

Southampton & New Forest MGOC

Newsletter



July 2021

Branch 1009

Issue No. 280

Website: www.1009mg.org.uk

Events Calendar 2021

Month	Date(s)	Event	1009
July	4	Moor 2 Sea – Exeter MGOC	
	11	Cotswold Caper – Gloucester MGOC	
	18	Surrey Run – Epsom MGOC	
Aug	15	Breamore House Classic Car Show.	
	15	Bournemouth and Poole MGOC Garden Party at Athelhampton House.	
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 June Newsletter.

This month with the total restriction easing date being postponed, we find ourselves still in limbo over meeting up again, albeit outdoors.

Whilst being extremely disappointing, I am sure that after all this time a few more weeks make little difference.

I would like to thank Peter Bishop for his article on vehicles that he has owned. Peter is a new member and I hope that this piece introduces you to him and his wife Di when we meet up soon.

Nugget was in Beaulieu in June and the first person to provide the correct answer was Janis Anderson. Janis is interested in historic places and Beaulieu was on her doorstep. Well done, Janis. Janis and her MGB.



Due to the uncertainty of the current Covid situation, both at home and abroad, it was decided to postpone the Lake Como trip until 2022. It was disappointing to have to do this but I am sure that many of you have had to make similar decisions with regards to trips abroad this year. Dealing with seven different countries and the possible delays and isolation at borders made it impossible in 2021.

However, we are looking forward to Tamar Valley's "People and Places Run" in September. We have fingers crossed that this will go ahead after being cancelled in 2020. There is a good turnout from the S&NF MGOC for this run with most going to Devon on the Saturday 11th and returning on the Monday after the Run.

I have taken the liberty of including a story that happened to me back in 1974. I hope that you will find it interesting and perhaps, as I am sure, you all will have similar stories to tell. If so please send them to me.

Ruth Dennison, has submitted a friends MGF for sale. If you are interested contact details are on the page.

Stay safe and looking forward to seeing you all soon.

Eric.



Secretary's Scribbles

I am sure I am not in the minority, when I say that I was disappointed when 21st June came and went with the news that we had another 4 weeks of lockdown. It is really hard to plan events and outings when there is so much uncertainty. I have had many members contacting me saying 'can we not just.....' I suppose the answer could be yes but, in all honesty, once an email is put out about an event, we seem to get so many wanting to attend. Which is great however, not great when we are limited to numbers.

Member Mike Etherington has come up with a suggestion – 'Jazz in the garden'. The attached flyer is for an older event however, if Mike can get enough interest from Members he could organise a "special MG one" Time/ date to suit most members... maybe 6-9 on a club night.... If you are interested, let me know and I will co-ordinate with Mike:



Jazz in the Garden Sunday 27th June

**Jazz in the beautiful garden of
CROSS COTTAGE
Burgate Cross ON A338**

Over one third of an acre garden with trees and lawns
SO quite big enough to socially distance
30 people MAX

Ground floor toilet Hand sanitisers,
All Covid rules observed Ample off-road parking

Bring your own food and picnic seats..(some seats and sun brollys available)

"DONATIONS "to BAND....(all professional musicians)
Minimum £5 per head

Extra "donations"
Tea/Coffee/Ice Cream/Soft Drinks.....£1
Wine Red/White.....Small Lager.....£2
1 Pint English Ale.....£3.

Book Early 30 places only

tel. 01725 514423
email megs.1 jazzier @ btinternet.com

Looks like this could be a really good evening – plus a great idea for a picnic too.

I know that some members are going to Epsom MGOC Surrey Run on the 18th July and we also have a group going to the MGF 25th Anniversary Event at Gaydon. Both events were unfortunately cancelled last year. I am happy to arrange for us to travel together to both events if members wish to.

MGF 25th Anniversary information & tickets can be found here:

<https://www.eventbrite.co.uk/e/mgf-register-25th-anniversary-tickets-80709735993?utm-campaign=social&utm-content=attendeeshare&utm-medium=discovery&utm-term=listing&utm-source=cp&aff=escb>

We have 9 cars heading off to Tamar Valley People & Places Run in September plus a similar number of cars heading back to the Wye Valley for a long weekend in September.



