



**Morris
Garages**

ARDEN MG CLUB

Issue 2 - February 2022

Newsletter

Welcome to the February issue of **AMGC** monthly newsletter - hope you've had a lovely Valentines day.



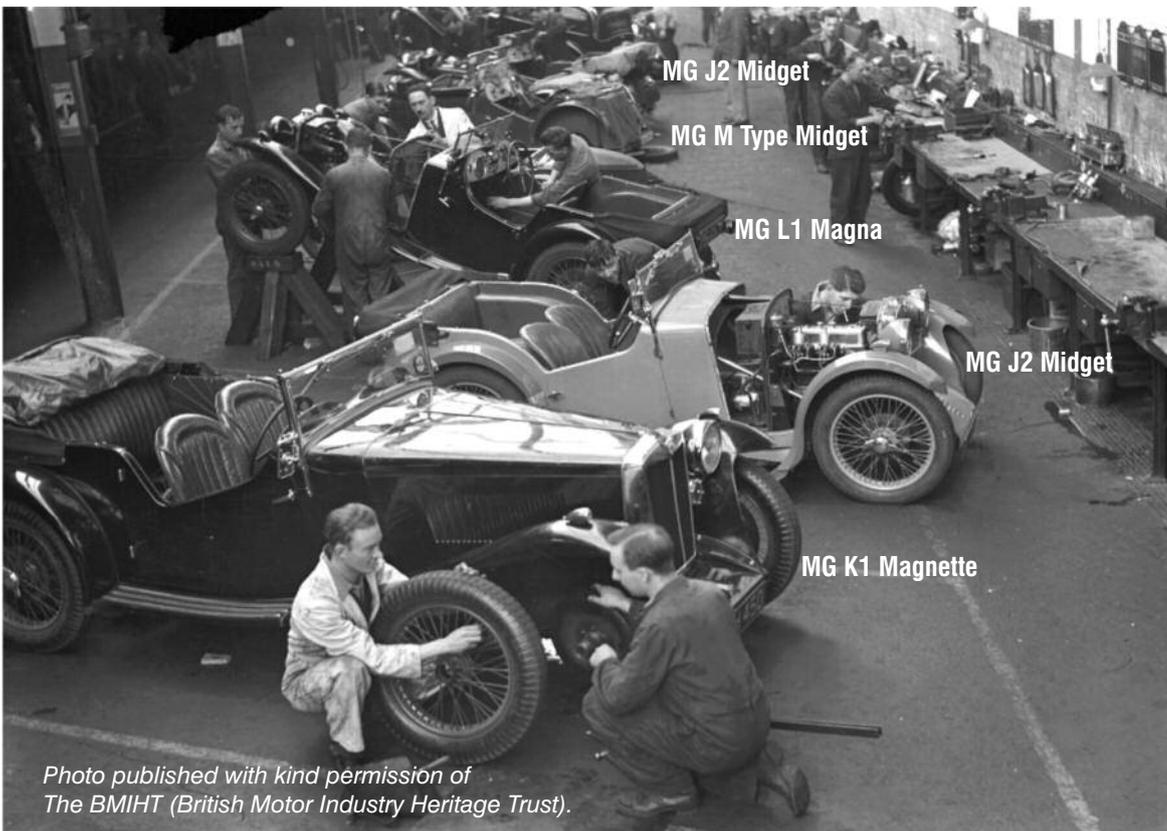
Photo Competition

by Paul

In the December Newsletter I put in a competition to identify the MGs in a photo.

then thought no this will make a good competition question, so put it in the Newsletter. I had two responses, one

Register Forum. The considered view was the same as mine and Lech eventually came round to our thinking



having seen the full photo and he wins the prize. I was obviously wrong about the photo being a good one for the Newsletter (only 2 replies!!) but I enjoyed the process of researching the identities, oh and by the way the answers are marked on the photo.

Photo published with kind permission of The BMIHT (British Motor Industry Heritage Trust).

