



**Morris  
Garages**

**ARDEN**  **CLUB**

Issue 5 - June 2022

Newsletter

Welcome to the June issue of AMGC monthly newsletter and hoping you have had a wonderful Jubilee celebration. Our congratulations, thanks and best wishes to **Her Majesty our Queen**.



# Cricket St Thomas

**Weekend Away** 6th - 9th May by Alan

After 2 years of Covid restrictions, and not knowing what we could or could not do, it was time to have the first holiday weekend away since the club's trip to Shaldon, Devon on 7th June 2019.

The venue this year was Warner's Cricket St Thomas in Somerset. A fair jaunt for our old classics. This beautiful Georgian house sits in 30 acres of parkland and was used as the backdrop for The Manor Born and became Mr Blobby Land (no longer in residence).

41 people booked and this was unfortunately reduced due to Peter and Julia having to pull out due to health reason. Get well soon Julia, you were sadly missed.

It is fair to say that only one couple had been to a Warner's before so it was a new experience for all of us. Most of us had 150 mile journey, or thereabouts, which was a good test for all the cars, particularly if you kept off the motorways.

To break up the journey, 12 people stopped at AV8 Café at Cotswold Airfield south of Cirencester and enjoyed a late breakfast or a coffee. After this point the road to CST was slow, so the break was welcome. I was unable to welcome members to the AV8 café but Richard and Fiona stood in as I was still at home wondering if I was going to go on the holiday I had booked.

All the cars arrived at CST and those who arrived early were able to book in and use the wonderful facilities, including booking for activities the following day.

On arrival, Richard was approached by the staff who wanted us to change our dining arrangement. This was great, as it meant that we all ate at the same time in one dedicated area. This arrangement continued for the rest of the stay. After being let off by the doc, Liz and I made a guest appearance as everyone was sitting down to eat.

On Saturday morning, 15 cars undertook a 26 mile run from CST to the Donkey Sanctuary near Sidmouth. The drive went through Axminster onto Colyton, before heading to Axmouth



Warner's Cricket St Thomas



The Donkey Sanctuary

and along the coast to Seaton and Beer before eventually ending up at the Donkey Sanctuary. Many went into the Donkey Sanctuary for a coffee and a bite to eat before exploring Sidmouth and the surrounding areas.

#### Editorial Team:

Norman Large & Paul Dunster

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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# Cricket St Thomas

## Weekend Away - continuation



Many using their Sat Nav, (not standard equipment for the old MG's), found it took them through the ford at Sidmouth, a test for those electrics, Chris Yates was one of the first to try the crossing. Lisa and Peter thought it a good idea to visit Branscombe and soon found out that the lanes were narrow, good reversing practice when confronted with oncoming traffic.

Richard, Fiona, Liz and myself went to Beer after a coffee and sat on the beach and had crab sandwiches, all in the glorious sun.

At this point I must mention our Events Coordinator Trevor. Trevor and Angie travelled to CST and then went back home to do a wedding event and still made it back for dinner. You're a brick Trevor or mad.

That night we were entertained by Jeff Hoopers Big Band. What a band they were fantastic. It would have been great to be able to dance more but many stayed on to dance with the disco that followed.

On Sunday we woke up to another wonderful day, weren't we lucky. The whole weekend could not be faulted weatherwise.

The second run organised by Richard and Fiona was to the Abbotsbury Tropical Gardens on the edge of Chesil Beach by the renowned Swannery. The run was 25 miles long, went cross country to Bridport before running along the coast road past Golden Cap, almost to Abbotsbury. Again 14 cars took part.



