

ARDEN CLUB



Newsletter April 2021

Hello All

Reports:

The April meeting was again a Zoom night with 17 in attendance and again we used the 'Breakout' meetings, going into smaller groups to allow us all to have a good chat with everyone, so thanks to Fiona for hosting (afterwards she showed me the check sheet she uses to sort out mixing up the groups and it makes your mind boggle, so well done and thank you to her). There was another quiz but with only 15 questions, it must have been easier because there were 5 groups on 10 points, so I had to quickly think of a tie-break question and Roger & Caroline were the quickest to get the correct number (How many tiles are there in a game of Scrabble?), well done to them and thank you to (my) Caroline for setting the questions.

Future Events:

Drive-it-Day – Sunday 25th April: This will be a 're-run' of the Chilly Willy Run but I am hopeful I will be able to use the original planned route, so beware if you did the Chilly Willy, the instructions will be different. I'm going to start the first rotation earlier at 10.30 because the Golden Cross will be open and anyone who wants to can book to go for lunch or a drink, of course in groups of 6 on tables in the garden. I will be recce-ing the route again on Thursday afternoon and if there are no difficulties I will be able to email the route sheets on Friday. Mick & Margy had a good suggestion, which is to write the departure



time for each stop on the route sheet, so you know where you should be along the route. I must stress that with the CoronaVirus restrictions we must have no more than 6 people gathering at any stop. The run is fully booked for Sunday but I will start a reserve list for anyone who is still interested (the full list of bookings is on the Club website, look at 'Events 2021'). If you are booked and find you are not able to attend please let me know, so I can ensure each stop will have at least 2 cars. I think there may have been some confusion on the CW Run with the number of cars, in order to conform to the 'Rule of Six' the event was set up with 2 cars going Anti-clockwise and only 1 car going clockwise, meaning only 3 cars will ever meet at any stop. This year the FBHVC have teamed up with the NSPCC, so I will have a collection tin for 'Childline', so bring some cash if you would like to make a donation on the day.

Club Night – Tuesday 4th May: The Golden Cross is only going to open over the weekends at least until the 17th of May, so will not be open for this meeting such that we will need to have the meeting by Zoom. Fiona has already agreed to host and I will send the log-in details the weekend before. We will run it the same as previous with breakout sessions and a short quiz, can anyone beat Roger & Caroline!!

BMM Re-opening Run – Monday 17th May: Even the MD thinks this has become a tradition, so I have been able to book us a space at the Museum for this day and they are going to allow us to display our cars on the grass just outside the main entrance. For those that wish to visit the Museum the Gift Aid Tickets will be valid, or you can pay for a ticket and tick the Gift Aid button which will give you 12 months free re-entry. Buying a ticket is not necessary to enter the grounds and park in our display but you will need a ticket to use the Cafe (toilet facilities will be available outside). Please note if you want to go into the Museum it will be essential to pre-book (select the 11.00 or 11.30 entry time). Next week I will look at setting a run, probably starting from the Golden Cross and leaving at 10am. Let me know if you would like to join the run and if



you will visit the Museum. The Junction 12 cafe will be open for business and will be using their new table ordering App, so bring your smart phones.

Club Night – Tuesday 1st June: I hope the Golden Cross will be open again for us but lets wait until nearer the time to decide how the Meeting will be run.

Chairman's Picnic – Sunday 27th June - Broadway: Put this date on your calendars, next week we will sort out some of the details but there will be the usual run and I hope bacon rolls will be available at the Cross at the start.

Club Night – Tuesday 6th July: More details nearer the time.

BMC & Leyland Show at BMM Gaydon – Sunday 11th July: I have reserved us a display space for this show at the Museum and Tom (shows manager) has told me we can have our space in front of the Collections Centre again, this is a prime spot, so please come along and join us, I will be able to get car display and museum passes for those booked to attend. Let me know and I will add you to the list.

