

Wings Run '95

Jerry Birkbeck's 135 mile trip in his YA

Two years ago, I attended the Wings Run as a guest of Richard Dick, who owns an excellent MG YB. It was a thoroughly enjoyable day and my only regret was that I could not come in the YA, RVW 761, that my wife Jo and I own. Unfortunately, the car was still in the throes of what could loosely be termed 'light restoration'.

During the following year my spare time was taken up writing a dissertation and the YA project went on the back burner for almost a year. Nonetheless, I did make the effort to escape to the garage and 'fiddle about' as my wife disparagingly put it.

The 'fiddling' did realise some benefits as with help I managed to fit a new wiring loom and replace the dash panel. Despite this, a lot of work remained and it was not until December 1994 that the car was on the road for the first time for about nine years.

My runs in the car in the early months of the new year were limited as the car over-heated after five miles on the few occasions I ventured out in it. I recalled a number of articles in the Bulletin by Ray Taylor who had experienced similar problems with his errant TC.

I therefore checked the fan belt thermostat, water pump, flushed the radiator and changed the head gasket all to no effect. The radiator came out and a local specialist confirmed that it was blocked and duly cleared all the gunge out. The problem was solved and I was able to give the car a good 30 mile run.

The Wings Run was duly entered and with a friend as a passenger, we made our way from Leamington Spa to Henley in Arden to check in. The weather was cold and miserable as we departed for Abingdon following an attractive route across the south Warwickshire countryside, passing briefly into Worcestershire before entering Broadway.

An orgy of beautifully maintained MCs

Here the visitors were treated to an orgy of beautifully maintained MGs. Some had parked while their owners took to the local cafes for presumably morning coffee, although I guess for some a hot bowl of soup may have warmed those parts ...!. Others took up the challenge of Fish Hill before driving on to Burford.

The YA, although running well, had developed an annoying metallic clanging from the front off side. We stopped and checked everything - all to no avail. Moved off and within two miles the same problem recurred. Again we checked, ran the car down a slight incline with the engine switched off, but nothing was evident.

I had recently fitted a new speedo cable and I noted that after about 100 miles the needle was flickering more than it should have done. Strangely, after stopping at Burford for an extended lunch necessary, of course, to see England defeat Australia in the Rugby World Cup! we pressed on and the noise disappeared (The speedo finally expired 14 miles from home).

On our arrival at Millets Farm, the participants' spirits were not dampened in spite of the very fine drizzle, and the view of so many fine MGs was a credit to the organisers.



Jerry and wife Jo's YA at Banbury Steam Fair

Most Ys at any show?

Eighteen Ys were present, possibly the greatest number seen to date at any one show. Each car was different in minor respects and there were some superb models. Perhaps the most fascinating was a YA convertible made from a car that would otherwise have been scrapped – it gave rise to some discussion among members. Although I cannot recollect any consensus being reached, the principal point was that another Y was once again on the road and that surely must be welcomed.

We departed just after 4.30 pm for a damp drive back to Warwickshire and other than an irritating rattle from the nearside passenger door, which turned out to be a misaligned striker plate, we reached home without further problems after an unscheduled diversion around Bicester to complete a 135 mile round trip.

A very enjoyable and memorable day which, despite the weather, was I am sure enjoyed by all the participants.

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