



Newsletter December 2021

Hello All

There was another good turnout for the usual Club Night at the start of December with everyone anticipating the Xmas Meal the following week, fortunately talk of new COVID restrictions didn't start until the day after the meal, so we managed to fill the restaurant at the Cross and overflowed into the bar area. The meal at the Cross was as good as ever, in fact it was the third Xmas meal I had been to in four days and it was easily the best of the three. The only complaints were there was too much!! Paul Adams was able to receive his Certificate from the 'Show Night' as the Runner-up in the Best Early MG Category with his TC. The quiz caused some consternation, it was based on 'Life in the UK – Official Practice Questions' which is the test Foreign Nationals need to pass in order to gain long

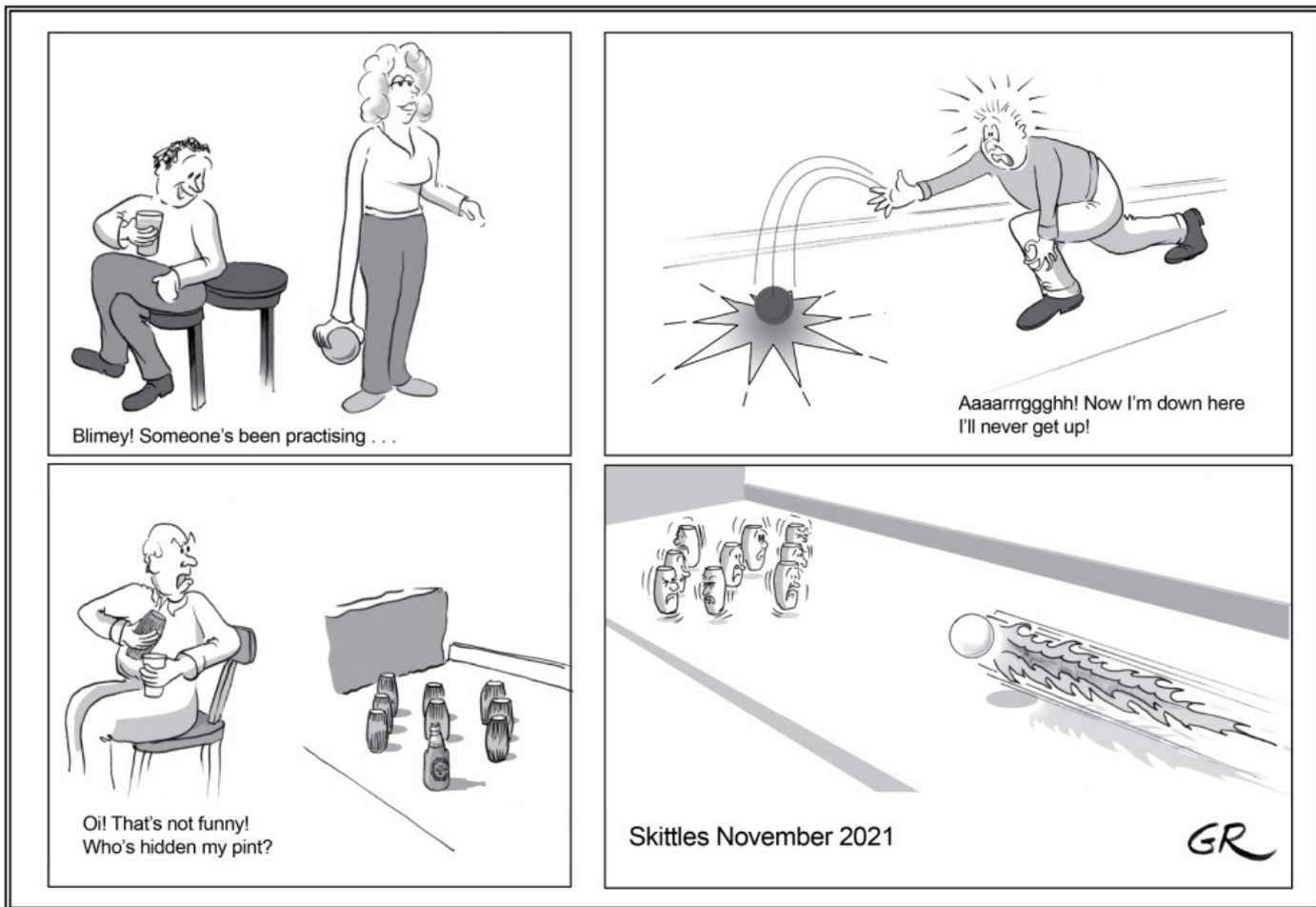


term UK residency, I think most of us would need to do some swotting up to achieve the required pass mark!!! Hopefully it was good fun. There had been 2 couples cancelling their bookings with Marg Walker needing to isolate before going into hospital for an operation just before Xmas (Graham had produced a cartoon card for her which was signed by everyone there and has been delivered to her, best wishes Marg). Unfortunately David & Margaret Curtis had to cancel on the morning as they didn't want to give us all their heavy cold (it was not COVID) but both these couples donated their payment to the 'Free Raffle', so thanks to them for their generosity but I did add numbers for them into the raffle and Marg won a prize. In view of the

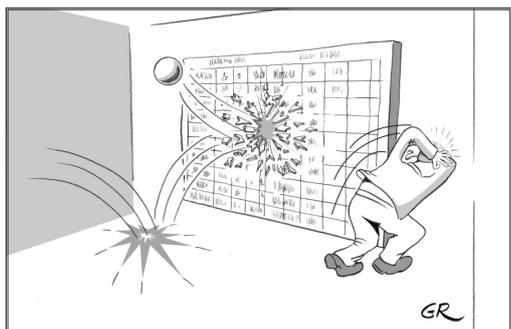


growing Omicron cases we did decide not to sing our now traditional '12 Days of Christmas' but that

didn't put too much of a damper on the evening, which I'm sure was enjoyed by everyone and a good way to end the events for another difficult year.



There was of course another event before December started and that was the Skittles evening at the Social club in Snitterfield. The event was very popular being fully booked within a day but 3 couples on the reserve list were able to join us due to cancellations. The room in Snitterfield was a good size for the limited number we set for the event with plenty of space to spread out. We managed to have 2 rounds before the very good hot supper, with the MGB team the easy victors, despite a Midget owner doing the scoring, thanks Lech, and Caroline for correcting his adding up!!