Would anyone be interested in a walk? Perhaps not like our usual Isle of Wight walk as the ferries are not easy and timetables not up to full speed however, we could do something this side of the Solent. Perhaps meet up, walk and then picnic. Suggestions welcome.....

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Nothing new to report on the website – I will shortly be putting in the New Forest Run for 2022, which for next year will be on the 2nd Sunday of June the 12th – this is due to the first weekend being a Bank Holiday and most venues are already booked up.

We have secured the start and finish locations – we will later in the year start our meetings and planning.

In the meantime, stay safe and look forward to seeing you all soon

Fiona

Club Regalia

Call 023 8058 3332 - www.carolinestshirts.com

Our club logo is already on their system



Peter Bishop's Vehicles.

Some of the more interesting cars I have owned since passing my driving test on 25 April 1967
by Peter Bishop

MG Midget

Purchased new from Beaconsfield Motors in 1973 for just circa £950 and shared with my wife. It was a 1972 registration - the plate changed on 1 August each year in those days – and we had to wait until one of us was 25 to get insurance!



Great fun and we took it on holidays to Wales, Lake District and Norway but it had to go when our first child was expected. Sold privately and we bought a used Triumph Dolomite with the registration GBH 291K. Strange how you never forget some registrations.



Looking super cool with the '70s hair.

Morgan 4/4 Four seater

My first "hobby" car purchased from Life's Motors of Southport who claim to be the oldest Morgan agent in the world. A 1978 model with a 1600 cc "Kent" engine which I acquired in the mid '80s and sold back to Life's Motors (at a profit!) early '90s due to signs of recession in the South which had not reached affluent Southport.

She was called Delia – the registration plate was DLA.



MGB Roadster

After a gap of a few years without a "hobby" car I felt an urge for a "B" and purchased this 1973 model privately from someone in Caversham, Reading. A "good little runner" at



£3000. I spent some money re-upholstering in navy blue leather and green piping. Had the original Rostyle wheels sandblasted and a few other bits and bobs. Sold privately when we moved to Cornwall in 1997 for circa. £6000.



My regular family car in those days was always a SAAB. In the background is my 2.3 CDS saloon. I started with the new look 900 5-door launched in 1978 and then progressed through a couple of 900 turbos then moving to a 9000 turbo before the one in the picture. I stayed faithful to the marque until the takeover by General Motors – I tried their new 9-3 in 1996 but somehow it

lacked the SAAB appeal and felt more like a posh Vauxhall – which is what it was!

Triumph Stag Mark II

The iconic '70s 2+2 tourer designed for Triumph by Giovanni Michelotti with the distinctive sound from the powerful 3000 cc V8 Triumph engine. This one is an early Mk II registered in 1973. Interestingly just 25,877 were produced over its relatively short production period from 1970 until it ceased production in 1977. 6780 were exported of which 2871 went to the States.



The car was in Carmine Red with black upholstery. Manual gearbox with overdrive, electric windows – yes that was in 1973 - launched to great acclaim in 1970 (a year later than planned), the earlier models gained a reputation for the unreliability of the engine and over heating. This inhibited sales and probably accounts for the short production. However, Stag owners as a breed (it is, I believe, the largest single marque motor club in the UK) are forgiving and the Stag remains a popular and very collectable classic. It used to be said in the '70s

that as a young man you could either own a Stag or get married but you couldn't do both. I had two friends who were Stag owners, both confirmed bachelors, so it was my ambition, one day, to own one. I bought mine when I moved to the New Forest in 2007 and had spare garage capacity. I joined the local branch of the SOC and had some great fun with it including exhibiting at Beaulieu and taking it to some Classic Car rallies. To my eye a beautifully designed car with its distinctive Stag "buuurble" but in all respects a practical car and good to drive.