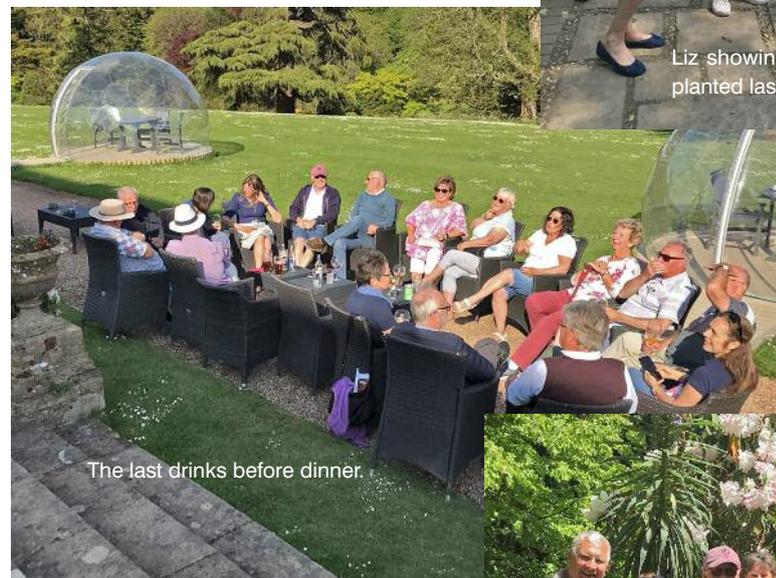
Richard's briefing before the Abbotsbury run

Most went into the café for coffee and then toured the gardens before having a snack for lunch. The Gardens were very impressive. Those who did not go into

the garden went to Lyme Regis for the balance of the day and Paul and Lech went off to the Fleet Air Arm Museum at Yeovilton.

Back at CST many had booked up for the free activities. The wonderful 6 headed by Trevor managed to fill their days at CST and became great archers, and shooters. As we left for the run to the Tropical Gardens, they gave us a guard of honour as we left, rifles in hand. They and others also tried the Aqua Aerobic, pictures still required to prove they attended, snooker, putting etc.

Back at the hotel, members got into the spirit of the occasion and many found that they could sit on their patios with others and move round the hotel blocks following the sun. By dinner many had already enjoyed their evening. After dinner there was a Michael Buble tribute show attended by all. After this many stayed on dancing the night away to the Distinctions Live and the late disco.



The last drinks before dinner.

On Monday morning we all had breakfast together before packing and checked out. Many took advantage of being allowed to stay and use the free activities. More archery and shooting practice etc took place, followed by coffee and lunch before leaving, it made a full day for many.

Let's hope we can continue to hold similar events. I would like feedback

from those who attended so I will be sending out a simple questionnaire for you to fill in. Happy to organise similar functions if members wish.



Car Park Tropical Garden



Liz showing the one she planted last year!!



Group Pic Gardens

# Cricket St Thomas

Weekend Away - more photos from Paul



# Ragley Hall Show

- 5th May by Paul

I set off from home with the sun trying to shine but I was a bit dismayed when I got to the gate of Ragley Hall to find the queue to get in was way down the road.

I'm glad I went the back way to get there, so was able to jump part of the queue turning left through the gate. It took a good few minutes for the queue to move towards the ticket booth by which point there were a few cars on the side with their bonnets up! I was sent off to the right hand side and the marshal showed me the site plan for our display, well I eventually found it, I'm glad there were a few early arrivals to identify our pitch.

No problem it was a good location with the other Club displays



down by the lakeside. Up went the flag (to help the next arrivals find us), the banner and the storm shelter which was put to good use, shielding from the sun to start with and later in the day out of the rain.

There were 8 of us to enjoy the good company and the show had a great selection of cars to wander around, although the 'Autojumble' was non-existent.

As the rain was starting to return, lots of people were firing up and heading for the exit, so we quickly packed everything away and did the same. I managed to out-run the clouds and got home in the dry, so a good day out, thanks to Trevor for arranging but let's hope the show organisers get everyone in quicker next year.



# Bidford Wings & Wheels

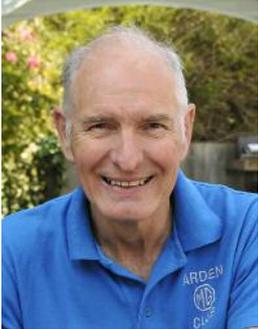
## Photo Gallery



Some Arden MG club cars made it to Bidford on Sunday May 29th for the annual Bidford Classic Wings & Wheels Event, although this was not an 'Official' Club event there were over 10 of our cars dotted around the display area. A few photos provided by members are included here.



# Club Night - A Record Attendance



... "I think the attendance at the Club Night was the highest for a normal Club Night with David having 56 on the register, it was great to see you all, the only time it has been more is the Xmas Meal or the Show Night. Felan & Laura have made us very welcome and are keen for us to continue our meetings at the Cross, which bodes well for the future."