That's either a bad loser or someone should have gone to Specsavers . . .

The Green's came away with a prize and not the wooden spoon, well done Mike, he was the highest scoring man.

There was a first timer,

that put Caroline P into the shade, so well done Bea for the Ladies highest score, with Bob keeping it in the 'family' by finally taking the honours, against strong opposition from Lex, in the game of Killer. There is always someone lagging behind but this time we had 2, so a play off to see who could 'not' knock a skittle down and Graham missed more than Mike J, so he took the Wooden Spoon home, no doubt this is what inspired him to draw all these cartoons.



Future Events:



Saturday 1st January 2022 – Chilly Willy Run: At the present time I'm still planning to run this event, unless there is a change to the COVID restrictions. The start venue of The Apple Barn Restaurant at The Valley, Evesham is very spacious and they will be reserving an area just for us, however if anyone is concerned about going inside they can meet us in the car park, we will be intending to leave around 11.30/11.45am. The garden centre shop and restaurant will be open from 10.30, so be there in sufficient time for a coffee and/or browse and be ready to leave at the appointed time. The route Lech and I have devised takes us through some good Worcestershire lanes, that are on gritted routes, although the long range forecast is looking dry and well above freezing. We will finish at the Golden Cross, where we have lunched booked, at the moment we have 33 people included for lunch which is about what the Cross had the room set out for when the previous restrictions were in place but again if anyone is concerned about going indoors then there is no problem chatting in the car park (I already have several people not coming in for Lunch). As this is New Year's Day in the middle of winter your modern car is acceptable, although MGs are preferred (it depends if I can get the new carpets back in my B in time (see below), so I might be in the FIAT 'MG' Spider by Mazda again!!



