



SOUTH ESSEX MG OWNERS CLUB NEWSLETTER

Area 0906

www.mgowners.freeserve.co.uk

September 2006

Last Month

Joining us for the first time were Tanya and Jason, who have a Silver MGF, Paul and Janis, who have a Wedgwood Blue MGF, Steve and Pam, who have a Trophy Blue MGF and a X-Power Grey MGZR, David and Rhona, who have a Trophy Yellow MGF, Larry and Pat, who have a Mineral Blue MGB Roadster and a Green MGBGT, Barbara and Frank Bolt who have a Red MGF, John Stillwell who has a Bronze Yellow MGB and a Blue MGZT and finally Roger and Barbara who are looking to acquire a MG motor car. Welcome to the club.

Recent Events

On the 19th of August John organised a day at Silverstone where the Bentley Drivers Club held their annual meeting. I did not attend but John has very kindly prepared an account of the day for us.

BENTLEY DRIVERS CLUB MEETING AT SILVERSTONE 19 AUGUST 2006

John, Halva, John and Ann left The Lodge at 7.30am en route for

Silverstone to watch the Bentley Drivers' Club Meeting. The weather was fine and enabled us to drive with the hoods down. We had an uneventful drive round the M25 and a short run up the M1 and joined the A5 for a further pleasant drive to Silverstone. Just before we reached the track we pulled in at an old style traditional transport café, the Super Sausage. Inside, there was a strong motor sport theme with many photographs of racing drivers round the wall. Meals were chosen from a selection under the headings of Formula 1, Formula 2 and so on depending on your appetite; it was good value and very tasty. We then continued on the back roads through some pretty villages.

On reaching Silverstone we were pleasantly surprised not to be charged for entry; everyone was a guest of the Bentley Drivers' Club. We parked up and made our way to the pits to have a close look at the cars. There was a wide selection of vintage cars, not only Bentleys but also Aston Martins, Lagondas, Jaguars, Morgans, MGs and many more interesting marques. Everyone was extremely friendly and all the cars were accessible. There were a total of 416 entrants but not all raced.

After an enjoyable hour or so looking at the cars we took our positions in the stand, giving a very good view of the twisty part of the circuit and a lot of the start and finish straight. The 10-race programme started with many good encounters between the entrants with no holds barred, considering the age and value of some of these machines. Of particular note was a 1929 Napier Bentley Racer which sounded glorious and went very well, winning two races. By the middle of the afternoon the weather broke and the rain started and it turned a good bit colder. The wet track made for some interesting racing, particularly two 3-wheeled Morgan Aeros, which went well and beat many of the more powerful cars. Unfortunately the last race was stopped due to an accident when a driver of a Mallock lost control in the wet conditions and hit the Armco barrier. When we left, the emergency services were still trying to get the driver out of the car and we can only wish him well. On the way home the rain continued heavily at times, which put my fast speed wipers to the test which they manfully passed. As we neared London the weather cleared and we finished the journey in dry conditions.

I would like to thank John for suggesting the day which was extremely interesting and enjoyable, and I look forward to next year's meeting, probably minus Ann!!!

JOHN B

On Monday the 28th August, Bank Holiday Monday, we held our annual picnic at Marks Hall at Coggeshall.

Leaving the Lodge at 10:45 in 17 MG's and 1 Scooby, we made our way via Tiptree and upon arrival were directed to a designated area allowing us to park our cars and erect the club gazebos well away from the main car park.



Fine line up.

The weather was not quite as bad as the forecast had predicted with sunny intervals, although there were quite a few gusts of wind which thankfully didn't uproot the gazebos!!!



Lunch in the Sun.

We did endure a couple of torrential downpours, one with hailstones, which meant everyone taking cover under the gazebos which proved a little hazardous when rain collected between the two forming large puddles, thus soaking one or two members when they were disturbed!!



Rain Stopped Play! (Courtesy Bill Wood)

Undeterred, we all managed to enjoy our picnic without getting wet. A few games of croquet and Petanque were played although the pitch didn't lend itself to them, but everyone rose to the challenge! Most took a leisurely stroll around the beautiful gardens followed by afternoon tea in the tea room. All in all, another successful picnic. Our thanks to Keith and Alison for arranging this once more for us.

Secretary's News

Following on from last month the MGOC member in Newbury (John) is still trying to trace information on his recently acquired 1971 MG Midget. Bill & Bill have both suggested who the original dealer may have been Out member Pat Tracey very kindly passed on some information to me which I have forwarded to John. I now know that the car bears the registration mark AJN 734K which Pat is certain is a Southend on Sea registration so the Chelmsford dealer may in fact be a red herring. So the same question again, does anybody recall who the British Leyland dealers were in Southend at that time. Thanks to everyone for their help thus far.
Barry

What's On

Friday 8th~Sunday 10th September 2006

Club Weekend at Potters Leisure Resort, Hopton-on-Sea.

Monday 2nd October 2006

Club Night from 8:30 pm.

Saturday 14th October 2006

Bowling Evening, at Madison Heights, Maldon.

Sunday 29th October 2006

Chinese Buffet Lunch, at the Maypole, Tiptree.

Events from other clubs

Saturday 16th~Sunday 17th
Classic Car Show Isle of Wight.

Sunday 17th September
Norwich MGOC 9th Memorial Run.

Members Corner

Technical Issues

*FITTING SPAX FRONT SHOCK
ABSORBER CONVERSION TO 1968
M.G.B. ROADSTER*

It may be of interest to some members to learn of my recent experience when fitting Spax adjustable shock absorbers to my M.G.B Roadster.

Over recent weeks I had felt that the front shock absorbers were becoming less and less effective. The final straw was a dangerous amount of under-steer when returning home from the recent visit to Chartwell (which was a very enjoyable day out!).

Having decided to fit new shock absorbers the decision had to be made whether to go for re-conditioned original lever type or the modern Spax conversion. I decided to go for the latter on the grounds that the original lever type was not the best even when new!

The two major problems that I encountered were that you have to use the existing lever arm shock absorber as the top-locating arm but drain out the oil. The modification plate fits under the old lever arm shock absorber and the holes do not line up precisely. I eased out the holes on the plate with a slightly larger drill.

The real issue is on the right side where the pinch bolt on the lever arm fouls on the modification plate. This was overcome by filing a small amount off the lever arm on the pinch bolt side and elongating the holes in the modification plate. This does not apply on the left side because the pinch bolt is on the opposite side to the modification plate. The other issue was that the new shock absorber did not line up between the top and lower brackets. This was overcome by machining a .324" spacer, which took up the free-play in the lower arm.

Conclusion

I have been very pleased with the results even though I have yet to find the optimum setting. The ride and handling have vastly improved and I believe the modification kit to be a worthwhile investment. It must be said that I am comparing the Spax modification against worn out lever arm shock absorbers so whether new

lever arm shock absorbers would have shown the same improvement, I am not in a position to judge. I have been so pleased with the improvement my next purchase will be to fit them to the rear.

If anyone would like to discuss the modification in greater depth please do not hesitate to contact me.

John

Thanks to John for submitting this article.

For Sale

Mike B has the following items for sale:-

Four 14" wire wheels (in need of tlc). All have nearly new tyres and there is a spare new tyre as well. There are a number of octagonal spinners (8tpi) all for the princely sum of £80.00.

Seat covers in autumn leaf £30.00.