



Newsletter May 2018

Spring Breakfast Run – Saturday 21st April

Nine cars met up at The Waddesdon Deli at The Westcott Venture Park on Saturday April 21st, at 09.00 where we partook of a substantial breakfast before we set off on our spring run. Afterwards Clive Wayland gave us a briefing and handed out Tulip roadbooks for our drive along mainly country roads to The Imperial War Museum's site at Duxford, to the south of Cambridge, and after a photo session from our own Jake McNulty, we then set off.



Preparing to Set Off From The Deli



Brian Raring To Go

The drive was not without incident, as somewhere near Sundon we lost David Patrick-Brown, whose low coolant alarm on his TF sounded and he had to pull over. His coolant loss was quite severe, so unfortunately he had to turn back, but he eventually returned home safely, so he will be busy for a while sorting the leak out. The rest of us met up in the car park in Duxford before going into the museum site, since Clive had arranged a Group entry ticket.



Waiting to go in at Duxford

The Duxford site is very extensive, so we spent a pleasant day in the sunshine wandering through the hangars where restoration and maintenance work was being carried out on the famous planes, and watching a variety of Spitfires, Mustangs and other iconic planes taking off, landing and beating up the airfield. Another fascinating building holds the American collection, which includes the enormous B52 bomber, a B17 Flying Fortress, a B29 Superfortress, an SR-71 Blackbird stealth bomber and lots, lots more. Unfortunately and all too soon it was time to head for home as the clouds were building and rain was threatening – in fact Jackie and I had light rain from Bedford to Milton Keynes on our way back, but by keeping the speed up, we didn't get wet in the open RV8, all raindrops passing over the cabin! Jack and Debs Martin were less lucky – they hit a pothole on the way back which punctured a tyre, and they had to wait for 3 hours before the RAC arrived to sort them out. They had to pull over onto a grassy bank for safety,



otherwise Jack would have fixed it himself.



Iconic Battle of Britain Pair



Blackbird, with Superfortress behind

I was contacted by the Bucks Herald when I got back, and they intend to print an article and photo of the day's event in this week's edition, so look out for a copy! *(see below)*

Bicester Heritage Sunday Scramble Sunday 22nd April

I was too late to get a ticket for this, but wandered down there anyway to watch some of the cars coming and going, and to see a selection of vintage planes flying around the area. Jack Martin and Roger Withers were scheduled to go, so if you are interested, have a word with them at the next club night to find out what went on.

May Club Night – Monday 14th April

Our own Brian Deacon is going to talk to us about damaged aircraft recovery in a talk entitled 'When The Passengers Have Left'. This promises to be very interesting indeed. Not to be missed.

As always when we have visiting speakers, members of our neighbouring clubs and natters are more than welcome on the night.

Upcoming Events - Dates For Your Diary

Sunday 20th May from 10.00am - Chiltern Hills Vintage Vehicle Rally

Aylesbury – Bucks County Showground, Weedon. I shall be in The Aylesbury Tuck for breakfast at around 09.00 before setting up our pitch, so please come and join me there!

Sunday 20th May – Thames Valley Sports Car Day at Hambleden

You may recall that we were going to arrange a club picnic outing to this event last year, but couldn't get any details of the arrangements and it was subsequently cancelled. I have received an e-mail from Sue Hedley of the Jaguar Enthusiasts Club reminding me that the event is on for this year. Unfortunately it clashes with the Chiltern Hills Rally, but some of you may want to go to this very good event if you weren't planning to go to the CHR. Hambleden Village really is a great location.

2nd - 3rd June - MG Live at Silverstone

The annual MG extravaganza, the biggest MG show on Earth. Visit the dedicated website as details unfold - <http://www.mgcc.co.uk/mglive/>

23rd - 24th June - Flywheel Festival, Bicester Heritage

This year the Classic and Sports Car magazine, who have in the past held their own annual show



at Alexandra Palace, is combining with Bicester Heritage for a combined Flywheel Festival. Already a top event for the family, this should make the show even more feature-packed. And if you are a C&SC reader, you get 20% off the admission price! Got my ticket already

<http://bicesterheritage.co.uk/events/flywheel-festival/>

Tuesday 26th June – Chesham Pride of Ownership

Our neighbouring Natter's annual PoO evening, at the Chesham and Ley Hill Golf Club from 18.30. A week before our own PoO, this is an ideal opportunity both to support our friends at Chesham, and to prepare our cars for our PoO!

Please see the flyer attached to this e-mail for more details.