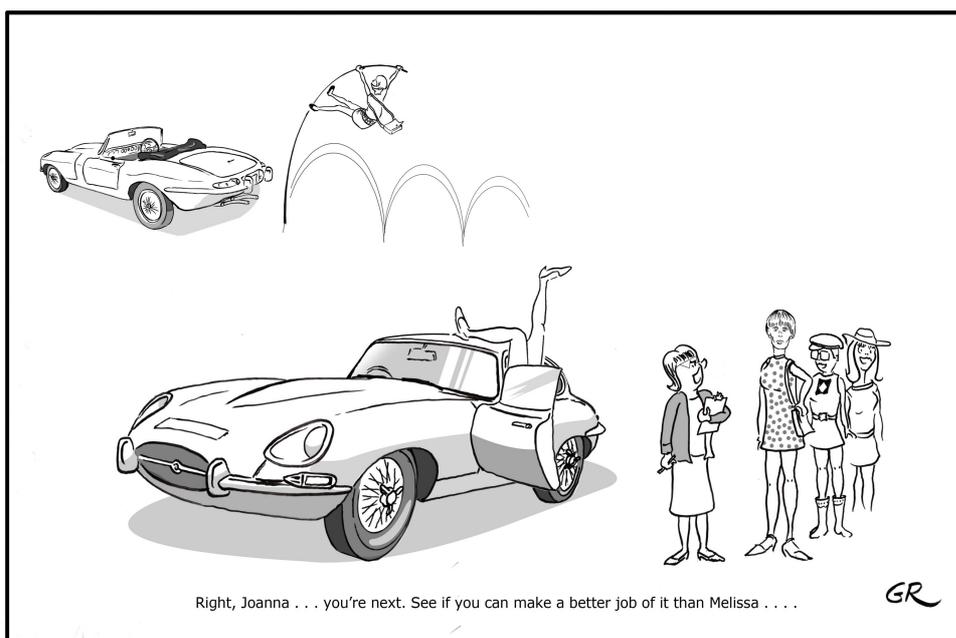
Other Matters:

A message from Graham:

“March marked the 60th anniversary of the announcement of the E-type, at the Geneva Motor Show.

In the recent researches into the matter for a BMM presentation we learned from Tony Merrygold that: *Joanna Lumley trained as a model at the ultra-posh Lucie Clayton Charm Academy where bright young ladies were taught to be fashion models, secretaries or simply to be skilled in the ways of Society. One of the items on the curriculum was “How to Get In and Out of an E-type Jaguar Without Showing Your Knickers.”*

This has been encapsulated in the attached cartoon



And here's a bit more about E-types, but a little nearer home.

The chap that used to come to the Show Nights and win with his black MGA, Steve Johnson, later sold his MGA, and an Austin-Healey, a TR6 and a couple of his vital organs to raise money to buy an E-type.

He was out in it one day and, at a traffic junction was absolutely powerless to do anything about it when the car in front of him suddenly REVERSED into him.

A few days ago – after four months away for repair – the car was returned.

Two days ago he was sitting at a road junction

A driver cut the corner – and swiped the front of the E-type.

A mutual friend, telling the story, said Steve had rung him asking ‘if he had a tow-rope’.

We can only presume this was for stringing up the culprit“

Thanks Graham

What Have You Done in your MG:

Lots of you have been busy this month and thanks for sending in your reports. First is Graham: Like most of us, secret plans for ‘having a little run out’ on some seriously tenuous pretext have been fermenting. To this end, and as part of a winter maintenance programme, it was time to get the battery top-up device on the go. In traditionally over-indulgent manner I had decided to graduate from the modest-looking and probably perfectly adequate £20 Halfords battery maintenance device and go BIG.

Going BIG automatically means multi-functionality, an LED screen and an instruction leaflet running to several pages. Sadly, the latter was composed by someone for whom English was not their first language. Having followed the printed-on-airmail-thickness paper instructions (you find your lips are moving as you read, in the hope that this aids comprehension) and clipped the clippy things to the right bits, THEN plugged it in . . . the LED screen bursts into life, festooned with emojis that are guaranteed to mean SOMETHING to SOMEBODY and are buried in the flimsy literature SOMEWHERE.

Rest assured, Dear Reader; I got there on the third attempt. Testament to RTFFM. (Read the flimsy manual).

Reading the Manual, no that will never catch on!

Next up is Dusty with progress report on the USA Import TD:

Since the last report on the rebuilding of the MG TD that we imported from USA progress has continued despite the protests put up by the car.

We cleaned off a strange coating which covered all the under parts, seemed to be a filthy mixture of oil, underseal and Arizona desert which had set solid on every surface disguising several coats of cream and in places green paint also rust. A couple of coats of 2 pack chassis black had things looking better and to give ourselves a moral uplift we painted (somewhat prematurely) the engine. The rear springs were cleaned and fitted with new bushes. The next major task was the fitting of the RHD pedal box, quite tricky ensuring that everything is aligned correctly. Some new parts had to be slightly reshaped to fit with some recommended modifications done. About this time the tub went off to the spray shop, - the bodywork is being sent in instalments which suits us and the sprayers.