I sold it when the market picked up after the Coalition Government re-introduced a 40 year rule for Road Tax exemption and she qualified as a tax free car in 2013. It increased the value quite considerably!

Jaguar XK8 3 Litre V8 Coupe.



Occasionally in life one does silly things and acts on a whim. One such occasion was when I decided it was time I owned a Jaguar. Spending a weekend at Beaulieu with my Stag on the SOC stand (celebrating 40 years of the Stag) there was an XK8 for sale – navy blue with cream upholstery. Well overpriced (as most cars for sale at Beaulieu are) so I let it go but I had been bitten. Not long after I found this 1999 model in BRG at a bargain price being sold in Christchurch. It really was very little money for a car of that pedigree. I had it checked over pre-sale by a garage outside Ringwood who specialised in Jaguar and they identified a number of areas requiring attention so I negotiated an even lower price...and I bought it. Bad decision.

I had all the work carried out and assumed that I would be good to go. It had done about 106k miles with several owners and was an amazing drive. With an auto box with Sport mode it was easy to run out of road. However, it was a money pit – electrics, air-con, handbrake cable, battery – you name it and it needed mending or replacing. The final straw was an MOT failure requiring a new replacement sub frame at a cost of almost 25% of the car's value. Took a while to sell and I had to take a hit but all part of classic car ownership – It was a beast but it did look good.



MGF VVC



After selling the Stag and the Jag the garage lay empty for a while until in the autumn of 2019 I decided it was time to try something else. I had my eye on a rather nice Sunbeam Alpine but the thought of buying into an old car with potential headaches (I am not mechanical), and on the advice of a friend, I settled on something sensible. Bought from Beech Hill Garage (just this side of Reading) with under 40k miles on the clock it's a great car and very smart in BRG (I have a weakness for BRG) with cream leather upholstery. She drives really well for her 22 years of life. I have not had as much use out of her as I should, mostly due to the pandemic restrictions, but I look forward to this summer and she will be at Breamore in August.



And the car I enjoyed the most and wished I had kept? – the Stag gets my vote for style, performance and practicality.....and all British.



Peter and Di Bishop

VEHICLE FOR SALE.

This MGF Millennium is owned by the sister-in-law of Ruth Dennison's WI member. The car is offered for sale to club members and can be driven to Bransgore for viewing if anyone wishes to consider purchasing it.

It is a 1999 model and has had only the one owner from new!



Condition is very good, 63k miles, MOT until December 2021. Head gasket replaced in 2017, FSH, frequently used and always garaged.



Contact in the first instance is Stephen on 01425 673459 or dennisonstephen@yahoo.co.uk

Asking price: £2750.

WHERE'S NUGGET?

The six photographs on this page were taken in June 2021. Can you work out the location that Nugget visited. As soon as you know the answer email me at editor@1009mq.org.uk and I will announce the first correct answer in next month's Newsletter.



Oh Dear!



Another lesson for us all. This picture was taken at Lymington this month. The white van was parked on the hill. Unfortunately, he hadn't applied his hand brake. The van rolled back down the hill clearing a plant and shrub stall at the bottom before coming to rest in the shop window of JoJo Maman Bé Bé, children's clothing shop.

Miraculously nobody was killed or injured as the high street was packed with shoppers on a very hot Saturday lunchtime.

Eric – Thank you for this - oh dear indeed. I did see this in the local paper, and it immediately reminded me of something that happened on a ferry! Fiona

A LONG JOURNEY HOME.

I am sure that you all have memorable car journeys that you look back on with mixed emotions but certain trips are unforgettable.

This is a story of my holiday to Torquay and Newquay way back in 1974. At the time my pride and joy, was a 1961 Ford Classic, to give its full name "Consul Classic". I was looking for a car after passing my driving test at the second attempt and came upon 4915 ML on a car sales forecourt on the Barking Road in East Ham, London near to where I Lived at Upton Park. (Yes, where West Ham used to play football).