The **BREAKFAST MEETING** continues to attract around 10 people and Fiona stated that "it's not just for the men", everyone is welcome. The next Breakfast Meeting will be at the British Motor Museum on the 21st June (third Tuesday of the Month).

## Cricket St Thomas

It was in my notes to thank Alan and his very able crew for the excellent weekend away at Cricket St Thomas. Alas I apologise for my omission in not applauding you at the meeting. But a very huge thank you all from me and all who attended the weekend away. It was a great

location, very comfortable accommodation, great company, great run and the weather was kind. Alan's CST write up and photos feature on pages 1 to 3 of this Newsletter.



# Show Night - 5th July

For those who are new to the Club, the Show Night is intended to be a fun evening looking at each other's MGs and helping to decide which should be awarded a prize.

There will be 4 categories, with awards for the top 3 and a 'Lucky Dip' (each car, not otherwise awarded a prize will have their Registration Mark put in a 'Hat' and the winner drawn out of the Hat).

Everyone who attends will be given a voting slip to choose the MGs they would like to win, those with the most votes in each category win the awards, simple really. Fingers crossed for a sunny evening.



Talking of the Show Night and The Cross, Felan has offered us a prize of a meal for 2 at the Golden Cross for this event, which will be at the next Club Night (5th July), so let's show our support for them and fill the Orchard Car Park with MGs. The Cross will barrier off the entrance during the day, so we have exclusive use of this car park. The evening will start from 7pm (I will try to be there from 6.45), however I guess a few of you will be dining earlier, apparently there were over 20 diners before the Club Meeting.

## BMC & Leyland Show -

Sunday 10th July

I know a lot of you had trouble getting into this show last year but the Show's Manager at the Museum has assured me that they rearranged the entry procedures this year to speed up the process.

There will be a split point half way down the 'Spine Road' and only cars with the correct 'Display Hanger' will be allowed into the Arena area. We will again have our normal space between the Museum Entrance and the Collections Centre and we will be the only MG Club in the Arena (apart from a small display by the MGB Register to publicise the MGB60 Event).

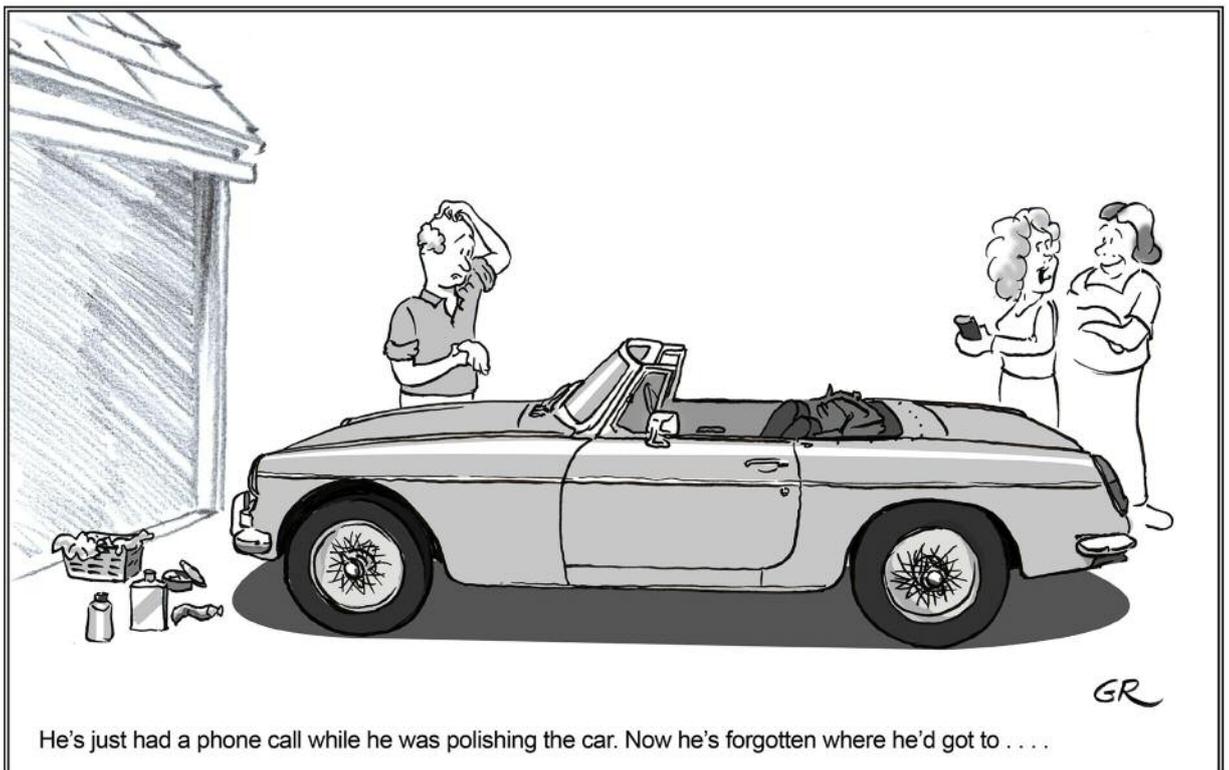
They will be expecting another good turn out of cars for the show, so please let me know as soon as you can if you would like to join our display and I can arrange for



