P.S that's now here and the welder's buzzing like bees on lavender.

Also in need of replacement on the passenger side was the pedal box (where the wife's feet go) and part of the bulkhead which makes up the inner wing. Most of this area though was in quite good condition so I will strip the underseal and paint with rustBuster epoxy before resealing with Bilt Hamber underseal.

The passenger door looked quite good until I attacked the front bottom corner with a flap disc and found not a lot of metal. I removed the skin completely and made some minor repairs to the edging and fitted a new door skin so that it is now looking like it should without any extra ventilation.

Whilst sweating away in the garage I sent the body panels off for soda blasting to remove all the paint (thanks for the contact David). I picked these up this week and they look ok but there are some areas that will need looking at as the wings did look quite good beforehand but looking at them in their naked state they are rather thin in some areas. As I am starting to run out of room in the garage so I have managed to secrete the panels not exactly in the garage (rather in one of the spare bedrooms above the garage!). This should keep them cool and more importantly dry until I get a chance to look at them in detail. Don't tell the wife!



I have also farmed out the quarter-light frames for some repairs as both of mine have cracks in the stainless uprights which is beyond my capabilities so hopefully they will come back in much better condition.

I had a chat with Ken (the one with the kit car!) at the last meeting and it is interesting to hear other people's point of view. He obviously is very happy with his heritage shell and I can certainly see the advantages. I feel however that if I were to replace mollie's current body with a new shell it would remove some of her character and by replacing parts as they wear out, she is being kept as we like her. Personally for me the maintenance and upkeep is also very much part of the classic car experience. However some days I'm not so sure!

Harvey the Healey by the way has been very quiet under his cover, obviously not looking forward to the attention turning to him!

Hopefully by the next report some healthy metal will have been installed into Mollie and all the rotten stuff removed.

Ken B



Dear All,

Due to a knee operation on the 21st, sadly I will not be able to enjoy the fun and excitement of the AGM this year. Because of this forced absence, I would like to draw your attention to the topics below:

AGM Annual Treasurer & Membership Secretary Report

As most of you know, part of my duties as Club Treasurer & Membership Secretary is to deliver a status report at the AGM. As I will not be there I have attached the report for your information. If you have any question, please let me know by email and I will answer accordingly.

2016 Annual Club Membership Subscriptions

As always subs are due at the AGM. Paul Warn has kindly offered to collect your money on the night - £25 joint membership / £16 single.

If paying by cash, please have the correct money for Paul.

If paying by cheque, please make payable to 'Wessex MG Club'.

Christmas Prize Draw

At the last few Christmas dinner events there has been a free prize draw with a value of approx. £100 for all those attending the dinner. This year, the draw will be applicable to **ALL** club members regardless of attendance at the dinner.

To be eligible for the draw, the club will need to have received your subs by no later than **Tuesday 8th December**. Therefore, if you can't make it to the AGM, please get your subs to me by the 8th latest - by post (or deliver by hand) to:

Peter Hine
18 Dando Drive
Marlborough
Wiltshire
SN8 1TT

Thanks

Peter

Answer to October's Mystery Car

Vic provided October's mystery car.

I had two replies, Steve Todd correctly identified the car as a Gordon Keeble.



Club News

Secretary's Scribbles

So my Speedo went off to Speedograph Richfield to be recalibrated and to have the Mileometer fixed.

I had hoped that this would be straight forward but instead it has involved a couple of phone conversations. If the gauge had been a standard round gauge like in the MGA,B, Midget etc then no problem but it isn't - the gauge in fact is a sweep from left to right and not common to other vehicles. The end result is that they have to attach an extra gear between the cable and the Speedo and of course I have to dust off my wallet a bit more. I look forward to getting it back because the car feels naked without it and I am getting a bit fed up of having to turn the satnav on to act as a speedo.

We are interviewing for a new head teacher this week - I of course will judge from first appearances The car that they drive!

Thanks to Paul for his talk last month which I found fascinating - it is incredible to think of those 'silver arrows' over here showing the German might at the very time that the Munich Crisis was 'kicking off'.

Tom

2015 EVENTS LIST				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
23-Nov	Club AGM	Yes	<i>The Old Bear Inn</i>	Formal notification will be included in the Sept & Oct newsletter.
12-Dec	Christmas Party	Yes	<i>The Grey Hound</i>	