

For the first time since I started writing this page I have some spare articles in the bank, thanks to everyone who has responded to my requests and contributed, but hey don't stop I want to be forced to make a selection. This month we are at the MGB Weekend in Holland thanks to Nigel Pratt in conjunction with Heather Charlton, both of who enjoyed the weekend so much that they put pen to paper. Battling bureaucracy with George Wilder. John Watson has told us how he can now see out of the rear window of his B and Bernard our Chairman, contributed his thoughts on the future of the MGB Register.

We don't make a habit of looking for old cars but our ex registrar, Henry Cole, sent me the picture of this MGB taken about 35 years ago. He has tracked down the pretty blonde, who apparently has stood the test of time well, but did the car? Does anyone know its whereabouts or even if it still exists, if you know an email to me would be appreciated.

Team Boys has been out and about a lot in the Boneshaker taking part in numerous Road Runs. These are now much easier as we have invested in a Branz 2 navigational aid. I even managed to fit and calibrate it successfully much to Nicky's surprise. Thanks must go to friends Hugh and Gillian Boddington for the introduction. The mileage on the Boneshaker's speedo always recorded a different distance to that completed by the route organiser. Now simply press the reset button at each interim mileage and provide the instruction,

turn left or right once the distance has been covered, this unit makes following the route easy for Nicky, no more mathematics required, not one of her strongest points. Sounds simple and is simple until distracted by a shoe shop, which caused her to forget to press the reset, yes we got lost!

One event that we took part in was the Cotswold Caper organised by the Gloucester Club. The picture we believe depicts the fun and satisfaction that can be gained from events like these. It shows the enjoyment at the start of this charity event, which took place on behalf of St Roses Special School. The cars were flagged away by the BBC TV presenter and Olympic swimming star Sharon Davies ably assisted by Charlotte White and James Seymour from the school, a number of other students were waving and cheering as Jane Barrett sped away from there school grounds to enjoy the excellent road run in bright sunshine.

Enjoy what is left of summer here in the UK, where are the naff hat pictures?

Roger.



Where are you now?



Start of the Cotswold Caper.

CHAIRMAN'S COMMENTS

In my last Chairman's comments I noted that following the AGM the MGB Register committee would be two members short and asked for anybody interested to phone me, result, NOT ONE PHONE CALL.

In her first Register notes Janine Pratt asked for help to marshal the Register car park at the Silverstone MGCC meeting, result, NOT ONE PHONE CALL

As a result of the above the MGB Register committee consists of just 11 people (with one resigning in August due to relocation to France) who between them have to: maintain the Register, plan and organise events including the Cotswold run, the Register weekend and the Focus day, write, produce and edit the Register newsletters and the monthly news of the register, answer technical queries from members, manage regalia sales, run the website and carry out the basic committee activities of chairing meetings, answering correspondence, producing minutes and accounting for all financial transactions associated with regalia sales and running events. In addition the members of the committee aim to fully support the MGCC by helping to set up and run the Silverstone event, man the Register stand at events and marshal

the car parking areas. (They also like to drive their cars from time to time, take holidays and attend other MG events).

Most of the committee members have served for over 10 years and many have been committee members for well over 20 years.

I regret having to focus so directly on this one issue but it appears that we have reached a situation whereby either nobody cares about the future of the Register or there is a general but mistaken impression that somebody else will always put in the necessary work and they can just come along to events or seek other services from the Register as and when they wish. Ladies and Gentlemen the situation is serious and unless I get some volunteers quickly to bring our numbers up to strength the MGB Register committee will be forced to pull back on some activities. We meet about four times a year at Kimber House **but** increasingly are using e mail to communicate and to plan events, please think about what I have said and either phone me on] 01858 43 1271 to volunteer your services or email me on renggerbj@tiscali.co.uk

Happy MGB motoring

Bernard Rengger

CHECKING FOR FLASHING BLUE LIGHTS.



The rear window before and after using plastix.

Having difficulty in seeing through your MGB / Midget back window, or your T Type side screens? I was. Although the pack-a-way hood on my 1964 MGB was only four to five years old, I could never find the right product to clean the plastic window successfully. The same problem existed on the side screens on my 1953 MG TD; these had become so green that I could hardly see through the passenger side.

