



MGB

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# Welcome to the MGB Newsletter

**I** guess it's not too late to wish you all a happy New MG Year? This month I have written about my MGB tribulations experienced during the year, as well as a story of the true Marque of Friendship. We have included a flyer for the MGB Register Weekend in the fascinating county of Leicestershire. This event has just been announced; it's great fun so make sure you don't miss out by booking your place as soon as possible, they are being reserved quickly. In last month's *Safety Fast!* the flyer was included for our Spring Run on Sunday April 10. Nicky and I are currently in the process of planning the route from Abingdon to Dyrham Park, all MGs are most welcome to join us, please complete and send your Application Form in.

2011 is an exciting year for the MGB Register. We have just launched our brand-new website, please go and have a look at it. The address remains the same [www.mgb-register.org](http://www.mgb-register.org)

**mgb-register.org.** The contents is much more exciting and informative covering events planned, technical tips and a comprehensive picture gallery of our cars at events last year. There is an opportunity for you to participate by sending in a selection of your pictures which will be uploaded for display. Also please follow the link to the MGB Forum and take part by asking any questions that you are seeking an answer to, or perhaps you can provide an answer to a question posed by a fellow member? The sharing of information quickly is one of the major aims of the site.

The year 2012 will be the 50th Anniversary of the launching of the MGB and we are planning a major celebration at Blenheim Palace, Woodstock, Oxfordshire, for this important event. There is a website dedicated to this event [www.mgb50.com](http://www.mgb50.com) please visit it and register your interest by providing your e-mail address, which will enable us to keep you informed of developments as we approach the celebration date of September 23, 2012

Normally at this time of year I tell you all about my Christmas presents for the car. Well this year I have to report that Santa was due to miss me out. But I have to say that Nicky, who has played the part of Santa for many years, provided my gift of a new engine in the spring, but there was a

The new look MGB Register Website can be found at [www.mgb-register.org](http://www.mgb-register.org)

surprise on Christmas morning... read to the end to understand her generosity,

It has been an interesting few months with the Boneshaker (1964 MGB) most of you will know that I am not much good with a set of spanners but I have learnt a little this year. My problems started back in May when we were taking part in the Spring Run. Some of you who took part will recall our arrival at Westonbirt with the car making a horrible noise. At the time no-one came up with a definitive diagnosis but lots of theories were suggested. It transpired that the clutch thrust bearing was worn out and there was metal-to-metal contact, despite this the clutch was not slipping. With the engine removed to replace the clutch I decided to have the engine replaced as it was of an uncertain age. We knew it had completed 70,000 in our ownership but we had no idea how many miles it had completed in the USA prior to being returned. Once the decision had been made you would think it would be a simple process, but you would be wrong. I guess you will have heard the example of poor communications from the frontline which goes "Send more troops, we are going to advance" being changed when it got to the headquarters to "Send three and fourpence, we are going to a dance." Well that's what happened between me, Richard Chapman of Manor Garage and Paul at Classic and Modern Bracknell, who were going to build my fully balanced new engine.

When I collected the car, I was initially very pleased with the new engine but

quickly became disillusioned as it was very lumpy and performed poorly at low speed due to a complete lack of low end torque but as soon as the revs got above 2500 it performed very well. This performance profile did not suit my requirements at all. In conversation with some friends it was felt that I had a 'high lift cam'. It was suggested that I went back to Classic and Modern and talk to them. They could not have been more helpful, having listened carefully to my tale they confirmed immediately that a high lift cam had been fitted and the characteristics that I described were exactly what they would expect from a fast road engine. Out of the stores came a standard cam along with a gasket set which when fitted would resolve my problem. The proprietor made a phone call to Richard at Manor Garage saying what had happened and Richard agreed to replace the cam with no charge.

Reverting to the standard camshaft has transformed the car, what a difference. Talk about chalk and cheese; the performance is now just as I had hoped. Plenty of low-down torque, with it pulling away easily from rolling speed in second gear and performing sweetly with power in hand. I have to change down for roundabouts, but not into second, third will do, and then it pulls away easily. I am obviously too old for 'fast road' and pleased to be so! The moral to this tale is making absolutely sure that all parties know exactly what you require before you proceed.