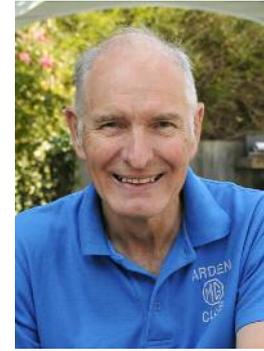
To remind you of the background, the photo was taken of a picture on a display board outside the British Motor Museum. The display board must have been there since the Collections Centre was opened (Feb 2016), so I must have walked past it many times but not taken much notice but this time I stopped and thought to myself "I wonder what those cars are". I took a photo of the picture thinking I will send it to Lech he will know but

of which was inevitably from Lech with a full explanation for his choices but how do I know he was right? I asked in the archive if they knew but no, the only caption was MG Factory Abingdon 1936, however they did send me the full un-cropped original. The research began, I looked through all my books and came up with my own ideas but then thought "let's consult the experts", so asked the question of the MG Car Club MMM

Editorial Team:

Paul Dunster & Norman Large
Please let us know if you have any information (comments, stories of interest, photos, a club member's birthday, etc) that you would like to be considered for inclusion in this Newsletter. COPY DEADLINE is 10th of the Month.

ardenmgclub@talktalk.net
norman.large@btinternet.com



"We have to start by congratulating Norman on the excellent job he did on the first of his Newsletters, this is typical of the comments received:

"Newsletter. I was very impressed with the new format and hope it will continue".

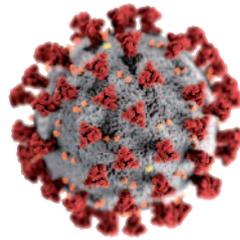
"Good look and layout to the new newsletter".

"Congratulations on the new format, looking great - keep up the good work!"

My sentiments entirely but as I keep saying he needs the content from us, so don't forget the 'Press Deadline' of 10th of the month."

Anyone would think the CoronaVirus has gone away with 49 of us in the Restaurant at the Cross for the Club Night, which was great to see (it must be the largest gathering we have had for 2 years!).

However, I must inform you that I have received 4 notifications of positive COVID



tests subsequent to the meeting. Although most of those did not consider the meeting was the cause of the infection and some people were poorly but no one has said they were seriously ill. The Government are talking of lifting the remaining restrictions by the end of this month but you must make your own decisions on where you go.

Making more use of the Annual Ticket British Motor Museum

I have had a few discussions about activities we can do as a Club one of which was from Steve who feels we could all make more use of the Annual Ticket that we get from the British Motor Museum and therefore suggested we have a monthly meeting there.

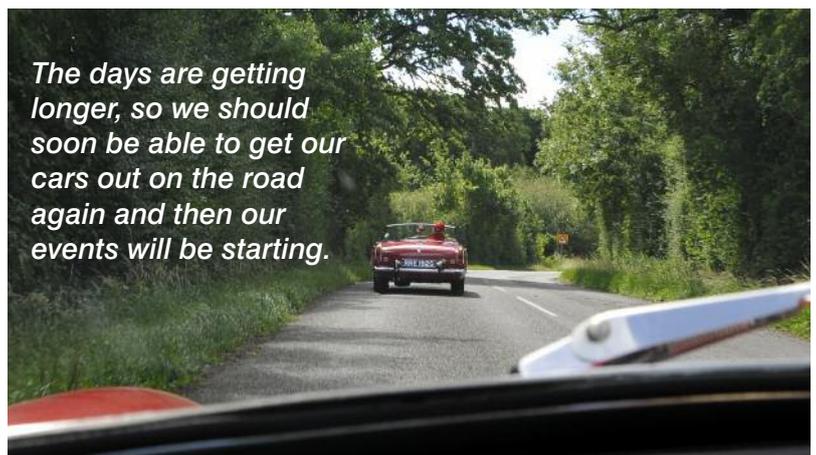
I think this is worth a try and would suggest that we try a breakfast meeting there on the third Tuesday of the Month, starting in March. If you would like attend please let me know so I can gauge support and make sure the correct facilities are available to us at the Museum. Meet in the Junction 12 Cafe from 10.30am, don't forget when you buy your ticket to tick the box for the annual ticket and if possible Gift Aid your payment, remember it is now cheaper to book online in advance. If you pay on the day ask for the Annual Membership Conversion.



Bodywork Recommendation?

I have received an email from an Owners Club Member for recommendations for 'Bodywork Shops', ideally near to Wellesbourne. Has anyone got suggestions? Please let me know and we can start a page on the website for recommended local suppliers.

The days are getting longer, so we should soon be able to get our cars out on the road again and then our events will be starting.



What is an Electric MGB Like to Drive?

By Paul

We will be visiting Vital Spark next month but I have been in discussion with them since seeing their display at the MG Weekend last August in Malvern. They have now got the MGB GT up and running and ready to use, so I was invited to have a test drive.



Although I'm not totally convinced about Electric Cars in general, I am intrigued by the idea of an electric MG, I know there is all the talk about range and this will be a problem for a long time but I looked at my log of drives in my MGB & very few of them get anywhere near the expected 80/100 mile range. I have also got 3Kw of solar panels on my roof, so the power source can be free or low cost, the level of usage will allow me to charge up slowly during the daylight hours ready for the next outing, so can use a 13 amp socket without an expensive quick charger.