Finished in two tone Oxford Blue and Rust, it stood resplendent before me, the price on the windscreen £49.00. Like Toad, in "*Wind in the Willows*" it was my must have car. Luxuries such as twin headlights, two speed windscreen wipers, cigarette lighter and column change, I sealed the deal for the princely sum of £45.00. I remember being shocked, when phoning the insurance company, that the premium for Third Party insurance would be £57.00, and declaring, *That's more than the car cost!*



(This is not my car as unfortunately I don't have one of 4915 ML but this lets you know if you were unfamiliar with the Ford Classic).

Anyway, on collection, my first job was to fill her up with petrol, so off to the local petrol station. The first problem for me was – where's the petrol cap? Hunting high and low for what seemed like ages, I found it tucked away behind the flip down rear number plate! Another cool feature on my first set of wheels.

With the onset of the summer holidays my girlfriend and me decided to have a week in Paignton, Devon and then drive across to spend a second week in Newquay, Cornwall. It was planned, as was most drives to the West Country in those days, to leave around or just after midnight and drive through the night to English Riviera.

After finishing work at midday on the Friday, I raced home and purchased everything I needed to undertake a service on the car. In those days I learnt fast about the mechanics of cars as I couldn't afford to use the services of garage mechanics. First the most important thing to do was to clean the car. I sprayed the rusted areas with rattle cans of Oxford Blue, washed it, waxed it, vacuumed it

and made it sparkle. (From a distance). Then down to the oily bits – a change of spark plugs, air filter, oil filter and points and she was ready for the journey that lay ahead. The only other thing that was essential was three 5-gallon cans of Duckham's which were placed in the cavernous boot.



I didn't need to carry out an oil change, the car did it automatically. It either leaked lots or burnt lots or both but used enough oil to keep the Saudi Royal Family in funds for years.

The journey down from Dagenham, from memory was uneventful, I remember stopping somewhere on Salisbury Plain for a cup of Thermos coffee in the middle of the night watching a necklace of red and white lights stringing into the distance in both directions and thinking that I had passed the point of no-return.



Torquay in the 1970's

I think we used nearly two of the cans of Duckham's by the middle of week one, but no other issues with the Classic we set off to Newquay.



Nothing untoward mechanically here. One of the foibles of my classic was the column change linkage. The rubber bushes at each joint had worn out and if you tried to change gear with any speed or force, the linkage fell apart and dropped onto the road. At first, it was a big problem but over time I got used to it and managed to control the selection issue. On more than one occasion though, I had to stop the car and walk back to collect the selector arms and reconstruct the gear linkage.

Finally, Saturday morning arrived and with cases packed I went down to load up the car and undertake my early morning ritual of filling the Classics sump with Duckham's. The ice-cold shock on checking the dip stick will stay with me forever. A substance similar to cream cheese was covering the oil level indicators on the dip stick. Even with my limited knowledge I realised that this was serious. I cleaned the stick put in the remainder of my last can of oil and went back to share to news with my girlfriend, who was busy packing the final items for the journey home.

She didn't seem to be phased by my concerns, oil and water mixed doesn't register with a 20-year-old girl unless it is bath related. Using her confidence based on ignorance I manned up and we set off.

On joining the A30, and my eyes rivetted to the temperature gauge, we pushed on. Surely my car can make it back to Essex. I counted the miles and then yards. It felt like the entire population of Cornwall was leaving the county that day as we crawled through Indian Queens.

When the traffic did flow and air was flowing through the radiator the engine temperature dropped slightly, however, if traffic was slow up went the gauge! After passing Bodmin the moor came into view. I remember trying to calculate in my head how many miles to go to reach the safety of home and would my car make it.

It was just before Bolventor on the A30 when disaster struck. Some 35 miles from Newquay, the most horrendous bang emanated from under the bonnet followed by a cloud of white smoke and enough steam to drive the Rocket, we came to a grinding halt.

I had managed to pull off the road slightly onto the grass. On opening the bonnet, the sight of total carnage confronted me. The engine compartment was covered in the white gunk mixed with various pieces of shrapnel enveloped in a cloud of white smoke.