Next was the new RHD steering rack, no real problems here until fitting



new rubber covers for the king pins which meant the brake

drums had to be removed to release the backplates to unscrew the lower bearings just to replace the split rubbers. Time consuming and a pain as we'd already fitted new poly bushes. There have been new wheel cylinders fitted quite recently as these were the only parts not covered with what we've called Arizona Black.

While the engine had been running sweetly there was no telling if it was fitted with an unleaded head so a decoke is now in progress, just as well as some of the valve seats are quite pitted and the rubber valve stem oil seals were brittle and fell apart. We decided to leave it leaded and to use additive.

Two very small pinholes were found in the tank and as an initial cure we are trying Slosh but if that doesn't work we'll have to send it to a specialist.

In the meantime other parts - radiator and slats, various rods and brackets etc are being cleaned and refurbished.

As we continue we are finding various mods and bodes. The original SU fuel pump is replaced by an in-line pump under the floor protected by an old road sign. Numerous bolts have been sheared off others have been replaced with odd bolts forced into the unmatched threads. American engineering at it's best!





And David W has been busy with his racing 'B':

An update in respect of my MGB.

After the early end to last season (Castle Combe) when a cam follower broke up a fresh engine of smaller capacity (1840cc) has been built and installed. This is currently being run in on the road (it's still taxed and insured) which is somewhat hard on the driver as the shock absorbers now have adjustable valves which are not at full adjustment but not far off. The car is then due on Peter Burgess' rolling road for setting up prior to the first outing at Oulton Park on Saturday 10th April. With testing on the Friday it means driving up, coming back and then driving back up the following morning (we could only stay overnight from 12th April).

Also the screen cracked at Castle Combe. After taking the hard top off we managed to get the screen off the car (it's a roadster) which include a lot of bad language due to inaccessibility of the bolts that hold it in (anybody who has done this will know the problems and the Haynes manual just says "undo the bolts"). The screen frame is now apart and the new screen should be in shortly.

The only concern is that my co driver has suggested we just put on an aero screen and lose all the weight of the screen and the hardtop. I suppose I don't mind getting soaking wet but picking flies out the teeth goes too far.

If anybody wants to know more about the engine or chassis specification please let me know.



Photo taken in action at Oulton Park in the rain & Snow. Car went well, just not very good drivers on slicks!!

Graham has been extra busy and has been working on the Midget seats:

Giving the interior a bit of a smarten-up, I re-blackened, leather-fed and polished the seats. The overall appearance was a noticeable improvement.

However, as you are all perhaps aware, the major reason owners put MG Midgets up for sale is that they can't get in them any more. Getting into Bumble, as one explains to spectators, is a knack developed over a period of time, consisting of about 70% planning and 30% gravity.

Unless you've recently polished the seats The subsequent loss of friction radically affects the 70% bit, as you find yourself into the "gravity" section of the manoeuvre considerably earlier.

The proportions are now more like 25% planning – 60% gravity – 15% fear of damage.

Hmm maybe I won't clean my seats before I put them back in!!

Which leads me to where I have progressed to putting my 'B' back together. Since last month's report, the loom is nearly connected up except for the front lights, I'm waiting for the bullet connectors and single connectors to arrive!! Engine is painted and back in the car and looks OK. The heater is fitted and I managed to connect the flap control cable through the vent hole (it's much easier with no pedals or steering wheel in place!). When I got to the point of opening the boot to fit the new loom in there I realised that when I did the major work back in 2000 I painted the inside with Hammerite Red, it was close enough for the boot that no one looks in but of course I still had some paint left, so everything out,



clean, degrease and paint. It looks much better. I also found in the boot the new fuel pump I have been carrying around in case the old SU pump conks out, so of course I might as well fit it now, so yes it might as well have a new feed pipe and flexible but it's all done now. Moving back to the engine bay the pedal box is back in place and brake and clutch pipes connected, so will need to fill with brake fluid and bleed the system again. Not much more to do only; fit the alternator, fan, radiator, hoses, carbs (after cleaning), grill, bumper, pedals, steering wheel, seats..... Will it be finished for Sunday!!!!

Stay safe, stay well

Paul