

Events Calendar

Thursday 4 th May 2006	Club Night and Quiz Venue - The Barns
Weekend 6 th - 7 th May 2006	Welsh Run with optional overnight Bala/Harlech
Thursday 18 th May 2006	The Thursday evening Pub Run Destination to be arranged
Thursday 1 st June 2006	Club Night Venue - The Barns
Sunday 4 th June 2006	Mountains and Valleys Run Hereford
Thursday 15 th June 2006	The Thursday evening Pub Run Destination to be arranged
Sunday 18 th June 2006	Charity Run Bassetts Pole to Baddesley Clinton
Sunday 2 nd July 2006	Cars in the Park Beacon Park, Lichfield
Thursday 6 th July 2006	Club Night Venue - The Barns
Sunday 16 th July 2006	Barbeque Run Destination to be arranged
Thursday 20 th July 2006	The Thursday evening Pub Run Destination to be arranged
Weekend 21 st - 23 rd July 2006	MG Car Club National Event Silverstone Circuit
Sunday 30 th July 2006	1 st Annual Gymkhana Venue to be arranged

Mr. I. Haydock



OverDrive



April/May 2006

Contacts Contacts

Email staffordmgclub@fsmail.net

Don't forget the Information you need may be on our website at www.mgcars.org.uk/staffordmgclub/

Peter Wallis - your Chair can be contacted on peter.wallis@ntlworld.com or 01543 305987

Chris Wilkins - your Treasurer can be contacted at CSHW@aol.com or 01785 252900

Dave Whitfield - your Newsletter Editor can be contacted at gate.house@btinternet.com or 01785 213490

Ian Haydock - your Webmaster can be contacted at Ian.Haydock@haydocks.info

Graham Denny - Committee member can be contacted at graham.denny@btinternet.com or 01785 242638

Please book your meal each month by phoning Sue Dudley on 0121 308 3476 by the Tuesday evening prior to the meeting.

COVER PICTURE

The famous French Rally Driver, Monsieur Pierre Wallis, with his world beating MG Midgette, just before thrashing the opposition in a special stage at the Grand Prix Circuit de Reims.

A WORD FROM YOUR CHAIRMAN

FOREMOST

Here we go again, folks! Let's start with our club night venue. The decision to use the Barns has proved to be the right decision and we have been welcomed there now for 4 months. The facilities are excellent and the buffets provided have been well received. Therefore I felt it opportune to review the details in EMG. After a dialogue with Swavesey you will see that from June onwards our club night venue is declared as The Barns. Publish and be damned!! Meanwhile the club has been very busy. Anyone who experienced the SMGEC version of a 'beetle drive' had a great time, thanks to Chris Wilkins who designed the 'car' and wrote the rules. I think we should copywrite it! The Shakedown run was a great success thanks to the hard work of Joyce and Dave Whitfield, even though the weather was grubby. Those who went on the Kimber Run had to fight their way through snow blizzards! Thankfully the weather in France over Easter was a bit better and those who went to Weston Park had even better times. I hope everyone enjoys the French picture show which will be running at May Club night and for those who miss it, Richard Ladds has welcomed my article for EMG which will appear soon. More publicity for SMGEC! As I write this piece, I am in the process of contacting Peter James, ex Footman James, who has provisionally agreed to sponsor the Silverstone Suite this year. Thanks to Geoff Friar for the introduction after Renaissance withdrew their sponsorship. Thanks to John Aldridge for his support in the past. Alan Elkington will make a last plea for interest in Goodwood at the May club night and we will then decide if this remains in the calendar. On a positive note, I already have 8 cars signed up for Shuttleworth in August. Can I please ask others wanting to go, to sign up by June club night, so that I can get the booking number confirmed and tickets ordered. It's a great day out, so make a date. Also please see Roy Hunt for Cars in the park and Keith Knapper for Car shows ASAP. See you all soon!

Peter Wallis.

Chairman Tel 01543 305987 email peter.wallis@ntlworld.com

MG Guide



After 15 years of "badge engineering", the 1995 MGF came as a breath of fresh air to MG enthusiasts everywhere. This was a small, affordable, two-seat sports car, the type of vehicle MG had traditionally excelled at building. But the car itself made no concessions to tradition. It was mid engine and very much up to date though, like earlier models, was built using major components from a volume series to keep production costs down and ensure service and maintenance remained within reach of a large number of owners. The MGF was superseded by the new TF after BMW sold out, taking with them the rights to the superb hydragas suspension.

DETAILS

Body: Sports, 2 door, 2 seat. Steel monocoque construction.

Engine: Transverse, mid mounted. 4 cylinders. Twin belt driven ohc. 1796cc. 118bhp at 5500rpm.