However, the saga continues. The new engine is great and we are very pleased with its performance. So what can possibly go wrong now, how about the starter motor? This first showed its horns when we were returning from a Mid-Week Meander, we turned into a left-hand bend and hit a bump, and we thought that a chain saw had been started up under the bonnet. We stopped as soon as possible and with the noise still obvious I opened the bonnet but could not see any problems. I then turned off the engine expecting quiet; however, the noise continued – what could it possibly be? The only way to stop it was to turn off the battery isolation switch. Phew, peace at last! Then I turned on the master switch again with the intention of restarting the



Boneshaker with Dave & Nikki Saunders at Thomas Hardy Memorial Dorset. Photo: Roger Boys

engine; however, as the master switch was turned the engine tried to start, despite the fact that the ignition switch was turned off. What is going on? I then turned on the ignition together with the master switch and the engine started and after a few seconds the noise returned. I removed the white wire attached to the solenoid and the noise stopped. WHY? Who knows! We were simply grateful that all appeared well and we were able to drive home.

That evening I spoke with Tony Gilbert and he came up with the theory that the starter switch was making a permanent connection and holding the solenoid in,

so there was a current constantly to the starter motor, causing the starter to run. The noise was the starter dog trying to engage with the flywheel while the engine was running. The following day, Tony tested the circuit and he confirmed that there was 12v on the lead to the solenoid occasionally; the conclusion was that the ignition starter switch was breaking down, so a push-button starter switch was fitted using a different electrical feed, all seemed well following testing.

The next day I drove to the swimming pool and parked the MG, when I got out I realised that I had not got it far enough

back into the parking space. I pressed the starter switch and there was a clunk but nothing else, the engine would not start. It transpired that the starter dog was now firmly jammed on the flywheel. Tony and Nicky came to the rescue with the towrope. I have to state at this point I was at a very low ebb and was going to sell the car, fortunately Tony and Nicky were both so positive that by the time I had been towed home I was feeling a little more relaxed about it. When Tony had removed the starter motor he found that all the moving mechanism was very tight on the shaft, following a good clean and with some WD40 applied when it was re-assembled it sounded so much smoother. Is it cured? Who knows, let's hope so. I must thank Tony for his support, without his cheerful and willing help I think the Boneshaker might be up for sale. Thanks Tony, a true friend.

Since then I am pleased to say that all has been well, we have completed about 3,000 miles without any further trouble. It has proved very difficult to type this with my figures crossed. So with a new engine and lots of support during the year I did not expect Santa to call; however, there was a surprise package with my name on it under the Christmas tree. With great excitement I opened it and inside was a fantastic radio controlled indoor helicopter. A boys' toy if ever I saw one. There is a very slight drawback, Paddy the Westie hates it so I can only fly it when he is in the garden!

Have fun with your MG in 2011.  
Roger

# The Marque of Friendship

These much-loved cars of ours engender a wonderful amount of friendship and this story I think epitomises this, hence I will share it with you.

Malcolm and Linda Sayers have enjoyed numerous trips to Italy in their MG TD or TC to join in the tremendous events that the MG Club of Italy provide. During these adventures they have made some good friends. One of these is Piero Fusaroli who lives in Terni, just north of Rome, who incidentally is organising a major road run

next June to the Mount Olympus area in Greece, e-mail him if you are interested in this event at: info@fusaroli.com. Just imagine Malcolm's surprise when Piero asked him this year if he would look out for an MGB Roadster for his daughter Giorgia and her husband Simone, the reason for the request being that there is far more choice of cars in the UK. This, as all of you know only too well, is a considerable challenge as it's hard enough to buy an old classic car for yourself let alone for a friend's

daughter. But Malcolm, who is something of an expert with MGs, having completed a fabulous job rebuilding a 1949 MG TC as his winter project. This car is known as Miss Daisy due to its bright-yellow colour when first obtained via eBay. But buying an MGB is a very different kettle of fish!

With a budget figure of £6,500, Malcolm threw himself into the task checking the small ads in various magazines and searching the Internet for possible examples. He went to have a look at eight,



Ready to go to Thacham. Photo: Roger Boys



Giorgia & Simone, Malcolm & Linda with the B. Photo: Edd Sayers

but, as is often the case, the advert and reality were somewhat different. Eventually he located a couple of examples, which sounded promising, in stock with SMR ([www.mgsforsale.com](http://www.mgsforsale.com)) two birds with one stone was worth a trip to Potters Bar and meet Barry Pryke who runs this company, which specialises in buying and selling MGs. The owner and staff were very friendly and laid back allowing Malcolm to spend a happy hour or so climbing in and crawling under both examples. The Black 1972 MGB looked as if it would fill the needs, the condition of the bodywork was good with no major signs of trouble, the engine bay was similar needing just a little tidying up, the mechanical components were also good for its year, having had a new engine within the last 10 years and covered only 5,000 miles.