We both sat in the car contemplating our options. Around us was nothing but the wide-open expanse of Bodmin Moor with the A30 tarmac ribbon disappearing over the horizon. My despondency was compounded by the continuous stream of happy motorists going in the direction that we were facing without a care for my plight.

It was decided that I should walk to find a telephone. After about half a mile the delightful Cornish sunshine decided to morph into grey drizzle and subsequently a torrent of horizontal rain, and at around 2-3 miles, I noticed a bungalow on the other side of the A30. Crossing the dual carriage-way I knocked on the door answered by an elderly lady. *"I have broken down; can I use your phone please?"*. The reply being, "Normally you can, but when it is raining the phone line goes down and doesn't work"

Bidding her farewell, I trudged back to the car. Time was marching on. The rain had stopped and again, I set off in the same direction to try to find a telephone. Things were getting desperate by this time, when all of a sudden, a gold Range Rover pulled over and offered me a lift. The car was occupied by a family who sympathised with my plight offered to take me to Launceston to find a garage. Their kindness remains with me to this day, as after making contact with a garage they

turned the Range Rover around and took me back to Bolventor. On dropping me off, they carried on with their journey home, with my gratitude for all their help on board.

My girlfriend and I sat there waiting for the breakdown truck to arrive for what seemed like eternity. The rain had long since stopped, so I trudged back up to the old lady's bungalow again, and asked if the phone was working could I use it? Thankfully, it was. I enquired why the breakdown service hadn't arrived, I was told that they couldn't find my vehicle. After explaining again its location, I walked back to the car.

As I crested the hill going west on the A30 I saw my girlfriend with the mechanics peering under the bonnet of the Classic. The synopsis was not good. *"You have blown a head gasket mate. The con-rods have snapped and come out through the side of the engine casing. What do you want to do?"*

After some discussion and in fading light, it was decided to have my car towed to their garage and they kindly offered to run us both to Bodmin Road railway station (Now called Bodmin Parkway).



Bodmin Road (Parkway) Station.

With promises from me that I would return (General McArthur eat your heart out!) next week to pay them and to replace the engine we said good bye and waited for the Milk Train in the dark.

At around 11pm the train trundled into the station. Thinking that at that time of night the train would be empty and that we could stretch out and get some rest was an anathema. Every compartment was full of pot smoking hippy types, stretched out on the floor and every other area of the carriages, drinking beer and playing guitars and bongos. We managed to find a doorway to stand in and travelled back to Paddington arriving at around 7am. With a further hour's journey on the capital's underground we finally arrived home at about 8.30-9am.

The next few days were spent organising the return to Bolventor. A Ford Transit was hired for collection on Thursday morning and in possession of the keys, I raced off to Universal Salvage at Plaistow in East London. My collection of spanners and hand tools on board, I enquired about a replacement engine for my 1300cc 3 bearing Classic. *"Have a look in the yard mate, there are some down the side on the right".*

What do I look for? I found about four different Fords but no Classics in the row, however, I was informed by the yard manager that the Consul engine would fit but you have to remove it yourself. Which one do I choose? Of the four on offer I chose one that was red with rust because the bonnet had been taken months previously but upon dipping the oil had the clearest lubricant. My confidence

at this stage was low to say the least. Firstly, I was not convinced that this engine would fit, secondly, does it run? Was it any better than my one? I had no way of knowing. It would be a long trip to Cornwall only to find that I had bought a pup!

The engine was stripped out and I was helped to get it into the Transit by the breakers, aided with their fork lift. I think that I paid £10 for the engine I roped in my father and brother in law to help with the driving and mechanicals.

We set off on Friday morning and stopped overnight outside Exeter, with three sleeping in the van, before driving on to Bodmin on Saturday morning. We arrived at the garage at about 9am in light rain to find the Classic out in the compound looking the worst for wear. It was my first car and my first automotive love and I was determined to get her home, so we started to strip out the old engine.

