



Welcome to the MGB Newsletter

Autumn is well and truly here and the signs are clearly visible with the trees turning to a selection of wonderful colours reflecting the dappled light of the sunshine, the best way to see these are without doubt from the seats of an MGB with the roof down. The Boneshaker (1964 MGB) has done its best to experience this phenomenon but has been thwarted as we have chosen wet and rainy days more often than not! We have not given up, as the magical day will

come and we will be there to enjoy it!

We have contributions this month from David Broadhurst on the story of his excessive oil consumption! Geoff Edwards has written for us about another successful MGB weekend. I have reproduced an email exchange that I had with Roma & Tony Row, which is in a way a welcoming of new enthusiasts to the world of MGs. John Watson has updated us on the evolving plans for MGB50 for 2012. I have

written a few lines on the second of the MGB Lectures.

The library of contributions for our next four-page spread is completely empty. I simply refuse to believe that no-one out there has a story which will entertain our readership. Please prove me wrong and put pen to paper or in the modern terminology type and email your story and share it with us all. Here is one suggestion for you, how about a year with your MGB?

What does a breather control valve do?

I have had JCP 600F my Mk I 1967 MGB GT for some three and a half years now and gradually its wear and tear is being sorted out as it manifests itself. Whilst trying to maintain as much of the car as it came out of the factory one has to accept that nine previous owners will have changed some things, engine, clutch, gearbox, overdrive that I know of from the box file of receipts I inherited, and that time will cause some necessary refurbishment. I have changed the front seats, the wheels, the cylinder head for an unleaded version, petrol tank and pump, rebuilt carburettors, solenoid and electronic ignition which makes me more confident that I will get to wherever I am going with a reduced chance of mishap. The car looks right, runs right and has not had all its past restored away.

Having said that, I haven't been to many places in it. I live in West Cornwall and the longer one lives down here the less incentive there is to go 'up country'. We got to MGLive! in 2007 having just acquired the car and had to immediately buy a new exhaust. What I'm driving at is that I did not take a lot of notice of the oil consumption but just topped up as required and put it down to my infrequent driving of the car (bright days only) and four years out of the previous six with last owner sitting, unloved, in a barn.

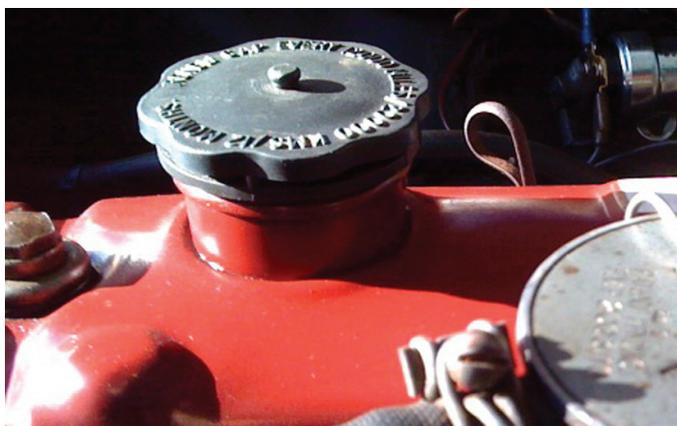
It was the trip to Sherborne, Dorset for the MGB Register 2010 weekend which got us out on the road. I was sure we would get there and do the two runs and return safely. It's not too far and I was happy with the way the car was running. Straight through the MOT – no advisories. So, off to Dorset Friday morning, A30,

traffic appalling but the car coped well. It got warm, but I only had to turn the heater and blower on for a short time in a five-mile jam on Bodmin Moor. We did 160 miles in four hours but used a pint of oil. I had put a pint bottle in as a precaution so that all went in the sump.

By Saturday lunchtime I was worried about the oil situation. We were running low. I bought five litres of 20W 50 in Dorchester and decided to cut short the run and go and consult Mike Rolls MG Services, who was providing support. Welcoming cups of tea were consumed whilst he quizzed me on what I knew about the engine. It had been changed in 1998 and has since done about 13,000 miles. Have you changed the diaphragm in the crankcase breather? What? I didn't know if or when it had been done, I hadn't in the 2,000 miles or so I had owned the car and I doubted the previous owner had changed it in the six years or so he had owned it, after all it had sat around for much of that time. Off it came and there was oil on both sides of the diaphragm, so it was porous. It, apparently, shouldn't be. Mike put another one in, £6.00, and explained. It should be renewed at 12,000 intervals along with the oil filler cap, which is where ventilation air is drawn in through a filter in the cap. The breather control valve partially closes at high induction vacuum to prevent excessive air flowing through the engine. The fumes from the crankcase are drawn in through the inlet manifold and then burnt in the combustion chambers to prevent the emission of fumes from the crankcase. If the diaphragm is perforated it will not properly close, which will cause a greater flow of air through the crankcase and allow oil to be drawn up into the inlet manifold and burnt, hence my excessive oil consumption. It wasn't enough to make blue smoke but it was burning oil. I have no idea when it might have been changed. It was almost like running on two stroke!