Tuesday 4th January 2022 – AGM: I hope any new restrictions will not prevent us from having our AGM at this Club Night, they stopped us last year and after the difficult year we have just had we need to make some decisions about the future of the Club, so if anyone fancies having a go at running the Club or even helping, this is the time to come forward, however it would help if you were to let me know before the day. If you can, please make the effort to attend and support our future.

Sunday 24th April – Drive- it-Day Run: David Pitt will be our organiser for this event, more details next year.

Friday 6th to Monday 9th May 2022 – Weekend Away: This event is now all booked and deposits paid for our trip to the Warner's Hotel in Cricket St Thomas in Somerset. It is still possible for you to join us if you have not already booked, however it will be at the standard prices and subject to availability, please contact Alan to check the latest situation (alan.griffith@hotmail.co.uk), as it stands we have 41 of us 'on the list'.



Other Events:

Saturday 1st January – Chilly Willy Run: This year the MGCC Midland Centre are running their own CW Run, which is a repeat of the Road Run used at the Triumph & MG Weekend last August. This will be 65 miles and start & finish at the Bluebells Inn, Barnards Green, Malvern where lunch will be available when pre-booked. Cost is £4 for MGCC members and £5 for other MGs. There is a limited entry, so check the Midland Centre website for further details.

Other Matters:

I have had a question from Peter Cooper as follows: "I wondered if you know who our MGF/TF members use for maintenance of their cars around here. I'm trying to find someone who has some knowledge of the VVC engine and maybe able to analyse poor engine performance."

I'm not well up on these modern MGs but we have lots of you who run these cars is anyone able to offer some advice to Peter?

What Have You Done in your MG:

Graham has put pen to paper again with the trials and tribulations with 'Bumble':

"Well, the truth of the matter is . . . not a damned thing. Bumble went into Tanworth Cottage Hospital with a request that, amongst other things, they assess the "clonk" on the back end. Having relocated all heavy objects in the boot in case that was the cause, I had to submit to the realisation All Was Not Well. The surgeons in Tanworth respectfully pointed out that the cause was a broken rear spring and that the car should not really be driven. So, of course, Fiona and I pushed it all the way home. Yeah, right.

All the usual sources of spares revealed the same situation . . . there aren't any. Global shortage of replacement (or even salvaged ones). Many thanks to kind Arden MG friends who put me on to Jones Springs Ltd, who are making a complete new set. Someone pointed out this could well cost three or four times what I would pay for some horrid imitation springs from the Orient, but another contact pointed out that the springs from Jones will definitely last three or four times longer than the Chinese ones, which are made from chewed paper and old bandages.

At one time we felt the new springs weren't going to be ready till . . . the Spring – but the news has come through that they will be ready second week in December.

It merely awaits then for the arrival of these at the aforementioned Tanworth Hospital. Fiona and I can then skulk across under cover of darkness and the process of marrying the lovely new springs with the required nuts and bolts from the MGOC can commence. We can then be On The Road again! Clonkless, hopefully."

Thanks Graham, fingers crossed for a nice smooth ride in 2022!

I have started a new project with my 'B'. Back last Spring when I asked Caroline to sit in the car to help bleed the brakes she looked around and commented "the interior looks terrible compared to the under bonnet, you need to do something about it!" Not wanting to upset the Lady of the house I started to research carpet sets and colours. It took a long time to decide then to get some colour samples, when we eventually decided on the colour and ordered the set we find out materials are in short supply and the usual 6 week lead time has become 12 weeks!! They finally arrived a few weeks ago, so I have stripped out the old stuff and a good thing I did, look what I found underneath the carpet on the



drivers inner wheel arch!! I will need to have some more welding practice before having a go at welding a repair patch in. Everything else looks OK though.



