

Southampton & New Forest MGOC

Newsletter



May 2021

Edition dedicated to Bill White – remembered by all at Southampton & New Forest MGOC



Branch 1009

Issue No. 278

Website: www.1009mg.org.uk

Events Calendar 2021

Month	Date(s)	Event	1009
May	30	Solent MGOC – Mg's in the Park	
	27	MG Midget 60 th Anniversary Celebration, Macclesfield, Cheshire	
July	4	Moor 2 Sea – Exeter MGOC	
	11	Cotswold Caper – Gloucester MGOC	
	18	Surrey Run – Epsom MGOC	
Sept	5	South Downs Run – West Sussex MGOC	
	12	People and Places Run -	

Please check the calendar on the Website for latest updates

Editors Notes:



Welcome to our May Newsletter.

With the longer sunnier days to enjoy I am sure that you are all making use of your cars to meet up with friends outdoors in compliance with the current rules.

Niki and I met up with Jeff, Anne-Marie, Steven and Ruth and had a nice day at Kingston Lacy earlier in the month.

I am looking forward, as I am sure that you are, to when we can all meet up at our monthly and mid-monthly meetings again. It is difficult to imagine the simplicity of the freedom we all enjoyed back then.

With the future looking brighter as the vaccination rates improve coupled with the dreaded social distancing, we should hopefully be able to enjoy these again soon.

We all speak a new language now, with words that weren't in our vocabulary a few years ago, "Social Distancing", "Sanitizing" "Lock-Down Hair" to name but a few.

This month we have an interesting article from Malcolm and Julie.

Once again, I am banging on about content. Please send over articles for our Newsletter. I am sure that you all have something interesting to say, so let's hear it.

This month's crossword theme is ships and sailing. This will be our last crossword for the summer period but there will be a picture quiz for the June issue. Keep safe, stay safe and drive safe.

Eric



Secretary's Scribbles

There comes a time when I have not much idea what to scribble about next. I think we were all extremely disappointed that we had to cancel the New Forest Run again however, we are putting together plans for next year. I will hopefully be able to make some announcements very soon.

Thank you to all who participated in the Polish it Day – I did detect deliberate cheating with some of the before photographs, but I have to say, they did make me laugh. Thank you, John Lamb & Les Wright.



Certainly some hard work here to get this back to a shinny state



And how can your car be so dirty that you can only see the badge!

You all made it extremely difficult for me to decide winners in each category but with a lot of deliberation, scrutiny and laughing, I did decide. I absolutely loved 'Honey I shrunk the car' from Ruth & Stephen Dennison:



I will drop out an email with the winning photos and also put all photos onto Shutterfly to enable everyone to have a good look through them. I am already planning the next competition 😊

Membership fees are due 1st May 2021 – I have already sent out via emails our new bank account details. If you have any issues, please get in touch with either myself or Keith Parkins – treasurer@1009mg.org.uk - it is all still a very new process for us, so please be patient we are working on getting everything more smooth for the future.



Look Ahead

Sunday 15th August is the Classic Car Event at Breamore House, Nr Fordingbridge. We normally have a good turn out from the club and book space for us all to be together – details can be found at:

<https://classicmotorevents.com/more-info-breamore-house/>

We have in the past had some winning cars there; not that I am putting pressure on anyone!

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This month the front page is a collection of pictures from Polish it Day



Bill White

A founder member of the 'Naughty Table' – Bill always had a smile that looked as though he was up to mischief.

He was renowned for a few things (1) two red MGs – an MGB called Ruby and an MGF called Poppy (2) his very colourful waistcoats at the Christmas Dinner and (3) Ice cream. With the latter he would always be found at the front of the ice cream van queue explaining how it was his job to do quality control.

His knowledge of cars and motoring was vast, he was always helpful and ready to assist any member who was having difficulty with their own car. His passion for the club, weekends away and also road trips to France with other club members, made for some really enjoyable times that we were able to share with him and Carol. Always putting himself forward to help before and during the New Forest Run, he was a reliable member of the team.

Bill will be missed by many – here are some photos of the good times.