As I have said I was very interested in trying the car, all the talk about electric cars is about how good they are to drive and my limited experience (a run round in a Jaguar iPace, a £63K vehicle and a short run in the dark in the RBW 'B') confirms that this should be the case. This Vital Spark car has been converted to still use the original gearbox and has been tuned to the same power level as a standard 'B', so there is no need to upgrade everything (brakes, suspension...). The standard 'B Series' engine is quite a heavy lump and it works out that the weight and distribution of the converted car are very similar to the original car.

Into the car, it's just like any other MGB GT except after turning the ignition key you press a button to make the car 'live', then select 'D' and you are ready to go. As the gearbox is still in the car the speed of the 'get away' can be varied, you can start in any gear but they recommend 3rd or 4th using the normal clutch. I found that to get the best compromise was to leave a junction in 3rd but as soon as you are moving you change up into 4th (using the clutch as normal), foot on the accelerator and off you go. Other than that it is basically an automatic, indeed you can start in 4th and just leave it there letting the electric motor do the work. The performance feels similar to my 'B' until the speed builds, I only went to 70 mph but the motor was still pulling strongly but without all the frantic engine revs or need to change gear. Arr, yes you say but the whole point of a classic car is the noise the engine makes



Photos courtesy of Vital Spark

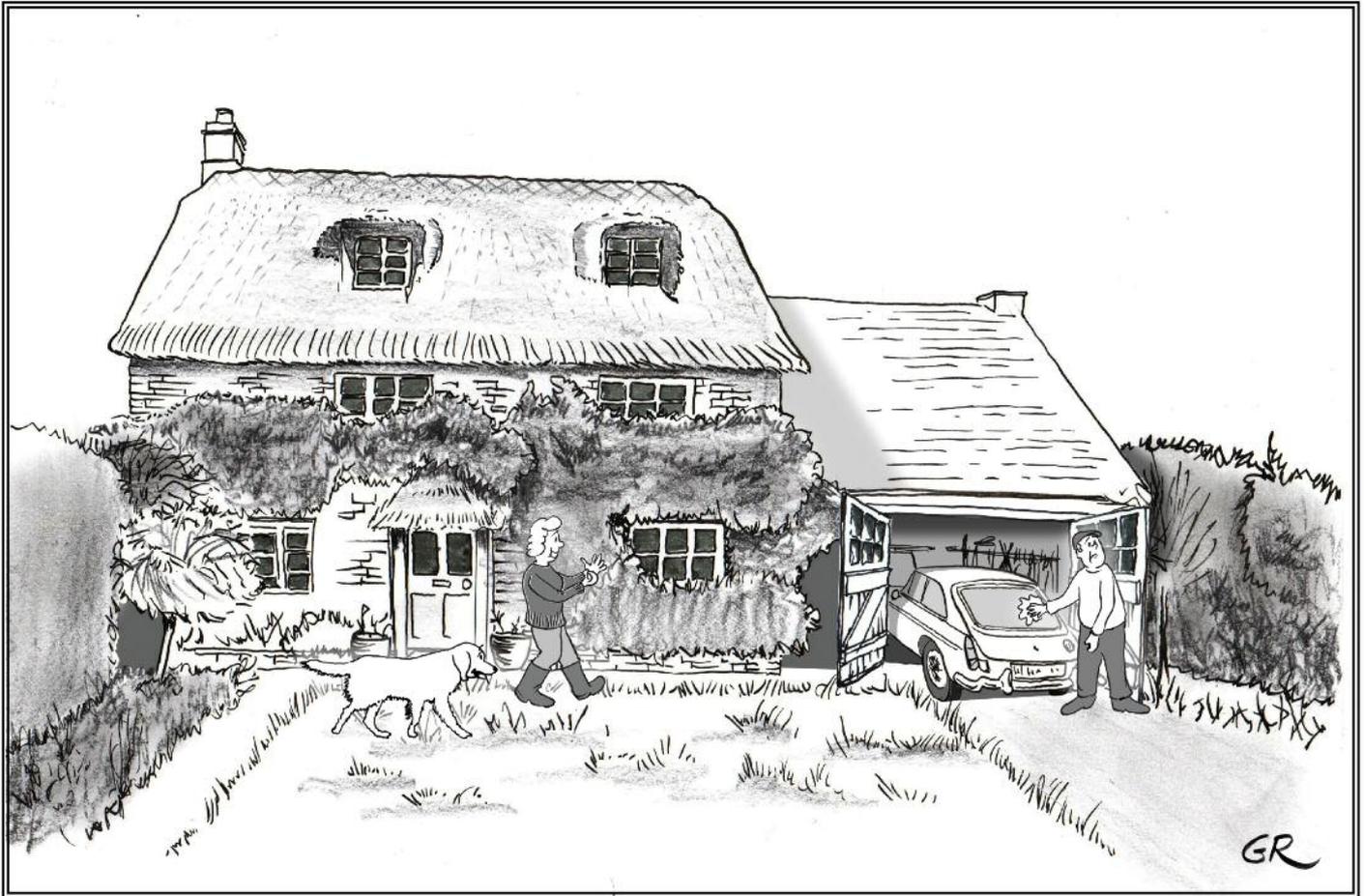
and yes the car is much quieter but you do hear the wind noise and the usual road noises, anyway when you are moving at some speed all the noise is left behind. I can see this will be a problem for some people but it means you get a different experience from the car.