the required number of entry tickets. I will need to hand them out at the July Cub Night, so will need to close the books the week before. These tickets will get you into the Museum, Collections Centre as well as the Show.

## Cartoon Corner - Thank you Graham

Cartoon Corner



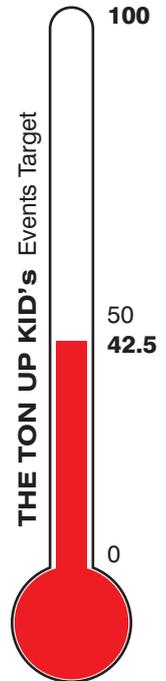
# THE TON UP KID

(Mike Green) -

# AGED 70

## Episode 4

By Mike Green



**My last update covered the period to May 9, when the score was 28.5. This article records the activities to Thursday June 9 in no particular order and adds a further 14, total now 42.5, as follows:**

- **Sunday May 15** - Brooklands for the 100 year Jaguar celebrations - thought to be 1,000 Jaguars in attendance. We joined the Brooklands Museum during lock down and this was our first visit - we will definitely be back on a regular basis.



BROOKLANDS - THE 1955 LE MANS WINNER, DRIVEN BY MIKE HAWTHORN, NOW OWNED BY NIGEL WEBB, WHOM WE MET ON OUR 2009 ALPS TOUR.

- **May 19** - 70th birthday present - a Morgan Driving Day. This turned out to be better than I had expected and Jane enjoyed it too, despite being topless all day.

In summary we covered 160 miles around the Black Mountains and Brecon Beacons in a new Plus 2, a 255bhp petrol 2L BMW 6 speed manual and 0-60 c5 seconds. The guy from the factory reckoned we'd only use 3rd and 4th and average 40mpg, he was spot on.



A MAROON MORGAN CATCHING A BREATH IN THE BLACK MOUNTAINS

What a car, but for the £85k price tag I'd be tempted. We'll hopefully be doing it again next year but in 2nd and 3rd gear, despite the £325 cost.

- As previously mentioned the MGB V8 had been up for sale and on Saturday May 28 I delivered the B ( to its new owner from Sussex ) to Ascot, where we were dining that evening. It's gone to it's new lover, whom I know will cherish it. He had a red K reg Midget in his youth, his father a green B and just had to have the V8 as part of his collection.



THE B WITH HER NEW LOVER AT ASCOT STATION

We enjoyed the V8 for over 10 years and covered some 9k miles, whilst it was a great car, our circumstances were such, that I just wasn't getting enough fun from it. As Jane followed me down to Ascot, I had my last spirited solo drive, which in the circumstances, I'm claiming as one event. I now have a spare space in the garage.....

- On May 29 we introduced Ed the Zed to Prescott and had breakfast in the process. Ed will hopefully get to know the actual tarmac track later in the year.
- As I'm still in catch up mode, I'm claiming the visit to Revive in Tewkesbury as an event. They valeted the XKR over 5 days in their studio, very interesting including a ceramic coating etc - hardy cheap but now looks mint.
- As I write we are now just in day 4 (500 miles from home) into our 12 day tour of Ireland with 5 other Jag couples. I'm counting the whole trip as 11 driving events, so another 4 scored.