Before that the car had a last run out of the year to the Classic Car Meet at the Black Boy, there was a surprising number turn up as it was perishing cold but good to see the selection of cars. They are having another meet there on Boxing Day, worth a drive if you are free.



Trevor has got to the end of his project to convert an MGB to Ford Duratec power, so this is the final instalment:

Restoration and Installation of a Ford 2 litre Duratec into Our MGB Final Part

It seems like a lifetime ago that I first wrote about our MGB-Duratec project for the Club Newsletter, (2019) and I bet it seems even longer for you long suffering readers.

To relieve any further suffering, and because my reports are so far behind the fact that the car is now fully sorted and, on the road, attending club events, I will try to stick to the main events that took this project out of "Despair" (Part 6) into "Brilliant sunshine" and a feature in Practical Classics magazine. (more on that later).

My second rolling road visit on 24th November 2020, had ended like the first – expensive and no progress. For my sanity, credibility, bank balance and safety (have you seen Angie when she is angry) some drastic steps had to be taken.

Step One - Buy a running second hand engine and swap with the unresponsive engine that was installed. This would prove all of the other bespoke elements, ECU, fuelling/timing map, wiring loom, fuelling system and engine witchcraft. I Bought a Ford Fiesta ST150 engine. This is the same as the Mazda MX5 MK3 engine that was currently installed. It does not have variable inlet valve timing, which is why it is 150bhp compared to the Mazda at 173bhp.

Step Two - Swap engines, trying not to scratch a fully restored car. (failed on that one) Connect all the bits to make it run, connect battery, and bring to life. There was life "but not like we know it Jim" (Star trek) Engine was sort of running OK, but I had my doubts.

Step Three - Beg and plead with the rolling road man to let me book it in again. He had only just been released from the funny farm, following my last two visits, so that was not an easy ask.

Step Four - Pacify Angie with presents, so that I can achieve Step1.

Step Five - Take car to rolling road on 3rd March 2020, for what I was hoping, would be for the last time. As soon as Troy started the engine, he said that's not running on all four. After I had recovered from passing out, I enquired what was to be done. Some changes to the map and other "fiddling" about, had the engine sounding the best I had ever heard it. But no, Troy was not happy, he felt there was a problem with no 1 and 3 cylinders, where have we heard that before. (the old engine) After some diagnostic work, it was felt that the throttle bodies on 1 and 3 were leaking air, this was done by spraying break cleaner aerosol at the suspect area and listen to the engine note change. (a good tip for any engine). Once again Troy would not stress the slightly sick engine by completing a full map procedure at max revs/load. But he did agree to map it up to 3000rpm so that I could at least drive on and off the trailer. This was great progress, because we had proved



that all of the bespoke components were functioning OK, and I could report to Angie that there was a ray of sunshine, and that I could take her for a ride, in what was becoming a very expensive MGB. But I now had doubt about my newly built, removed engine, did it have a fault or not?

Step Six – Investigate air leakage at throttle bodies and firm up on some other points that Troy had flagged up. Removed the complete induction system from the engine i.e., throttle bodies, inlet manifold and fuel rail. To ensure the air filter would fit under the bonnet, I changed the angle between the inlet manifold and throttle bodies, by manufacturing some special wedges. The wedges were sealed with O rings, to my horror I found that on cylinders 1 and 3, they were not seated correctly. This was clearly the source of the air leak. Could it be possible that four 20pence 'O' rings could cause blood sweat and tears, an engine change and many pounds spent at the rolling road. I dismissed that from my mind because I could never prove it one way or another. I threw the wedges as far away as I could and reassembled the complete induction system very carefully, saying a prayer at every stage. I attended to the other items mentioned, and it was time to try my luck. For the first time Brilliant sunshine filled the garage, the engine ran very well. Better still, the temporary map allowed me to drive it on the road and test many other aspects of this project. In an instant what seemed like years of purgatory was replaced by a very rewarding driving experience.