Handles like a 'B'

The handling felt very much like the 'B' I'm used to, although I would need a bit more time in the car to build the confidence but I think it would be fun to learn. There is another item of control to consider as there are three stages of 'Regeneration' (none, low and higher) this means you can select how much the motor generates back into the battery when slowing down, which can help to increase the range. I tried the low & higher and think there is definite merit in using the regen instead of the normal brakes and could make travelling along twisty Country Lanes great fun but I think it needs a different style of driving, so don't expect it to be like an MGB. Is it better? That's difficult to say at this stage but it would be fun to find out, however it is definitely different.

To sum up, I think the performance and handling are on a par with the standard car or maybe better (certainly at higher speeds), for most the journeys I would use a Classic Car for the range is adequate. It's different and needs a new style of driving, that would be interesting to explore.

Would I have one? Most definitely yes.



Are you cleaning up all the garden tools, like you promised?

What Have You Done In or With Your (or someone else's) MG?

Wedding Deadline is getting ever nearer!

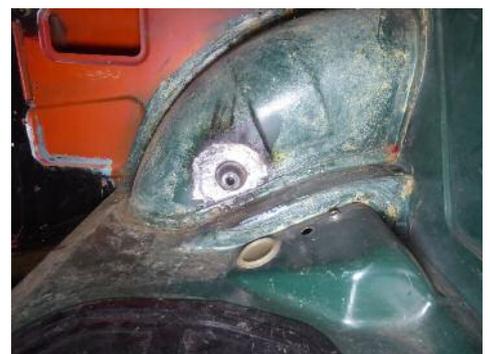
by Paul

Again very little progress and the 'Wedding Deadline' is getting ever nearer. However I have solved the issue with the Seatbelt fixing boss. I did contact Alan at Al's Classic Cars in Alscot Park but he was off ill (not COVID) "but his mate may be able to help". However, I thought I might be able to patch it up myself but Alan phoned back the next week.

There was sucking of teeth, no it is safety critical and needs to be cut out and new metal welded in and his mate can fit me in next week.

I put the drivers seat back in the car and drove off to Alscot Park with no hood and temperature about 5 Degrees C. A few days later he phoned back all done, still 5 Degrees for the drive back! He WhatsApped me a photo record of all the processes of the job. That just left me to put some paint on to protect for the future.

Now ready to fit the new carpet set.



What Have You Done In or With Your (or someone else's) MG?

...or forget to do!

Some have 'done' and some forgotten to do! I guess after reading this article from Graham we might conclude he just might fall into the latter.



Sadly, "what I did with my MG" has consisted almost entirely of looking plaintively at the road surface and fearing the presence of harmful substances.

However - there is the inevitable "note to self" occurrence, relevant to the onset of age, one fears: Bumble tends to use a bit of oil. No great amount, but the appearance of the jolly little green light on the dash reminds one that it is time to top up. In the event of being

in a rush and not being able to do it straight away, there is a handy sign on the workbench in the garage saying "OIL". This is placed prominently in the hope of catching the attention of the driver prior to the next outing. There was such an occurrence about three weeks ago.

Yesterday, however, on opening the bonnet I realised that the sign saying "OIL" now needs to have a brother . . . one that says "AND PUT THE CAP BACK ON".

by Graham

*Do you have a story to tell?
- if so please let us know*

Not a lot! but so pleased to see MGOC Spares have featured FAV (my roadster) twice in their February Newsletter Valentine message. Top row 2nd and 3rd along. Have you had your MG featured in an article? if so please let us know.

by Norman - *Image courtesy of MGOC Spares*



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♥ A Valentine From Us To You ♥

To celebrate Valentine's this year we decided to trawl through all of the submissions from the 2021 Photo Contest and highlight all of your beautiful RED MG's! We love them, and hope you do too!