Since then I have driven about 850 miles and not used any oil. The performance of the car is markedly better as well. It obviously prefers to run on petrol/air mix rather than petrol/oil/air mix. My limited miles per year were not allowing me to see that there was a problem, only a good run showed it up. It proves what is so often said... MGs like to be used not just polished. I have not been any great distance from home since that weekend. But Newquay and return is 60+ miles and my MG is behaving itself; let's hope that it continues to do so.

David Broadhurst



A recent e-mail exchange

From: A ROE
To: Roger Boys
Subject: Rallye International Du Pays De Fourgeres

Hello Roger

I wondered if this would be of any interest. We have recently returned from France where we participated in the above classic car event. This was the 17th year that this get together has been held; it was based on the Cherbourg peninsular.

Over 160 cars took part and the variety of vehicles involved was amazing. The oldest car was a 1903 Darracq model G, our 1968

MGB was the youngest. There were two other MGBs, both from France, an MGA and an MG VA Tourer, both from the UK. We were blessed with dry weather and beautiful coastal routes which were practically deserted. Along the way we visited Chateaus and various other points of interest giving us a real sense of the history of the area.

This was our first rally in mainland Europe which we thoroughly enjoyed and we cannot wait to try another.

The photograph shows our MGB dwarfed by two 1930's Sunbeams.

Roma & Tony.

From: Roger Boys
To: A ROE
Subject: Re: Rallye International Du Pays De Fourgeres

Thank you for this. As I know so many people in the MG world I am having difficulty in placing you at the moment (a sign of getting older!!). Perhaps you would be kind enough to send me more info regarding yourself.

Very many thanks.

Roger Boys

From: A ROE
To: Roger Boys
Subject: Re: Rallye International Du Pays De Fourgeres

Hello Roger

We are Roma & Tony Roe and we live in Wedmore in Somerset. We purchased our MGB Reg. no. ODD 420F at the beginning of September last year, so we are new to classic cars.

Our first outing was the Spring Run with the MGB Register in April, which we enjoyed immensely. During the day at Durham House we met you, although very briefly.

We are looking forward to being involved in a lot more events and hopefully will bump into you at some of them.

Best wishes,
Roma & Tony



MGB Register Weekend September 9–12 2011

One of the high spots on the MGB Register calendar every year is the Register Weekend and this year it was up to its usual high standard. For 2011, the man in the organising hot seat was Bernard Rengger with assistance in the entertainments department by that well-known raconteur, Roger Boys.

The base for the weekend was the Best Western Rockingham Forest Hotel, a few miles from Market Harborough, where we were well looked after. Despite the weather forecast for the weekend, which certainly did not look at all promising, the rain stayed away and the brave with Roadsters were able to have their hoods down for a bit of a blow! There were a total of twenty-three cars which included four 1964 MGB Roadsters, a further six Roadsters, eleven MGB GTs and two MGFs (the two missing MGBs were having small and large rebuilds!).

The weekend started on Friday, with cars gradually arriving through the afternoon and everybody checking in and collecting their



MGBs through ford by the old bridge at Geddington.

information pack, ready by early evening to visit the Fernie Room for a drink and chat with old and new friends before dinner. John Watson, MGB Register Chairman, welcomed everybody to the weekend event and hoped that they would have a great time. Following a good meal and to help in getting to know the others at each table even better, Roger Boys had the assembled company take part in a general knowledge quiz, which certainly worked according to plan. Those on the table with the highest score each received a prize – a very special prize an MGB50 **SPONGE!**

Saturday morning, following breakfast for the drivers and passengers, the cars (and occupants!) started out on the day's run of about 100 miles covering two areas of Northamptonshire. Just to add a further bit of interest, there was a quiz which included questions on the day's run but also MG-related ones. The navigation was by use of Tulip diagrams and the information pack also included details of some of the historic sites. These included the battle memorial and site of the Battle of Naseby on June 14 1645 – a key turning point in the Civil War; Brixworth Church with part dating back to Saxon times; a memorial to USAF air crew who flew secret missions in 1944/5 from a base near Harrington; together with Lyveden New Bield where an unfinished house and garden was built by Sir Thomas Tresham between 1595 and his death in 1605 – the stone building owned since 1922 by the

National Trust, has survived 400+ years with no floors, windows or roof. The villages of this area rival those of the Cotswolds in beauty but without all the tourists.