The last score was 28.5



DRIVING THE RING OF KERRY



READY FOR IRELAND

- Other events, Gaydon breakfast, Jaguar breakfast, Wings and Wheels at Bidford, MG friends gathering at Earlswood - that's another 4.
- So that's it and almost at the right run rate and should be just over 50 by the next episode, including a Track Day at Castle Combe with the MGs on Track folk."

*Please let us know YOUR NEWS - (comments, stories of interest, photos, a club member's birthday, special celebration, etc) - that you would like to be considered for inclusion in this Newsletter.*

*COPY DEADLINE is 10th of the Month.*

*Send to:*

*norman.large@btinternet.com*

## Mike's "ED THE ZED" - MG ZR 160

by Mike Green

### "The Back Story"

I've - we've, been so fortunate to have enjoyed various MGs for well over 25 years, that's half of our driving lives. (Interestingly 30 years with just 3 Land Rover Discoverys and again very British).

In fact our 45 year marriage in 1977, started with an early Saturday evening honeymoon drive from Sheffield to Torquay in NAM 77M, a Teal Blue MGBGT with chrome rostyles. We both loved that car, but NOV 555M soon arrived, a damask red MGBGT V8 and the bar just lifted for a few more years.

Every MG has been fun and opened doors to lasting friendships for both of us and for that we're eternally grateful. Over the last 10 years, Jane

has had a couple of Mercedes and now a BMW, but we have never had any intention whatsoever of fraternising with such fellow owners - just not our sort of people.

Some say "you can't have too much fun" and others "a fool and his money are soon parted" - I agree on both counts.

I bought a new ZR160 4 door in 2004, at which stage we had a Discovery and the Westfield. The ZR was my daily driver for some 4-5 years and caused some amusement to my peers - but it was me having the cheeky fun and on the cheap....

Fast forward to a few weeks ago to when Ed arrived on the scene - yet more amusement for just about all of my fellow pensioners.....

Ed's sole purpose is for more fun whilst time hopefully permits, come rain or shine.

With seemingly less than 150 ZR 160s still taxed and another 250 Sorn'd, my choice wouldn't be great, given that they're all about 20 years old and doubtless distressed.

With the will to win, up popped MK03 UHA, one owner and just 26k miles - full MOT history verified. Thankfully it was a 2 door, which is much easier for me to roll in and roll out. It was originally bought by a fine 60 year old lad from Manchester as a retirement present to himself (sounds familiar) and cherished until his 80th. It was his second car and pride and joy, garaged and driven regularly, but as expected progressively less so over the years.

Knowing well most of the expensive issues surrounding a ZR, I was pleasantly surprised with the recent cambelt, head gasket, water pump and new discs and pads, exhaust, battery and MOT etc spend. I headed up north in the TF to have a look and made the investment/wasted more £s.



*Keep a look out in your rear view mirror - Ed might be there.*

Having now done over 2k miles in the last 6 weeks, it's had a good shakedown and a few matters sorted, with obviously more to do. The 160 is of course the 1.8 VVC 158bhp engine (as our TF), which comes into its own at around 3,500 rpm. That said it's amazing low down too. If I invest another £250 with Mark Stacey at K Maps, it'll then be mapped to over 170 bhp with the limiter raised from 7,000 to 7,450 (like our TF Mark remapped).

I've never had the inclination to race (both courage and money) but low key Track Days are progressively appealing and I'm looking to get a few lessons later in the year when no-one's watching.

Our TF is too good to track and certainly a keeper for us. You've

probably now guessed that Ed the Zed is being groomed for some action and with 2 doors and roof, much safer, just in case. In the meantime, I'm trying to scrub the tyres out ready for a new set of proper ones.

By the way, Ed will be available for winter Wedding duties, Film Industry assignments and the like quite soon.

So how much money has been sunk into this folly you might ask? Our learned Chairman Paul thought £1,000 - sadly wrong - but at least he kindly got into 4 figures!

We'll be in Ireland on holiday for the June meeting, leaving Ed making a debut, perhaps at Show Night, where it's strongly tipped for a placing in the ZR 160 2 door section.

Anyway, Lech mentioned that he had owned a MGZR and that it was a fine car - so we can't surely both be wrong.

Finally, I've gone for the no hub caps - 60's look (because it was too difficult to powdercoat them)".