A little light work whilst creating a few more Grey Hairs and a Bad Back

by David Rayner

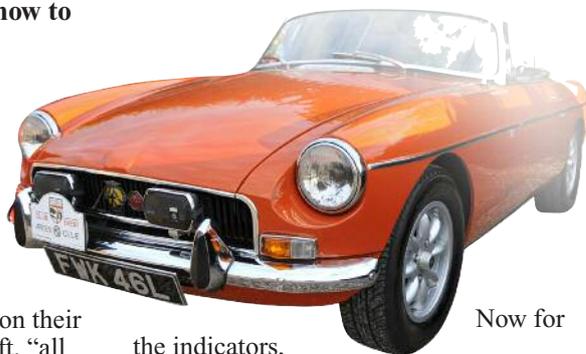
It all started (I think) last September coming home from the club night, 10pm, dark, headlights on main beam, coming up to the island in Alcester, so far so good, I indicate right and darkness!!!, headlights went out. Cancelled indicators, headlights came back on, first thought, "don't use indicators". It's a bit like walking on ice, DON'T JUMP. Got home OK, only 2 miles down the lanes, and if another car comes, he's going to have to guess which way I'm going. Time now to ponder.

I say I think it started last September, because, when was the last time I was on main beam and indicated? Can't remember. We are not usually out in Lady B in the dark. Next day with me at the controls and Diane watching the lights, everything worked fine, "on their own", main beam on, indicate left, "all good", indicate right, "headlights drop out". Serious time to ponder.

My first thought was a bad earth somewhere, now Lady B is not a big car, but, still a lot of connections. Talking to a electrician friend, he said, "sometimes bulbs still seem to work but have failed and hold a resistance that causes a short cut in the earth path and the earth to other light then disappears when the faulty bulb is illuminated." Pay attention. Can someone please tell me, who invents something that disappears down a wire that you can't see??? Because I'm not keen or good on electrics, I tend to steer clear. Is that wire live? "Tingle" yes. The simple answer is, "don't take the car out in the dark".

Time drifted on until January 22, (you can see how enthusiastic I am on electrics) and with hope in our heart spring was ahead, time to grasp the nettle. But, it's a bit chilly in the garage this time of year, so no rush. First reasonable day, out into the garage to remove a head light, but first getting the headlight rim off, without damaging the paint work. Ok, make a tool to remove rim. Tool made, rim off and sealed beam removed with Halogen bulbs. Next problem, water had got in, and rust started on the steel back of the sealed beam unit, it had not damaged the

silvering, but had lifted the "shellac like finish". Next gentle scrape/sand/treat rust, 3 coats, allow to dry, order new rubber gasket. Fit another bulb. Otherwise all seemed OK. One thing Lady B has got, and that's a battery immobiliser, so when working on electrics, it was quick to disconnect. The other headlight was exactly the same, treat rust, now order 2 gaskets. Test, independently all OK, but still problem exists.



Now for

the indicators, front side/ indicator light, remove metal surround/plastic cover and bulbs, and clean live/neutral bulb contacts change bulbs, test, still have problem. Inner and outer gaskets need replacing, add to order. Add can of deep heat to order. Remove wheel and remove side light complete from body, check wire contacts, repeat on other side, same problem and still fault persists. Re-assemble, one item I did add, at the back of the units, where the wire comes out of the unit, before wrapping with insulation tape, I put a small amount of non-setting

Now for the rear... ...and more Deep Heat

putty around the wire, it will seal but still allow the wire to slide when the bulb is inserted against the spring.

Now for the rear, remove lens, note screws a little rusty and heads a bit burred, order 2 sets new screws, note gaskets not in good condition, order 2 new sets gaskets. Clean contacts, insert different bulbs, test, problem persists. Add another can of deep heat to order.

Gaskets sets arrive, only to find one of the rear gaskets not stamped out correctly so top point is missing, request replacement. It arrives 2 days later. Reassemble all lights, nice and clean, but problem persists.

Ponder a little more while soaking my back in the bath. My next item to check, is remove steering column cowl, "bingo" I spot a loose wire, only just making contact to the indicator stork clamp. The next problem was to open up the little clamp securing the broken wire to the indicator assemble unit. I could have just used the outer casing clamp, but if I'm going to do it, "do it properly", So another tool had to be made. I got a 3" oval nail, filed it to a point like a chisel, then, cut the end off, half inch long. This little wedge was offered up under the connection opening, and squeezed VERY gently with a pair of pointed nose pliers, to force open the gap. Not allowing lateral movement as connector is riveted to unit. The difficulty was the connector was fixed to the indicator unit, so I could not afford to break it off. With a bit of patience in the genuflecting position, and more sprays of deep heat, it opened up to enable the old wire to be removed. Trim wire, reinsert and pinch up connection. With fingers crossed on one hand and a can of deep heat in the other, we were ready to test again, "SUCCESS" all works as should. This only took about 8 hours, spread over 2/3 weeks, Well I had to allow for cups of coffee.