Malcolm emailed to Piero enclosing numerous photos showing the car from lots of different angles. Within a couple of

days, the phone rang with Perio saying he was interested and had been in touch with SMR and had agreed a price that suited both parties. What next, well Malcolm offered to go in his son's Transit car transporter to collect the MGB and return it to his home in Thatcham Berkshire where the car could be collected when convenient; this is where I came in. I heard that Malcolm was due to collect the MGB and offered to act as assistant or just company, so bright and early we set out for the 200-mile round trip. We were made very welcome when we arrived, getting our first cup of tea and having an opportunity to talk with a Frenchman who was in the process of collecting his white MGB. He was just about to set off to the channel tunnel for the trip to Paris, his lifelong dream of owning an MGB fulfilled.

Malcolm was keen to recheck the car before making the purchase so we set out on a test drive and all seemed well until

I mentioned the overdrive, which did not appear to be working. This proved not to be a major problem as the wire had come off the overdrive switch. With the deal done, it was all hands to the pump to load the car onto the transporter and we set out to return to Berkshire.

With the MGB at home and the plan made for Giorgia to collect the car and drive the 1,000 miles back to her home in Terni, near Rome, could Malcolm just let it go? No, of course not, he spent the next couple of weeks enjoying himself in his garage preparing it for the mammoth trip. When Giorgia and Simone came to collect the car they stayed with Malcolm and Linda who took them out for couple of days. One of the trips was to visit the spiritual home of MG in Abingdon and, of course, MGCC Headquarters, Kimber House. They also had a very traditional evening watching a limited over cricket match where Linda and Malcolm's son was playing, Malcolm explaining some of the rules, which totally baffled them. We guess that this will not be another export to Italy!

The trip home proved to be trouble-free travelling via Belgium, Luxembourg, France, Switzerland and into Italy via the Gotthard pass. The car is now in regular use providing lots of enjoyment, taking part in numerous MG events in sunny Italy. The job well done by a true friend.

It's rumoured that the search is on again for an MG TC; will Malcolm take up the challenge? Watch this space!

Roger Boys



The B stops at Bellinzona on the way to its new home. Photo: Giorgia



# MGB REGISTER SOCIAL WEEKEND

**9th - 12th September 2011**  
**The popular MGB Register Social Weekend is**  
**going to EAST MIDLANDS in 2011**

The event will be based at the Best Western Rockingham Forest Hotel, NN17 1AE, which is located eight miles east of Market Harborough. The hotel has recently been refurbished and all rooms are to a good standard. For full hotel information check out [www.bw-rockinghamforesthotel.co.uk](http://www.bw-rockinghamforesthotel.co.uk).



The format for the weekend will follow that successfully used in previous events, with all-day scenic runs visiting places of interest on both the Saturday and Sunday. This often-unexplored area of the country is full of fascinating villages, beautiful countryside linked together with some interesting rural roads. We plan to find them for you in the counties of Northamptonshire and Leicestershire. On the Monday, we have planned a visit to one of Britain's engineering masterpieces, join us to find out where and what it is before setting off on your journey home.



Costs have been held at similar levels to previous years, £320 for the hotel covering the three nights of September 9–11 for two persons sharing a double room on a Bed, Breakfast and Evening meal basis, in addition there is an administration charge of £30.

**To enter please send your completed application form, together with a cheque for £30**

Your entry will be acknowledged and details of the special MGB Register booking reference code will be included, on receipt of this you will be required to book the special package with the hotel direct

## Booking Form for MGB Register Weekend 2011

<b>Driver's Name</b>			<b>Co-Driver's Name</b>		
<b>Address</b>			<b>MGCC Member No</b>		
<b>Post Code</b>			<b>Email</b>		
<b>Phone No</b>			<b>Mobile</b>		
<b>MG Model</b>	<b>Year</b>		<b>Reg No</b>		<b>Years Owned</b>



Harringworth Viaduct



Geddington Cross



Lyveden New Bield

**Post entry to: Bernard Renger, Conifers 18A Main Street, Sutton Bassett,  
Nr Market Harborough. LE16 8HP  
Cheque made payable to the MGCC MGB Register.**