MEMBERS MEMORIES

(And Interests!)

Hobbies – before and during lockdowns

At the last Club Zoom meeting a suggestion was made that members might like to write an article for the Newsletter of any of their hobbies.

Since my apprenticeship in shipbuilding and marine engineering, I have always been interested in making a working model of a steam locomotive – and in having a workshop of my own where I could pursue various projects as a hobby in my spare time. I decided to build some working models of coal fired steam engines. I started these models many years ago, but lockdowns have given me more time to concentrate on one of these, the small tank engine (see below). All three of these engines were made from engineering drawings based on the original designs of British Rail locomotives and then drawn and re-issued by model engineering draughtsmen, averaging about twelve sheets of drawings for each engine.

I built a brick workshop with the help of friends over 30 years' ago, and over the years have purchased various machine tools, namely a small and a large lathe, vertical milling machine, shaping machine, pedestal and bench drills and a horizontal shaping machine, plus all associated measuring equipment, drills, reamers, taps, dies and so on.

At the moment I have three locomotives in various stages of construction, and there are photos of the first two included in the write-up.

0-4-0T: 3.5 inch gauge general purpose small tank engine (photo 1)

2-6-2T: 5.5 inch gauge British Rail 1929 V2 tank engine (photo 2)

0-4-0T: 3.5 inch gauge small shunting engine

Photograph 1 – the small tank engine



So far, I have made mainframes mounted with wheels, coupling rods, buffers etc and put the boiler between the mainframes. As you can see from the photo, I have put together the parts I have made to illustrate roughly how the engine will look when complete. Alongside the engine you can also see two cylinders, pistons, firebox, tanks, cab and other small fittings associated with pipework. The finished engine will be approximately 14 inches long, and hopefully in steam by Christmas (I'm not saying which one!)

Photograph 2 – V2 tank engine

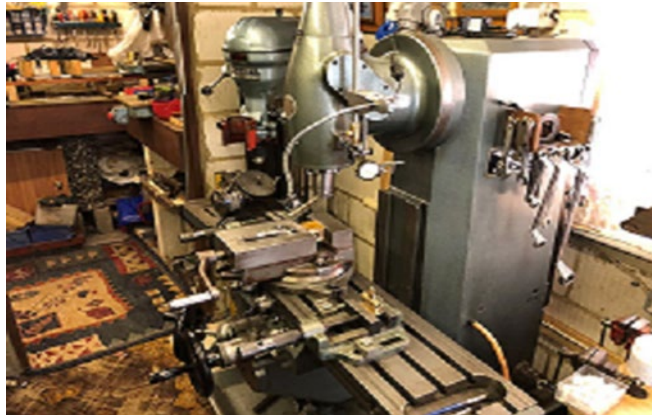


As previously, I have put together the parts I have made to give some idea of the size and look of the engine when complete, with a one metre rule alongside the engine to give a rough idea of its length. I have made many of the components of the engine which are too small to show. From the photo you can see that all the wheels, some of the coupling rods, smoke box, boiler barrel, cab, part of the side tank and bunker have been part-made. This is currently project 2 – completion by another Christmas down the line!

Photo 3 shows my vertical milling machine – essential for precision working – milling steam ports etc in the large cast iron cylinders.



Photo 4 shows my smallest lathe of the two, at present located in the garage as I've run out of space in the workshop! This machine was used for many of the very small components which couldn't be so easily made on the larger lathe.



Engine number 3 – no photograph enclosed as I don't yet have a Christmas in mind for completion at the moment! I can provide a photo for anyone who might be interested.

As you can appreciate, these engines take hundreds of hours of machining and fitting work. I bought castings for wheels and cylinders from recommended suppliers of model engineering parts, as it is impractical and too expensive to make up patterns and castings.

Here's hoping I'll last long enough to complete all three engines! And go out in the MG of course!

Malc



I for one had no idea that Malcolm was such an accomplished engineer. This goes to show that these brief insights into our other lives make for good content. I am sure that you all have things to say that would be of interest to other members.

Thank you to Malcolm and Julie for this fascinating article. I am sure that you would find this interesting so please send me your articles, they don't have to be MG or even car related to make for a good read.