Having returned from the very enjoyable Saturday run, the Fernie Room again beckoned for liquid refreshment, followed by dinner and Dodgy Roger's Master Quiz 2011 with a BB question round – all the answers started with 'B and B'. This was followed, when food had been eaten and wine glasses moved to the side, by a Build a Tower Competition – with marshmallows and spaghetti, the winning table being that with the highest structure (simples!). The biggest problem seemed to be, that with all the excitement of the evening, the temperature in the room increased, which had a detrimental effect on the strength of the marshmallows, causing many masterpieces to collapse. The MGB Register people would not be beaten, and after each collapse another structure was started, mind you some people were seen to be eating the marshmallows.

The next morning was Sunday, which was to concentrate the mind of the assembled crews – particularly as, although the weather was dry, it was quite windy. This was the morning to decorate the MGs with flags, which could be any size, but must not touch the ground and the car had to be driven a short distance. Prior warning had been given for the event, which resulted in some amazing constructions, some of which had taken many hours to produce. The eventual winner, however, Neil Hyett, had incorporated a picture of our Roger as the pirate 'Jolly Roger' in his design (apt I believe), which may have swayed the result!

After all this excitement, there was a Sunday run of some 70 miles which crossed into Leicestershire, Rutland and briefly into Lincolnshire. Again the route, which was organised by Roger Cooper, used Tulip diagrams and included some gated roads, which required the gates to be opened and closed after passing through. As on Saturday, there were many places of interest including Eyebrook Reservoir where the Dam Busters trained, Nevill Holt Hall which was owned at one time by the Cunard shipping family,

Rutland Water and Rutland Water Park, which is an area of some 4,200 acres and has a 25-mile circular track for walking and cycling. Many cars took advantage of a stop at Burghley House after travelling thought the interesting picturesque town of Stamford to either visit the magnificent house or stretch their legs in the park or simply enjoy a cup of tea and a sticky bun in their café. The journey back to the hotel incorporated fine views of the splendid Welland Viaduct which carries a railway and is the longest masonry viaduct across a valley in Britain.

As you may now have guessed, with the completion of the run and the return to the Hotel and a short relaxation, everybody headed for the Fernie Room to discuss the day's activities, enjoy a drink and look forward to the final dinner of the weekend. During the evening, photos taken over the weekend were shown and were a reminder of the good time everybody had enjoyed. John Watson had spent some considerable time loading the results of many budding David Bailey efforts into an excellent slideshow. As always, Roger B was assisted to great effect in the entertainment activities by Nicky (his better half); probably also behind the scenes by Paddy the dog – if the truth were known. The penultimate activity arranged by the Boys' Brigade was the Name a Star competition which was 'simply' for each table to put names to a series of stars, who might have had their stardom some while ago. The final item was to be an MG song based on the Twelve Days of Christmas tune but with somewhat different words. This sounded easy until each table realised that they only had to sing the words printed in red on their sheet – different red bits for each table and they only stood up and interpreted the words with frantic actions when they sang their line. Each table was given a previously trained helper and, after one practise, the MGB Register MG Song Choir performed to perfection – well nearly! During the evening a raffle was held to raise money for the local Air Ambulance organisations, which resulted in the magnificent sum of £175, thanks to all who contributed.

After all the activity of a full weekend, Monday morning came around rather too



Flag Competition winners Neil & Jenny Hyett.
Photo: Roger Boys



Lisbeth Pratt's MGBGT with others at Naseby Battle site. Photo: Roger Boys



Build a Tower Competition. Photo: Robin Cloke



The line-up at Lyveden New Bield. Photo: Roger Boys

quickly and various people had to depart early to return to the world outside MG. Others were able to take a further road run through the Northamptonshire and Leicestershire lanes to visit Foxton Locks which are ten locks in two five lock staircases. Next to the locks is the site of the Foxton Inclined Plane, which was designed to take boats up and down the Inclined Plane, but was dismantled in 1926. Following this visit, everybody made

their separate ways home, probably reflecting on the possible delights of canal life!