What must have been the problem, was that with the indicator pushed forward for main beam worked fine, moving the indicator to the right, moved the wire away from the just touching position, making no contact. If only I had looked there first. But then I would not have found the rust or got new gaskets. The Final job was to check and re-align the headlights, not too bad a job, even in the daylight.

Conclusion; I spent more money on deep heat than spare parts of screws and gaskets. But, we can now go out in the dark again.

by David Rayner

What is your MG story? - please let us know

MGs through time



A Valentines Day reminder of just how many MG cars we all love, and sometimes hate when things go wrong, have been produced over the years. And, a reminder too of how it all started.

MG, or Morris Garages which belonged to William Morris, is a British marque known for its sports cars and mini cars. The MG marque was founded by Morris Garages business manager Cecil Kimber in 1924. Kimber began

promoting sales by producing his own special versions of Morris cars. Over the years of its glorious history the ownership of the company has changed hands across diversified business conglomerates to finally being owned by Chinese state-run SAIC Motor.

A list of all models produced to date and the number owned by club members is appended below (if any are missed please let the editorial team know).

Models and production periods

Sports cars

1924-1927:	MG 14/28
1927-1929:	MG 14/40
1928-1933:	MG 18/80
1929-1932:	MG M-type Midget
1931-1932:	MG C-type Midget
1931-1932:	MG D-type Midget
1931-1932:	MG F-type Magna
1932-1934:	MG J-type Midget
1932-1934:	MG K-type Magnette
1933-1934:	MG L-type Magna
1934-1936:	MG N-type Magnette
1934-1936:	MG P-type Midget
1936-1938:	MG TA-type Midget.....2 owned by club members
1939:	MG TB-type Midget
1945-1949:	MG TC-type Midget3 owned by club members
1949-1953:	MG TD-type Midget5 owned by club members
1953-1955:	MG TF-type Midget4 owned by club members
1947-1953:	MG Y type (saloon & tourer) ...4 owned by club members
1955-1962:	MGA1 owned by club member
1961-1979:	MG Midget7 owned by club members
1962-1980:	MGB31 owned by club members
1962-1980:	MGB (V8 Self Modified)1 owned by club members
1965-1980:	MGB GT12 owned by club members
1967-1969:	MGC2 owned by club members
1967-1969:	MGC GT
1973-1976:	MGB GT V81 owned by club member
1975:	MGB Jubilee.....1 owned by club member
1980:	MGB Roadster LE.....1 owned by club member
1980:	MGB GT LE
1992-1995:	MG RV82 owned by club members
1995-2002:	MG F.....7 owned by club members
1995-2002:	MG F VVC1 owned by club members
2002-2011:	MG TF18 owned by club members

Subcompact cars

1982-1990:	MG Metro
2001-2005:	MG ZR
2013-present:	MG 3

Compact cars (Small saloons)

1933-1934:	MG KN
1962-1968:	MG 1100.....1 owned by club member
1967-1973:	MG 1300

Supercars

2002-2005:	MG XPower SV
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Midsize cars (Medium saloons)

1924-1927:	MG 14/28
1927-1929:	MG 14/40
1928-1933:	MG 18/80
1937-1939:	MG VA saloon, tourer and drop-head coupé
1947-1953:	MG Y-type1 owned by club member
1953-1956:	MG Magnette ZA
1956-1958:	MG Magnette ZB.....3 owned by club members
1959-1961:	MG Magnette Mk. III
1961-1968:	MG Magnette Mk. IV
1983-1991:	MG Maestro1 owned by club member
1985-1991:	MG Montego
2001-2005:	MG ZS
2001-2005:	MG ZT2 owned by club members
2007-2013:	MG 7
2011-2016:	MG 6
2021-present:	MG5 EV Long Range

Full-size cars (Large saloons)

1936-1939:	MG SA saloon, tourer and drop-head coupé
1938-1939:	MG WA saloon, tourer and drop-head coupé

Racing cars

1930-1931:	MG 18/100 "Tigress"
1934:	MG Q-type
1935:	MG R-type
1962-1980:	MGB Self Modified.....1 owned by club member

Concept cars

1966:	ADO34
1969-1970:	ADO70
1985:	MG EX-E
2017:	MG E-MOTION
2021:	MG CYBER-STER

Vans

1980-1998:	MG Metro van
2003-2005:	MG Express

SUVs

2015-2019(UK):	MG GS.....1 owned by club members
2017-present:	MG ZS
2018-present:	MG HS
2019:	MG ZS EV
2021:	MG HS Plug-In Hybrid



Proposed Club Events for 2022

March Tuesday 1st - Club Night:

Social evening at the Golden Cross.