July - Buckingham Classic Car Show To be held at Gawcott (no date yet).

Monday 2nd July – AMGC PoO

Our own PoO – not to be missed. Starts at 19.00 at the Waddesdon Dairy. Get polishing!!

8th July - F1 GP BBQ - hosted by Pete & Jill Mansfield in Aylesbury

Details to be announced nearer to the event. This is not just about the British F1 GP – it is a really good social get-together, so please come along and join us.

4th - 5th August – Great Bucks Steam Fair Shabbington

Very good local show with multiple interest activities going on all day and which I have been to and enjoyed many times, and which we could enter as a club – more details in a future newsletter. See <http://www.greatbucks.org.uk/> for more.

26th - 27th August – Quainton Heritage Festival

This event used to be the pre-78 Classic Car show at the Bucks Rail centre. This year they are expanding the event to include all forms of heritage transport, including cars, commercial vehicles and steam locomotives. And all the attractions at the Rail Centre itself. They hope to have 5 locomotives in steam on the two days.

See www.bucksrailcentre.org for details.

21st - 23rd September – Club Weekend Away

To The Isle of Wight. Details separately published.

Other Stuff

MGF/TF Badges

Long-term MGF/TF owners will be familiar with this issue – what to do when the front bumper and boot 'MG' badges become tired and worn. There are two options when this happens – to replace the whole badge, or to get a pair of stick-on overlays to cover the tired old ones. Option two is far easier – but is a short term fix, as the sticker has to cover a slightly curved surface and will begin to peel at the edges before too long, and look untidy. And the sticker is not very good quality, flat-looking and lacking the linear detail of the original badge. See the pictures below.

The previous owner of my TF had taken the second option, and, true to form, the stickers were curling at the edges and looking untidy, so I decided to replace them with a pair of OE badges. Obtaining these was the easy bit – I found a badge set (Octagons, boot letters and flags) for £20 on eBay. But how to get the old badges off? The double sided adhesive film used at the factory



is very strong, and I didn't want to damage the paintwork, so I had a think about the job for several weeks before tackling it. I had replaced one of the badges on my RV8 by using an electric fan heater in close proximity to the old badge to loosen the adhesive, but this was a bit nerve-wracking and took ages.

So, having heard that WD40 will help to soften the glue, I sprayed the edges with this and left them while I had a leisurely cup of tea. On returning, I put masking tape on the bodywork around the badges (three layers of it), to protect the paintwork. I then worked some dental floss between the badge and the boot lid (I chose the boot lid first because the badge is flush with the surface, thus easier than the front badge which is in a slight octagonal recess in the top of the front valance). Using a sawing motion I cut into the adhesive with the floss. This takes a bit of time, and the floss breaks if you use too much force, but gradually I was able to work



Tired Old Badge

Badge with sticker on

Rear of Old Badge showing where floss has cut

the floss down through the adhesive layer. A word of caution here – the rear of the badge has two pegs which fit into corresponding holes in the panel to locate it correctly, so you have to work the floss all round the badge, otherwise the pegs get in the way. When the floss had cut deeply into the adhesive all the way round, I was able to raise one edge slightly and insert a thin, flat bladed palette knife behind the badge and gently lever it off. There was some adhesive residue left on the bootlid, but this came off easily enough with some white spirit. Then, after polishing the area with T-Cut, the new badge was positioned and pressed firmly in place. I then repeated the process for the front one.



Smart new badge in place on front bumper



The difference with the new badges is quite striking, and the whole job, front and rear, took about an hour. So, if your badges are looking sorry for themselves and need replacing, it is not anywhere near as difficult a job as it would seem at first!

And Lastly:

Long time Club member Pete Thomas has reluctantly decided to sell his beloved multi-award winning Citron MGB GTV8 because it gets so little use these days. Please see: <http://www.v8register.net/DD/180314-MGBGTV8-Citron-for-sale-SW.pdf> for full details if you are interested.

Finally:

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SPECIAL EVENT



MG club's big ride out to see the sights of Duxford

The Aylesbury MG Club did their first ride out of the year on Saturday, heading to the Duxford Air Museum. Club members (and their impressive cars) met at the Westcott Venture Park for breakfast, before all being handed Tulip guides of the route before the big run. On arriving at

Duxford they toured the museum as a group. Club secretary Adrian Bennett, said: "We do three runs a year and we meet up as a group every month - it's a wonderful thing to be involved with." To find out more, go to www.aylesburymgclub.org.uk

Adrian Bennett

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Club Secretary