Nuggets New Look!

Ever since I purchased my MGTF in December 2015 I knew that I wanted to install front fog-lights to the car. Having seen the difference that they make to this model it was always on my to-do list. I appreciate that I may never ever use them but they enhance the front-end view in my opinion no-end.



Before

The front bumper on *Nugget* needed some minor remedial work from day one and after talking to Robin who had removed the front bumper for an off car respray it seemed logical to remove mine to be resprayed and to fit the fog-lights at the same time.

Well, this year with restrictions imposed on us it was the perfect time to go ahead and get the work done.

I purchased the two fog-lights from a famous auction site for considerably less than new units and was pleased with the condition when they arrived. All the other components such as mounting brackets, switch, relay unit, fuses, wiring and screws (don't forget the screws!) were purchased from a supplier.

Using Robins experience of bumper removal, I made a start. Jacking up the car's front end and supporting on axle stands I removed both front wheels and then the wheel arch liners. I found that there were more screws and *scrivets* than were mentioned in the workshop manual but they came out without too much effort.

The wheel arches themselves were in good condition, however, at the lower door seal there was a quantity of mud and grit which would in time cause rust issues.



Mud trapped in inner wing.



Soil removed from wings on A4 sheet of paper.

After cleaning all this out I gave the lower sections of the inner wing a couple of coats of underseal up to 150mm from the bottom of the wing for future protection. (*There was an article on this problem in a recent Enjoying MG magazine*).

I then proceeded to remove the front bumper which proved to be quite easy. This went off the Ashley Motors for a respray and in the meantime, I commenced the wiring of the new fog-lights.



Bumper Removed

This where I need to thank Les Wright for his wiring diagram which he kindly sent to me on our return from the Wye Valley.

Considering that I had spent my working life in the electrical industry, why was auto electrical causing me palpitations? Anyway, I made a start with the wiring from the fog-lights back into the passenger compartment connecting the earths at the designated earthing points in the front storage compartment. This was simple enough but I found the taping of the wiring loom quite fiddly.

After fitting the switch in the centre console, I completed the wiring in no time at all. I located the fuse and relay unit behind the switch which are easily accessible in the future.

When the resprayed bumper arrived, it was an easy job to fit the brackets to the bumper and the fog-lights to the brackets. My issue with the screws that I touched on earlier was that I only ordered twelve from the supplier at the time of purchasing the other items at around 0.90p each. When I realised that I needed another six to fit the lights and that the cost would have been around £15 with the postage. A lot of money for six screws. A trip to my local car spares with a screw as a sample allowed me to buy a pack of ten for £2.80! As Dacia say, "you do the maths"!

Getting back to the wiring, the reason for the relay is that it controls the direct feed to both fog-lights from the battery, which only allows this supply to pass through once the sidelights are on. If you think of the relay as anything magical, it isn't. It is just an electrically operated switch. Turning on the sidelights puts a feed onto the coil of the relay which closes its current "open" state to "closed" thus completing the circuit to the fog-lights. Thanks again to Robin for going out in his garage to check the operation on this for me.

The biggest head-ache was finding the wire to the sidelights. In the workshop manual it was designated as a red/blue wire when in fact, it was red/white. (Thanks Google!).

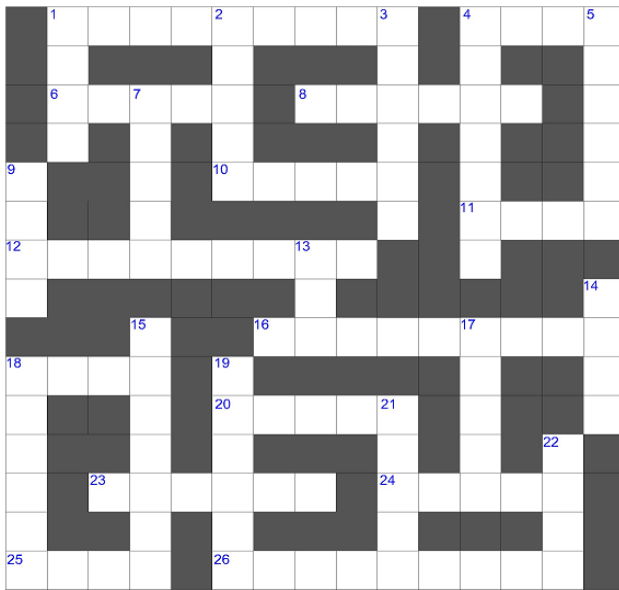
Anyway, job done and I think it makes a big improvement on the car and the front end in my view looks so much better for the work.