Step Severn – Book the rolling road for 22nd June 2021 for the fourth, and hopefully last time. The car was running so well and because I had also sorted a few niggles, I had the confidence to drive the car the 35 miles to the rolling road. With this car past record, Troy's first words were "you are bloody brave driving that here", but I had renewed optimism and confidence that this would be the day that I drive this car home with the blistering performance, I had always envisaged when starting this project. From first start up on the rollers to 3 hours later the engine ran perfect and was now fully mapped and ready for my epic drive home. The drive home did not disappoint, and certainly surprised a BMW driver. How quickly we forget, all of the previous disappointments, mental breakdowns, sleeping in the spare bedroom, doubts, trials/tribulations and squillions of pounds spent were forgotten in that 35-mile drive home.



Step Eight- Enjoy all of the hard time and time spent to the maximum.

So, there we have it THE END. Just to recap our original specification was to create a MGB with 210bhp 175-foot lbs of torque and an optimistic 0 to 60 time of 6 seconds with good handling. What we achieved was 172bhp, 146.5-foot lbs of torque, with a 0 to 60 of 7.1 seconds, and very good handling.

But hold on, what of the original Mazda engine I hear you cry, well it is going back to the engine builder in the New Year, to be put on his engine dyno, to ascertain if there ever was a problem with this engine. It will then have to find its way into another project, but this time with 250bhp?

Practical Classics Magazine.

I contacted the above magazine to see if there would be any interest in my very practical MGB classic, classic looks with modern performance. They came back to me and were very interested in doing a feature.

They came out and spent half a day with me filming and asking questions. They were a bit surprised by how well it performed and handled. They are doing a five-page feature, hopefully in the February 2022 edition. That will be the icing on the cake.

Stay Safe and a Happy Christmas
Trevor and Angie.



Wow, I glad it all came to a successful conclusion in the end and hope all the efforts are worth it, although it sounds like they are!

Hot off the press, Norman has sent me his latest exploit, maybe next year he needs a convoy of Reindeers in front of him, what do you think?

Santa Visits – Tanworth-in-Arden and surrounding districts.

Last year (2020) when we were all in lockdown it became almost impossible for young children to visit Santa. So, Santa felt he should go to them. Initially Santa had planned to visit his two grandchildren and a couple of immediate neighbours – but the word got out and it soon escalated ending in a 20 or so mile round trip around the neighbourhood visiting 18 or so families. 37 young children and their families were able to see Santa in the 'Covid-19' Christmas of 2020. This year Santa thought that he would be able to take a break ho-ho-ho! but messages came in from many families saying their children were so excited at seeing "the real father Christmas" last year that they were wondering whether he would be able to come again this year.



Enough said, 41 young children and their families were greeted with a Christmas message, a big Ho Ho Ho!, a chocolate Santa or reindeer and a look into Santa's Naughty & Nice list book, and guess what all the children visited were on the NICE list – whew! A lovely evening, even though the weather wasn't great – quite foggy in places making driving the old 'B' a little precarious, especially down some of the narrow lanes around here. All in all a very satisfying and enjoyable night.

Keep Happy – Keep Healthy – Keep MGing and have a great Christmas and New Year from Santa and Mrs Claus.

Well done Norman a great way to use an MGB and making so many children happy.

Last but not least Dusty has just sent me an update on the progress with his US import MG TD Midget:

Well as I have said too many times, This car is fighting us all the way!

Although there are several small jobs to do now, we thought it was really time to see if the engine would start.