On a visit to our local Abingdon motorist shop, I asked if they had a product

that **might help**, the man behind the counter **said "Try this, it is American."** So after **money changed** hands I came home to try a product called "Plastix".

As **instructed**, I tested it on a small part of the rear **side B** window, although this part was not **the** worst, it seemed to work, so away I went on the main window, it worked, I was so impressed I took some pictures of half the back window clean, and a completely clean window, to enable you to see the difference it made.

I then attacked the TD side screens; an even greater challenge, these have been transformed they are now almost as clear as they must have been when new.

What is this product you ask, visit www.meguiars.co.uk and follow the link on 'Plastix', they also have a dealer locator.

Now I can see the blue flashing lights much clearer in my mirror.

John Watson

MG MGB — So what is yours called?

Is this another article about nicknames? No, I am afraid not.

It is about the UK legal document V5c, which replaced the V5, about three or four years ago. For non-UK readers this document is a Registration Certificate which provides full details of the vehicle and the name and address of its keeper, but not necessarily the owner.

MGs started being known by their chassis designation from the 1930s when they began the series in alphabetical order (except for the M Type Midget whose production started in late 1928) such that the 18/80MkII became the A Type, and its development the 18/80MkIII the B Type. (Taken from MG by McComb, Chapter Four Road and Track)

Thus started the famous series of cars we all know until we got to the Z Magnettes, which rather caused a problem for the next model - a two seater sports car based on EX 182. This model when originally planned was due to be called UA. When it was launched this designation was change for marketing purposes to MGA signifying that it was "the first of a new line". Clearly indicating that the make was MG, and the model MGA.

In 1962 along came the successor, project number ADO 23, better known as the MG MGB. I have checked this model designation and Don Hayter has confirmed it in an email to me.

"The correct model designation for the new (then) AD023, GHN3 series was MGB, following on from MGA!! No question. Press and sales advertising from the time will confirm. Don H."

What greater authority can there be for this fact? So hopefully we have established the correct model designation of the car.

Now let us go back to the V5c. When issued for my MG MGB there was, and still is, a glaring fault in Section two, which deals with the previous keepers. *Here* it states the name of the person I purchased the vehicle from in 1984 and it clearly shows that he

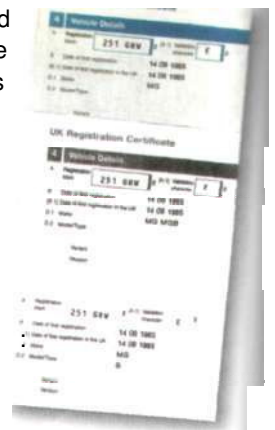
acquired the car on the date of its first registration in 1965. Now I know and have evidence that this is in fact not true as the car has had four keepers/owners from new but is clearly shown on the documentation as a two keeper/owner car. Therefore a potential fraudulent situation could arise if I were to sell the car quoting the fact that it has had only two owners from new.

So being an honest person I alerted DVLA (the V5C issuing body) to this error in November 2004 which they described as a "system error" which still has not been corrected today in 2007.

I also asked if they could also correct the vehicle's model type which was described as "B" which I have hopefully shown is incorrect.

The protracted correspondence that has been exchange since then has got nowhere, the blame was put on the SMMT as they issued the model codes. I know the Chief Executive so I contacted them and asked for help, they tried but with no success I made contact with the Minister for Transport but again have had no success he simply passed the buck to the DVLA.

Currently I have a V5c for the car, which shows the make as MG and no model type. The previous forms have shown the make as MG MGB and no model type, and before that the make was MG and the model B. How do they record your MG MGB?



George Wilder

MGB REGISTER WEEKEND LEKKERKERK, HOLLAND MAY 4 - 7 2007



John Watson passing a Windmill.

Once again Colin and Doreen Lanning organised a weekend away for around 30 intrepid MGB crews to enjoy some new scenery, catch up with friends and eat and drink too much. Each year the destination alternates between somewhere in the UK and somewhere on the continent and this year Colin chose Holland or the Netherlands. Which is the correct name? Either apparently, but Netherlands - low land - best describes the area around the town of Lekkerkerk, selected for the 6th MGB Register Weekend. The group were also fortunate to be joined by locals Karl and Caroline who made us all feel very welcome.