Transmission: rear wheel drive, 5-speed manual synchromesh gearbox.

Dimensions: wheelbase 93.7 ins, track 55.1 ins (front) 55.5 ins (rear), turning circle 34.45 ft.

overall length 154.1 ins width 64.1 ins. Weight 2337 lbs.

Performance: maximum speed 120 mph. 0-60mph in 8.7 seconds.

Production: 67,000.

France

Despite the indifferent weather, MGF2 (the club's second trip to France) was another outright success, with seven MGs and a Mercedes SLK (standing in for Richard Homer's TC) all making the journey to Reims and back safely.



On the Thursday before Easter three of the cars met up on Dover seafront before heading for the ferry port and a gentle one and a half hour cruise across to Calais. The other five cars took the tunnel across and we all met up at the hotel in Wisques where we were to spend our first night of the trip.

The French were ready for us, but we regrouped in the bar and an excellent meal was enjoyed by all (except Geoff Friar, who didn't quite see eye to eye with the fish soup).



The next day we had some travelling to do and set off with the Y type in the lead and the rest of the cars fanning out across Northern France. Progress was slow and we barely had time for a picnic lunch at one of the many Autoroute rest areas.



At about 3.30, with the sun shining at last, we all arrived at Moët & Chandon in the beautiful town of Epernay. The cars enjoyed a well

earned rest in the courtyard while we were taken on a tour of the cellars and plied with fine champagne in one of the exquisite drawing rooms.



Then on to Reims where, due to some critically positioned roadworks, we all became fully acquainted with many of the back streets. Eventually we all made it to the hotel garage and in no time at all were settled into our rooms prior to enjoying another excellent French dinner.

Nothing was planned for the next day so some of us braved the traffic and went in search of the old Reims motor racing circuit. Although unused since 1969, many of the



buildings are still standing and have even been partially restored by local enthusiasts. It was interesting to compare the limited pit facilities and almost non-existent safety arrangements with a modern circuit.

The afternoon was spent taking in the sights of Reims, including the magnificent cathedral and several delightful cafes and bars. For dinner that evening we split up into two groups, the rowdier of the two feasting on such delights as wooly duck.



wife, Silvie. And with such a lovely house, who can blame them.

From there we went to the little village of Azincourt, where we visited the battle



museum and then on to the town of Montreuil, for our final night in France with the now traditional French Awards Ceremony and another superb dinner.

The following day, we all said our goodbyes and made our own way back across the channel to England.

The total distance covered was a little over 800 miles, the only two real problems being a shredded fan belt and a choked fuel filter, both of which were easily sorted.

Many thanks to everyone who went for making it such an enjoyable trip.



Member's Restorations



Work is progressing well on Roy Hunt's "little bit of restoration".

DVD & CD Sale

Thanks to the generosity of our members (both those who donated the goods and those who bought them) our DVD and CD sale on 2nd March raised £63 for the Donna Louise Trust.

Member's Advertisements

FOR SALE

1967 MGB, ROADSTER

Finished in **BROOKLANDS GREEN**.

cww. sse. Immaculate original condition.

Heritage Certificate. Full MOT. Always garaged. Dry summer use.

Done 17,000K miles over 25 years of history.

£7,700.

Contact **Dave Archer**. On 01785-780822.

Drive Day



23rd April this year (St. George's Day) was National Drive your Classic Day. A number of our members took a short drive out to Kedleston Hall in Derbyshire.

As likely a group of suspects as you will find anywhere,



Has anyone seen my Bear Behind?

The A to Z of MG

N is for

N-type MG, the last of the pre-war Magnette range. The **NA** was made between 1934 and 1936 in two and four seater versions. The **NB** was an improved version for 1936 and the **ND** was a two seater. The **NE** was a sports racing Magnette just built in August and September 1934. In total only 745 **N-types** were produced.



The great Tazio **Nuvolari** drove an MG K3 Magnette in the 1933 Ulster T.T. breaking the lap record seven times during the race. His final record was not bettered until 1951 by Stirling Moss in a C type Jaguar.

Number Plates were first issued for cars by the Paris Police on 14th August 1893. In Britain, Earl Russell obtained the first London **Number**, A1, in January 1904.

William Morris became Lord **Nuffield** in 1934.

MG was part of the **Nuffield Organisation** from 1940 until 1968. Despite the merging of the Austin and Morris businesses in 1952 to form the British Motor Corporation, the **Nuffield Organisation** continued until the Leyland takeover in 1968.

Nuffield Metal Products, in Birmingham, produced the essential components of the Y-type's saloon bodywork.

3^{eme} COUPE INTERNATIONALE DE VITESSE
VOITURES COURSE 1500^{cm} FORMULE 2
XLV^e GRAND PRIX DE L'A.C.F.