The mechanics at the garage were the same two who had towed me last Saturday. They said that when we were ready to lift the engine out, we could push it into the garage and they would let us use their hoist to remove and replace the engine and then we could push the car back out and complete the work in the yard.



The garage at Bolventor is still there today and has hardly changed. The garage workshop is to the right by the petrol pumps with the fenced compound over to the left where the Motorhome is parked.

I decided to replace the clutch whilst we had the engine removed which seemed sense to me, so that was done and we finally pushed the car out of the garage while the owners, suited for a night out locked up the workshop. I paid them for the costs incurred in towing and the clutch and they left us on our own and to lock up the yard on leaving.

The moment had arrived, the engine duly fitted, and everything back connected, it was time to try the engine! The joy of the motor firing into life on the second turn of the key was a eureka moment etched in my memory. Some final tweaks of the distributor and off we set. It was dark by now and the Classic was running sweeter than ever before and the relief was palpable. I drove the car, followed by my father and brother-in-law in the Transit. We decided to go for broke and drive straight home with no stops.

It was around Launceston some 10 miles east that I awoke to flashing lights and a car horn to find that I was descending a raised embankment and back towards the A30 at speed. I had fallen asleep at the wheel, left the road and was driving on the side of a grass embankment. Fortunately, for me I managed to control the car and we decided to stop at the next layby to rest and carry-on next day after some much-needed sleep.

We finally arrived home late afternoon on the Sunday, vehicles and people in-tact.

Unfortunately, two weeks later, the Classic was stolen while it was parked in Leytonstone. Two months later the police called me at home to say that the car had been found but by this time I had purchased a Vauxhall Viva HC. I went to see the Ford in the Yard at Leytonstone Police station and had to remove it from their premises ASAP.

A car breaker finally took it off my hands for the cost to me of £10. My first automotive love gone! (My girlfriend followed a few months later but not to the scrapyard).

My memories of this adventure will remain with me forever, I am sure. The kindness of others, the family in the Range Rover, the mechanics and owners of the garage and my family for funding the operation and supplying the much-needed assistance.

In those days of no mobile phones and my lack of credit cards, I managed with my girlfriend's financial help, to resolve an insurmountable problem and get the car home.

We all, I am sure, remember similar experiences; it is all part of the rich tapestry of motoring.

However, in today's world of instant telecommunications, access to services via App based technology, we have lost to some extent the romance and adventure of a good old-fashioned breakdown.

E10 FUEL.

I am sure that you are all aware, the fuel type will change in the UK at the end of this year.

It is the government's intention to move away from the current E5 petrol to make E10 the new standard grade fuel. The change will come in over the next few months but not all cars will not be able to run on it successfully.

The E stands for Ethanol a type of alcohol manufactured from plants and the number relates to the percentage of Ethanol mixed with regular grade petrol. The fuel which we have all being using over recent years has 5% Ethanol (E5), this will change to an increased Ethanol content of 10% (E10).

This proportional change will bring us in line with other countries, such as Belgium, France Finland and Germany.

The point of the change is to reduce the amount of fossil-based fuel use and the Department of Transport states that E10 could cut around 750,000 tonnes of carbon a year, equivalent to 350,000 cars off the road.

Cars built after 2011 should be suitable to run on E10 fuel. You can still use E10 fuel in your classics but the fuel stability is less than our preferred E5 and it might deteriorate if not used and make starting after a long layoff, say, winter off road periods, difficult.

It can also cause damage to rubber seals, plastics and metals. Also, it might not be as efficient as current fuels, so you may find yourself using the petrol station more often.

E5 fuel will still be available at major petrol stations so you need to search out the ones in your area that will continue to supply the old fuel.

You can check out if your car is suitable to run on E10 on the government website below;

<https://check-vehicle-compatibility-e10-petrol.service.gov.uk/manufacturer>

I have tried this but there is no information on any MG models, so not much use to us.

I am sure that there will be further information in MG publications to explain this matter in more detail but be aware of this change from now on.

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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