Jan and I planned to make a long weekend of it which in fact turned out to be a week as we took it very leisurely on our route. We set off for Dover on the Wednesday evening to reach a Guest House in the port, as our ferry was fairly early the following morning. We usually get up at dawn and do the two and a half hour dash to the ferry the same day when we go continental touring but this time we fancied taking it easy and booked a B&B. We found a nice place in the centre of town that had a large dry garage at our disposal and a warm welcome from the owners (Number One Guest House, Dover 01304 202007).

After a hearty English breakfast we set off for the ferry to meet a few other MGBs booked on the same ferry. Most of the cars had arranged to go on the Harwich crossing [but as Jan is no sailor we opted for the shorter crossing to Dunkirk, We had previously arranged with our friends John and Gill Watson to travel in convoy, so upon arriving in Dunkirk we waved goodbye to the (other cars and we drove off on a beautiful

sunny morning. We turned off the motorway and headed north east as we planned to stay in Gent that evening. Our lunch stop was an excellent cafe near Diksmuide and we each ordered what we thought sounded nice without having a clue as to what we would get. We needn't have worried as the meal was lovely. Reluctantly we raised ourselves from our seats and got back on the road. By about 5pm we arrived in Gent and after a very warm slow potter around the city's cobbled streets parked up in an underground car park with groovy piped music to keep the cars happy for the night. Gent is a lovely city and especially pleasant to wander around in the evening and admire the architecture which is lit up quite dramatically. If you've been to Bruges you will like Gent even more as it isn't so touristy.

Friday came and with 175 miles or so to cover we didn't have to rush but decided to get back on the motorway for a bit as we were uncertain as to what fun we would have getting around Antwerp and its two ring roads, which are only rivalled by our own M25 for unpredictability. Surprisingly we had no problems and maintained a steady 75mph in overdrive top at 2750rpm. The MGB is a fine motorway cruiser and we were getting over 35mpg without complaint.

Before we knew it we had passed Breda and were approaching Rotterdam when suddenly a misjudgement by the navigator, which I confess was me, had our two cars going the same way but with a concrete barrier between us and giving John a forlorn little wave as they sped off up the motorway, we filtered off at our exit... oops.

No matter, it was only a short drive to

Lekkerkerk from there and we found our hotel and checked into our room. It was still sunny and warm so, as was becoming the norm, we headed for the bar and cold beers all round. John and Gill arrived just in time to get the next round in.

During the evening, other cars started to arrive and everyone was chatting about their journeys and the usual tales of woe, either with navigating or mechanical maladies were shared. Amongst the MGBs we were also joined by an MGF and an MGC GT which eventually arrived after suffering a failed rotor arm. Amazingly, the recovery chap managed to fashion a replacement item from a modern one he was carrying in his van!

Saturday broke to a beautiful sunny morning; ideal hood down motoring weather, the route map described the area as marshland which over the centuries had been cleverly drained to form miles and miles of land covered in dykes. Every house we passed seemed to be on an island surrounded by water, thus creating some lush gardens and green fields full of cows, goats and sheep. Everywhere you looked there was some form of wild life, swans, herons, ducks and even storks.

Back in the sixties Holland was renowned for its "Tulip" rallies, it is clear why this type of route description was used, any other form would be a nightmare, although we did not appreciate this when we first had our route books supplied. A number of newcomers to the system were thankful that Jenny and Neil Hyett, experts in the navigating had led them off the first ferry and continued successfully through the maze of Dutch roads, which are quite narrow and there are usually bicycle lanes marked on the edges, these you can and must drive in to avoid oncoming cars. They are also very keen on "drempels" which are speed humps and "wild roosters" which are in fact, cattle grids and not mad male chickens! There are still many traditional windmills working in this part of Holland. The complete party joined up again at the lunch stop in the small town of Ameide. After lunch the return journey was along the riverbank, which we again crossed by ferry and took time exploring a typical Dutch town, Schoonhoven, here a number of us sat in the sun on the riverbank, watching the commercial shipping and local type of yachts pass.



A classic Dutch scene.