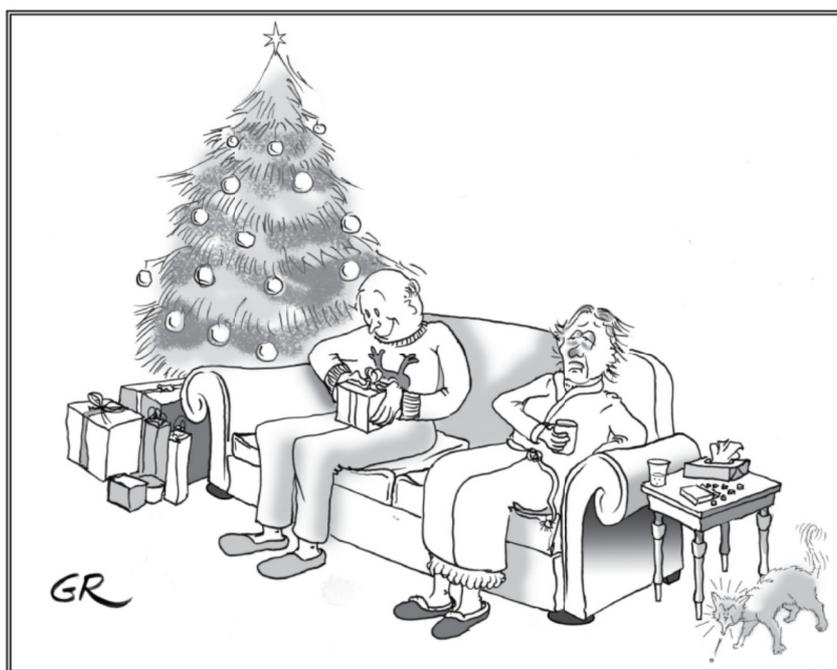
Switch on the ignition -OK. Pull the starter and nothing but a spark -but not from the plugs. All systems are dead, wait a few moments, power's back and try again - same result. Have we a short in the new loom wiring? First check earths, all seems OK. check various ignition circuits, again all seems OK. Wait till next weekend when we have the same thing happening. A call to Arden MG WhatsApp Group and various suggestions but the best advice was from Paul Adams who suggested; 'The Vintage Wireman' at Chipping Norton, just down the road. Friday arrives and Rory calls right on cue, tests a few circuits and suspects a bad earth from the battery. "But we've checked that" and we had but a little work with the Dremel and.....would you believe that just the thickness of paint between the contact and the bodywork could make the difference! The starter motor turned.

The next day the first job was to check the fuel and spark and to adjust the ignition timing to somewhere around 15degrees before TDC. A little help from 'Easystart' and she fired, ran and sounded quite sweet. Success!

Unfortunately we had failed to use a new copper washer on the oil feed to the tappets and found half a sump of oil on the garage floor before we hastily turned it off. But she is now a runner after almost exactly one year after her landing at Felixstowe. Now we can replace the bonnet - it's been on the spare bed for months. There are a few more minor things to do, tune the carbs properly and set the timing correctly then paint the hood frame, secure the floors, adjust the brake lights and fit a carpet. The seats are a rather unpleasant shade of dark brown, do we go for new leather seat covers in the correct buff colour?

Well done Dusty at least you are now making progress and to be nearly done in 12 months is credit to you. About the seat covers, after all the effort you have put into the car you must go for the correct colour and splash out on new seat covers. What does everyone else think?

Before we get to Graham's festive cartoon here is a picture quiz for you: I was looking at this photo on a board outside the Museum yesterday and wondered what these MGs are? A prize for who can tell me what model(s) of MGs these are, the photo legend states it is the MG Factory, Abingdon. There will be a draw from the hat if there is more than correct answer.



Which part of passing on your flaming cold classes as the spirit of giving?



Stay safe, stay well

Paul

Proposed Events 2022

Date	Event	Organiser
01/01/22	Chilly Willy Run	Paul
March	Visit to Vital Spark	Paul
24/04/22	Drive it Day	David Pitt
6/05/22 to 9/05/22	Weekend Away to Warner's Cricket St Thomas, Somerset	alan.griffith@hotmail.co.uk
25 th & 26 th June	Bloxham Steam Rally	Trevor
July	BMC & Leyland Show BMM	Paul
05/07/22	Show Night	Paul
Summer	Aunt Sally	Trevor
Summer	Happy Hereford's Run	Trevor
Summer	Chairman's Picnic	Paul
Summer	Heritage Run Revisited	Paul
13/12/22	Xmas Meal	Paul