After.

May Crossword.

This month's crossword has a nautical theme.



Across.

- 1) Joseph Conrad was noted for this terminology in his book "The Mirror of the Sea" to describe these types of vessels. (4 & 5).
- 4) The term to describe the angle to which a vessel heels to Port or Starboard caused by uneven loading or flooding. (4).
- 6) Surname of the famous English sailor who died in 1596 and was buried off the coast of Portobello, Panama. (5).
- 8) One of Two famous Naval ships that had steam powered engines and screw propellers that became lost in 1848. (6).
- 10) bun-shaped cap at the top of a mast, with holes in it through which flag halyards are passed. (5).
- 11) A Scottish born Naval man who had a sea and a shelf named after him. (4).
- 12) A famous ship which was involved in the Battle of Trafalgar, subsequently painted by Turner. (9).
- 16) Name of a frigate involved in the Falklands war and sold to Pakistan in 1993. (9).
- 18) The middle part of a sail that is purposely made into a curved bag. (4).
- 20) A sailboat with a single mast typically having only one headsail in front of the mast and one mainsail aft of (behind) the mast (5).
- 23) A narrow passage of water connecting two seas or two other large areas of water. (6).
- 24) One of four compass or cardinal directions. (5).
- 25) Any piece of nautical gear resembling a pole and used as a mast, boom, gaff etc. (4).
- 26) A Royal Navy ship launched in 1789 and best known as the lead ship in George Vancouver's exploration of the west coast of North America. (9).

Down.

- 1) The cyclic rise and fall of sea level. (4).
- 2) A line or rope used to control a sail relative to the wind. (5).
- 3) To haul or lower a flag or sail. (6).
- 4) This ship was involved in the Napoleonic wars and in 1807 was famous for her captain whose actions nearly led to England and America going to war. (7).
- 5) Name of a British submarine which sank off Liverpool in 1939 which prompted a safety device for torpedo tubes named after it. (6).
- 7) In front of a vessel. (5).
- 9) A post or pair of posts mounted on the ship's bow for fastening ropes or cables. (4).
- 13) A spirit made from sugar cane watered down to make grog. (3).
- 14) Designating tides midway between spring tides that attain the least height. (4).
- 15) A rope used as a punitive device. (7).
- 17) See 18 down.
- 18 & 17) A device used to suspend a person from a rope to perform work aloft. (6 & 5).
- 19) A mass of land surrounded by water. (6).
- 21) A rescue ship engaged in picking up survivors of the Empire Heritage sunk by a U-Boat (U-482) in 1944. (5).
- 22) A call to draw attention. Used to hail a boat or a ship. (4).

May Crossword Answers.



Club Contacts

Area Secretary & Webmaster - Fiona Sommerville Address: 3 Solent Court, Cornwallis Road, Milford on Sea, Lymington, Hants SO41 0NH T: 07979 856518 secretary@1009mg.org.uk Webmaster@1009mg.org.uk	
Treasurer – Keith Parkins E: treasurer@1009mg.org.uk	
Membership Secretary – Ray Lock E: membership@1009mg.org.uk	
Newsletter Editor – Eric Moore E: editor@1009mg.org.uk	
New Forest Run Entries – Robin Plumley Address: 14 Applewood Place, Totton, Southampton. SO40 8WG T: 07932 648707 E: nfrun@1009mg.org.uk	

Please remember we volunteer to fill these posts, so if you wish to speak to one of us, PLEASE ring before 9pm or at weekends, thank you. Further information can be found on our Website www.1009mg.org.uk