On Sunday around 50 Dutch MGs joined us in the hotel car park as they were also spending the day on a scenic road run in aid of a local children's charity. As we had participated in many Dutch MG events over the last few years we surprised a few of our Dutch friends, as they weren't expecting to meet all us Brits in their country! We all set off together and our routes followed the same roads until our lunch stop. Being a sunny Sunday everyone and his dog was out cycling, motor biking, rollerblading or just walking and they were all doing it on the little roads as 100 MGs passed by.

After lunch we waved goodbye to the Dutch MGs and set off again, this time stopping at a pretty village called Oudewater, which is one of the oldest villages in Holland. Here we spent time taking in the local atmosphere looking at the boats and shops before jumping back in the cars and meandering along the dyke back to Lekkerkerk.

That evening we enjoyed dinner and the traditional raffle where everyone brings a prize and the proceeds go towards a chosen charity. The donated prizes get more and more interesting every year!

On Monday our good luck with the weather ended and the heavens opened. We only had a short drive to visit a local Cheese Farm where we enjoyed an excellent presentation on how cheese is traditionally made. Apparently the Gouda you buy in the shops is not proper; now let me get this right, "Xchhowda" as they make it on the farm. Pure cow's milk is used and the cheeses are hand pressed into pots and left to mature. Also interesting is that the holes you get in some cheese are not caused by air, but in fact by bacteria trapped inside that eats away at the cheese and thus creates a hole! After a lot of sampling there was a presentation of a gift pack, which was kindly supplied by the Holland MGCC.

This was the end of the organised part of the weekend but we were staying on for another night. A short drive from Lekkerkerk is Gouda, home of the famous cheese but also one of the most impressive churches in Europe. The church of St Janskerk is one of the longest in the world and has one of the largest and oldest collections of stained glass windows, whilst there you can take a walking tour and listen to a very interesting story about the history.

That evening we were joined by Karl and Caroline for a drink and conversation led me to remember a school trip long ago to Holland and a visit to a clog maker to watch how the shoes of the workers were made. I asked Karl if there was anyone in the area that still made "klompen" as they are known and sure enough there was. Karl very kindly rang Mr Van Zwiene and arranged for the four of us to visit in the morning and drew us yet another tulip route.

What an interesting place it turned out to be. We wandered in

and there was Mr Van Zwiene Jr hollering out the latest set of clogs shortly to be joined by his father who told us they had been making clogs for around 200 years in the same family. The average working Dutchman gets through a pair of the wooden shoes every two months so there is plenty of custom around. We were allowed to wander around the premises and in every room there were hundreds of clogs neatly piled awaiting owners or another garish paint job. I persuaded Jan to buy a pair for the garden and then wondered where they would fit in the car!

Although we only had to cover 200 miles to Dunkirk and our Thursday morning ferry, we had two whole days to do it, so we decided to do a bit more sightseeing on the way.

Tuesday afternoon we arrived in Bruges, parked in another underground car park with yet more groovy piped music and after a nice walk around the city, found a good restaurant and enjoyed yet another steak and a glass or two of my favourite Belgian beer. Jan always insists on stopping in Bruges on our touring holidays just to purchase a large box of chocolates! Women and chocolate, eh?

The following morning we took the coastal road through Ostende and Middelkerke on our slow meander down to Dunkirk. We've never gone that way before but it's a little more interesting than the motorway and even resembles a French Blackpool or Clacton in places!

The rain really came down that evening and although our B is very watertight we were starting to take on water in places. There was just time for a quick trolley dash round the Hypermarket to load the car up with beer, cheese and wine before checking in to our hotel near the port. John was a little concerned at our car's lack of rear suspension for the final 150 miles back in Blighty but I assured him it was all in aid of cutting the air from under the car so we could go that little bit faster.

With around 1000 miles under the wheels the car behaved impeccably and used around a half pint of oil, returned around 34 to the gallon and kept us warm and (mostly) dry for the entire journey. The MGB really is a versatile sports car and I doubt many modern equivalent cars could carry as much stuff in as much comfort for such a journey. If you've never taken your B on to the continent you really should do it at least once.

Thanks to Colin and Doreen Lanning for organising another excellent weekend and to Karl, Caroline and all the Dutch MG organisers who looked after us during our stay.

Nigel and Janine Pratt, in conjunction with Heather Charlton. I