March Tuesday 15th – Breakfast Meeting, British Motor Museum

See Chairman's Report for details but let me know if you are interested in attending.

March Thursday 17th - Factory Visit...

...to The Vital Spark, Electric Classic Cars, which is now fully booked. Gary and his team are looking forward to welcoming us to the factory to see their operation. We should be there at 10.30am and coffee will be available and Gary will give us an introduction to the company and MGB Electric Conversions, followed by a look around the works. There are cars to be inspected (The finished white BGT, a 'B' Roadster being completed, as well as several of the Sebring Healey 3 litres), so lots to see and do. It will also be possible for a few to have a drive in the B GT, not sure of the number but time will be limited, so only a few 20 minute runs. If you would like to have a go, then let me know and I will select at random those who will get the chance.

The address is: Unit 2, Bird Industrial Park, Station Road, Long Marston, CV37 8RP. It is off the Long Marston to Lower Quinton road, turn opposite the end of the 'Greenway' which is where the level crossing used to be (the rails are still in the road!). Weather permitting it would be great to see a collection of our classics at the factory.

Is anyone interested in going to the Mason's Arms for a drink afterwards?

April Saturday 23rd - St Georges Day - The Fleece Inn at Bretforton Asparagus run.

Trevor has contacted the Fleece to see if there will be an Asparagus Run this year, but to date has had no response, will keep you posted, but please let Trevor know if this would be of interest.

April Sunday 24th - Drive- it-Day Run:

We will meet up and start from The View at Wootton Wawen, B95 6DE. See <https://www.theview-eat.co.uk/> for more information. We will have the use of their overflow car park and should be able to have their upstairs room (with an even better view!) to ourselves which is where the route / instructions will be handed out. They have an excellent restaurant with a menu that offers a wide range of choices from a cup of tea / coffee to their 'Ultimate Breakfast'. Any takers?

We will meet up from 9.30am-ish with the run starting at about 10.30. Distance is 40 miles according to OS Maps but this will be checked in the near future. The route instructions will be tulip diagrams with instructions. The finish will be at the Hook Norton Brewery, OX15 5NY.

Any additional information will be published in the next newsletter but please let us know on dlpitt@btinternet.com if you want to be added to the list or you need more information. Alternatively, we will collect names at the next club night. Fingers crossed that our first event for Arden MG goes well!

May Friday 6th to Monday 9th May - Weekend Away...

...to Warner's Cricket St Thomas, Somerset

June Sat/Sunday 25th & 26th - Bloxham Steam Rally - Bloxham

Trevor is now in receipt of a booking form, and the prices for this event are: classic car and driver is free, passenger is £12.50 per day. Camping is £55 and includes free entry both days for two adults and 2 children. The organisers will allow us to do a local run before arriving at the rally - sometime during the morning. If there is enough interest in this Trevor will organise it.

July Saturday 23rd - Badsey Flower Show

Cars have to be in position before 12pm.

September Sat/Sun 10th & 11th - Road, Rail & Ale Festival.

This is a two-day event held at the Statfold Narrow Gauge Museum Ltd, Tamworth, Staffs, B79 0BU. This is a weekend of classic, vintage and steam themes. If one goes in one's classic car, entry is £5 per day which includes entry for two people. They also have a campsite for those who may wish to stay for the weekend, £20 non-electric and £25 with electric per night. Trevor has made enquiries for a club stand, so please let him know if this is an event, you would like to attend. More info at www.statfold.com

September Sat/Sun 24th & 25th - Sywell Classic Piston & Props.

Another two-day event held at Sywell Aerodrome, Sywell, Northamptonshire NN6 0BN. An extravaganza of all thing's cars and planes. Take your classic car (pre-1992) and its £5 per day which includes entry for two people. There is also camping available at £40 for three nights. We can have a club stand at this event, and Trevor has sent off an application form, numbers attending will be required 4 weeks before the show. More info at www.sywellclassic.co.uk

To reserve your place or for more information on any of the AMGC events please contact the appropriate organiser:

Date	Event	Organiser
March 15 th	Breakfast Meeting BMM	Paul
March 17 th	Visit to Vital Spark	Paul
April 23 rd	The Fleece Inn - Asparagus run	Trevor
April 24 th	Drive it Day	Sheila & David Pitt - dlpitt@btinternet.com
May 6 th to 9 th	Weekend Away to Warner's Cricket St Thomas, Somerset	Alan Griffith - alan.griffith@hotmail.co.uk
June 25 th & 26 th	Bloxham Steam Rally	Trevor
July	BMC & Leyland Show BMM	Paul
July 5 th	Show Night	Paul
July 23 rd	Badsey Flower Show	Steve
August (tba)	Brailes show	Fred
September 10 th & 11 th	Road, Rail & Ale Festival	Trevor
September 24 th & 25 th	Sywell Classic Piston & Props	Trevor
Summer (tba)	Aunt Sally	Trevor
Summer (tba)	Happy Hereford's Run	Trevor
Summer (tba)	Chairman's Picnic	Paul
Summer (tba)	Heritage Run Revisited	Paul
December 13 th	Christmas Meal	Paul

What's On - Elsewhere

Other Events for 2022

April 3rd - Festival of Transport Classic Car Show -
Three Counties Showground, Malvern

April 10th - MG Car Club Ltd - Spring Run
finishing at Broughton Castle, Banbury
Full Details: <https://www.mgb-register.org/events/>
Email Paul or Norman for a pdf flyer if you are interested

April Saturday 23rd - Pride of Longbridge.
Held on Cofton Park, no need to book just turn up and join hundreds of cars with
any link to the Longbridge factory. Starts from 10am.

June 4th - Summer Classics -
Three Counties Showground, Malvern

June 12th - The 24th Ratae Road Run
£28.00 Per car includes driver and one passenger.
Full Details: <https://www.mgleicester.org>
<https://www.mgleicester.org/event/ratae-run-2022/>
Email Paul or Norman for a pdf flyer if you are interested

June 18th and 19th - Ashby Magna Vintage Rally

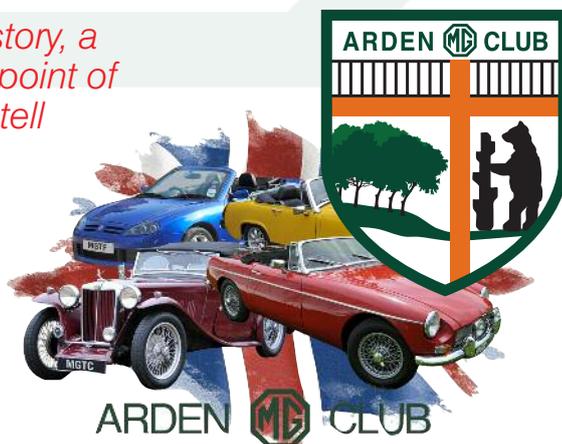
June 19th - MG Owners Club MGs in the Park -
Cotswold Wildlife Park, Burford
Take your MG, no booking needed, driver has free entry, passengers have a
discounted rate.

June 24th and 25th - Stratford Beer Festival -
Stratford Racecourse

July 16th & 17th - Classic Nostalgia - Shelsley Walsh -
Tickets are £15 per person if you arrive in a classic (pre-1985)

*If you know of any other events that you feel are worth a mention in the
Newsletter, or there is an event that you would like to organise, please let Trevor
know.*

*Do you have a story, a
relevant joke, a point of
'MG' interest to tell
or share?
- if so please
let us know*



Snippets

AMGC photo links



A look back at some of the good times. Copy or click
on the link to your browser to view the photos.

2022

<http://normanlarge.com/ArdenMGCWRunJan22/>

2021

<http://normanlarge.com/ArdenMGCXmas21/>

<http://normanlarge.com/ArdenMGAlanRun/>

<http://normanlarge.com/ArdenMGCChairPicAug21/>

<http://normanlarge.com/DriveitApr21/>

<http://normanlarge.com/CWRRunApril21/>

MG Mart



MG Mart Sell your MG related item(s) (car,
parts, regalia) here. Just send us an email
with a short description, photo (if
applicable) and contact details.

Special Birthday



Christine (Chris) L celebrates three score
years and ten on 5th March - Happy 70th
from all at AMGC.

Humour!



Little Billy and his Dad were down at the
autocross watching the MGs zipping
through the cones.

Little Billy looks up to his Dad and says,
"Dad, when I grow up, I want to be a MG
driver."

His Dad looks down at him and says,
"You can't do both, son."

Editorial Team:

Paul Dunster & Norman Large
Please let us know if you have any
information (comments, stories of
interest, photos, a club member's
birthday, etc) that you would like to be
considered for inclusion in this
Newsletter. COPY DEADLINE is 10th
of the Month.

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