So, as ever, a good weekend was had by all. Many thanks must go to all those involved in the organisation of the weekend, but particularly Bernard Rengger, whose wife, Judy, spent most of the weekend in hospital undergoing tests. It was good, however, that they were both able to attend the final dinner on the Sunday evening.

The MGB Register events for next year will be somewhat different as the Committee members will have their hands full organising the events for the celebration of the 50th Birthday of the MGB. The Party at Blenheim Palace on **September 23 2012** will be the principal event – please join me in wishing them well; I hope to see you there!

Geoff Edwards.

MGB LECTURE TWO: Vulcan to the Sky

Early in October, the MGB Register promoted the second in the series of their lectures featuring Great British Engineering Projects. The report featured below was written by the Vulcan to the Sky team for their online e-mag. It sums up the success of the night.

'Over 320 guests arrived to see Robert Fleming and Martin Withers give excellent presentations last night in the ideal surroundings of the Amey Theatre at The Abingdon School in Oxfordshire. With a huge projection screen, at least 20 feet in width and excellent acoustics, it was an ideal setting. The audience assembled from members of the MGB Register who organised the event, and others from the general public, enjoyed the first presentation from Robert Fleming, our Chief Executive. Robert told the story of the Vulcan aircraft type, their significance during the Cold War era, and the subsequent role as a much-loved display aircraft before retirement from RAF service. He then explained more about XH558 and the fight to return her to the air, explaining the many obstacles that had to be overcome, both legally, technically and financially. After a short interval for refreshments and merchandise shopping, Martin Withers took to the stage to give a blow by blow overview of how his role in the Falklands conflict unfolded. From what seemed

a casual training exercise to learn refuelling, to being sent off to Ascension Island in the mid-Atlantic, to being reserve attack crew on take-off with an expected return to the bar in less than four hours, to suddenly being thrown into lead position, an eight thousand-mile journey and a near sixteen-hour flight. The result was what we know today as Black Buck 1 and the successful mission to lay bombs on the runway at Port Stanley Airfield signalling the start of the fight back for the islands. Many thanks must be given to Roger Boys and John Watson, and the MGB Register team who worked tirelessly through the night. Merchandise sales were very brisk and John also presented Robert with a donation of £500 from proceeds of the event.'

There is a book entitled *Vulcan 607*, written by Roland White, which is a splendid read and would make a great Christmas present. It covers in a very realistic way; you are almost flying the aircraft, the fantastic achievement of the RAF logistical exercise which enabled Martin Withers to complete the raid on Stanley Airfield. To obtain one and find more details on the Vulcan to the Sky go to www.vulcantothesky.org/

It just remains for me to say a huge thank you to everyone who played a part in putting the highly successful event on. Roger Boys

MGB Register, Chairman's Report, November 2011

2012 and the 50th Birthday year of the MGB will soon be with us.

The MGB Register, MGOC and MGCC have been working very closely since 2010 organising various events for 2012.

Last month you had the opportunity to enter into the Birthday Run to Gaydon, I know some of you may have been here before, but we understand they will be displaying various unseen MGB items on Sunday, April 15 for MGB50.

All details of our Birthday year will be on www.mgb50.com so please keep viewing, with printed information in *Safety Fast!* We would like to get as many MGBs together at Blenheim Palace on Sunday September 23, especially if you have a 1962 model we would like you to contact us.

Are you a Facebook person? If so, have you become friends with our MGB

Register page? We are also on twitter at twitter.com/mgb50th for the latest up-to-date comments or to keep in touch with us.

Our friends in the Midland Centre are telling us they still have a couple of spaces for the Welsh Rallye in May, if you fancy a good weekend in Wales: contact Andy Robson, tel 0121 453 1595.

We have been contacted by a motoring journalist who would like to compare MGBs with conversions fitted in the '60s by Downton, Derrington, Janspeed and

Nicholson, if you have such a car please contact me.

If you are going to the Classic Car Show in November, please come and say hello to us, we will be promoting MGB50 on the MGCC stands. Looking to 2013, some of us intend taking our MGBs to Scotland for the European Event; let us know if you want to join us.

Happy MGing,

John Watson (tel: 07770575236

email: john.watson45@ntlworld.com)



My pull handle MGB EBW 45B, back on the road after its restoration.
Photo: John Watson