



NWMMOC NEWSLETTER

November 2022

2022 Annual General Meeting

Our 2022 AGM was held at Castle Eaton Village Hall on Thursday 13 October. Officers and committee members are now as follows: Chair Bill Reed; Deputy Chair Steve Chater; Treasurer Pam Holmes; Secretary Gill Waters; Website Ash Holmes; Facebook admin Sarah Bracher; Media contacts Alex Alexander; Regalia Kathleen Ridley; Martin Howard; Peter Watts.

Robert Harrin and Andy Smith were elected Honorary Members.

Jenni Wood, MMOC Area 4 Liaison Officer, was unable to attend because of illness. In Jenni's absence Pam ran a very productive "ideas" session, which will give the committee plenty to talk about for next year's activities. Thank you to everyone who took part - and to Ash & Pam for the mulled wine!

Next events

Sat 19 Nov: 1:30pm: Drive out from AV8, Kemble Airfield
pamlynnholmes@icloud.com. Details to follow.

November, from Sat 19th: Hamper Relay in aid of the food bank at Swindon Night Shelter. Please inform bill@euclidvillas.co.uk asap if you would like to take part this year, so that a route can be designed. You are welcome to bring items on 19 Nov.

Sunday 11 December 12:30 - 3:30: Indoor Christmas Picnic at Castle Eaton Village Hall. Bring your own festive picnic! Please inform gillian.waters43@gmail.com if you would like to come.

December: Christmas Zoom, date tbc.



Photo at REME by Sarah Bracher

Baggins Travels and Troubles

by Jeff Hide

Baggins had a bit of a rough upbringing and when I bought him, he had to have serious rewelding in stainless steel, electrics, brakes, steering and most other basic parts attended to. I had the good fortune at the South Cerney Show rally this year to be able to discuss matters with Bill, Ash and



Steve, resulting in my deciding to persevere with Baggins rather than to give up. Too late to change anyway as fate took a hand when a week or so later the driver's seat frame collapsed and the engine became seriously ill.

Now, the problem at the heart of the matter was the crankshaft bearings and shells, so ideally a recon engine would have been in order although I was reluctant to lose the original engine which had a high lift camshaft fitted in the seventies by Abington Specialist Engineers. For whatever reason a recon engine was not available and not even a recon block so my garage in Marlborough agreed to remove the engine, and replace all the main components including the crankshaft, clutch, timing chain, all gaskets and seals - in other words recon the original engine. It went really well.

My wife, Jacquie, runs an A180 Merc. We planned to drive to East Anglia in October to visit family and friends. Just before going the Merc had an engine fault and so here was the ideal opportunity to give Baggins a long run to prove himself and give me the confidence in him that I lacked. The run from Marlborough to near Ely was smooth and Baggins purred. Then onto Cambridge and into Suffolk after the evening meal. An overnight stay in an historic B&B was enjoyed where we were shown two classic Porsches, a 1933 Austin 7 Box Saloon and one of the remaining fourteen Scooter cars in the world.

It had been a cold night and Baggins had to stand outside. In the morning at about 9.30am we set off for Haverhill. Baggins didn't feel happy from the outset and within ten minutes misfired, hiccupped, backfired and lost energy on the A143 where the HGVs had little space to pass on a double white line system. Baggins managed to get his nearside wheels on the small grass verge before completely dying!

The insurance company insisted that we called 999 (standard procedure) due to the obvious obstruction and hazard. PC 848 turned up in a shining Vauxhall Estate all flashing lights and cones. We had two hours of interesting conversation standing there on the grass verge with one-way alternating traffic when, after a number of calls by my wife and the police officer eventually produced the recovery vehicle. Unfortunately, the driver was not a mechanic and would only remove Baggins to a place of safety no more than 10 miles away. Added to that, none of the four garages he telephoned would accept Baggins. On the fifth enquiry I took the mobile and got that garage to accept the delivery. Our luck was turning.

Off we went. Tucked away on a large industrial estate was the garage. It was not as expected. It was the base of a professional racing team! Still, the owner and his team, all in mechanics' black clothing with their logos on them, looked lovingly on Baggins and immediately, putting aside the racing cars, set about tracing the fault and fixing it. It took over three hours and all the fuel and ignition items were dismantled, cleaned, checked and many replaced. We had been very lucky to find this garage and I am grateful to Brian Chandler of BC Cars and Motorsport, for giving up his valuable time and applying his expert skills so that Baggins was able to contend with the M11, M25 and M4.

What else can go wrong, now that so much has been renewed? Don't answer that!

Jeff

More photos please!

It's always nice to see photos of our cars on everyday errands - though we hope they don't involve breakdowns! If you are out shopping or on another task, do take a photo and send it to bill@euclidvillas.co.uk for inclusion in our Newsletter.

Also, if you are doing some work on your car, why not take a photo and add a few words about what you are doing?

And ... some of you have non-Minor classics. Photos of these are welcome too.

Please send images "actual size".

Hoping to hear from you!



The Ratcliffe Foundry pickup in Malmesbury Carnival



"Doris" in Indiana
Photo by Alison Shailes



Bill's Traveller at Household Recycling Centre, Sutton Benger