## practical CLASSICS

**Practical Classics Features Trevor Smith's MGB Roadster 'unusual' restoration.**

*Pages 42 - 46 of Practical Classics June edition features a very interesting article on how Trevor went about restoring his 1975 MGB Roadster - a very good read.*

*Trevor's restoration has been entered in PC's restorer of the year competition. We wish him success in this.*

# Monthly Gaydon Gathering

by Paul

I went to the Monthly Gaydon Gathering which is gathering momentum with 1500 booked in.

There is always an interested Museum car driven out of the garage at 18.30, this month it was the Jaguar XK180 prototype and someone won the raffle for a passenger ride.

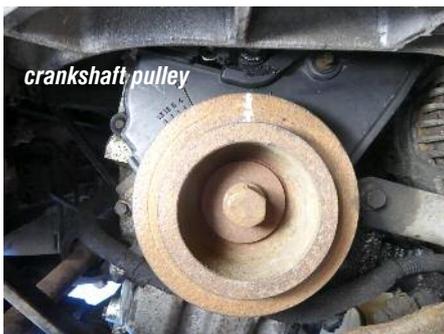


## MGF

by Paul

### Head Gasket Change – More Mistakes

It's finally finished and I had the pleasing experience of turning the key and hearing the engine fire up again with everything working fine but there were a few more mistakes on the way. When I started this job I was taking every step slowly reading the manual, checking the articles, then re-reading the manual but this obviously went 'out of the window' when it came to putting it all back together. Let me explain, having got the cam belt back in place (further explanation of this later) I was so eager to get the crankshaft pulley back in place and enlisted some help to lock the flywheel to



then tighten the pulley nut to 205Nm torque (which took a bit of doing), that I forgot to check the manual for the rebuild and yes the lower cam belt cover needs to be fitted before the crankshaft pulley!! I looked at it looked at the sectioned engine that is on display in the Collections Centre at the Museum and I reckoned it would slide into place with a bit of pushing and it did eventually after I have undone the whole engine mounting on that side, there is so little space to manoeuvre around the engine it was very difficult but it was now in place, phew.

Everything else went back into place, including the new stainless steel water pipes, yes while I was there they had to be replaced!



Next was to flush the cooling system through, so I taped a hose into the header tank and turned the water on. The water was running out of the gap in the pipes but also down the side of the block, oh no what is not right? It is very difficult to see up under the inlet manifold but having jacked the car up and got underneath it looked like it was coming out of the thermostat housing, remember last month I had changed it on the advice of Peter who said changing the stat afterwards was more difficult, so I was not looking forward to removing the housing to check, well I have to say he was wrong it was more difficult. Changing it when the engine was part dismantled I found to be more difficult. Fortunately the problem was the thermostat housing the new seal supplied with the new one was not big enough to seal properly but I had kept the old one, so was able to use that and when refitted all was well.

Next was to fill the cooling system and everyone tells you it is really trixie to get all the air out, so another job to dread knowing the engines are so susceptible to overheating. I tried slowly pouring the coolant in with the nose of the car raised (to try and encourage the air to move to the bleed hole on the radiator) but I had only managed to put about 8 litres in and the book says the capacity is 10 litres, so I lowered the front and checked the bleed holes again, still no need to add much coolant. Mick W had suggested leaving

the car overnight to 'settle', so I left it a couple of days and still no change. Consequently when I started the engine up for the first time I was desperately watching the level in the header tank and the temperature gauge but everything looked well, how do you know if there are any airlocks? I have driven the car several times now with no need to add any water and the temperature shows just below half way on the gauge.

### The roof only went half way

The next problem was as simple as putting the roof down, I undid the clips and pulled it back from the rail but it would only go half way back. I poked and prodded but could not see what the obstruction was, it can't be much these modern hoods are usually easy to open and close but never mind there are plenty of people in the Club who have an 'F', so will leave it until the next meeting. I said this to Caroline and she just replied "have a look on Youtube", I had never given this a thought (which gives my age away). A quick search on google and the second video I opened was 25 seconds long and described the problem and the solution very quickly, you need to push the material away from the frame (yes I know you all know that, so do I now!!), a quick trial on the car and down went the hood, easy peasy!

Now I just need to drive it but that leads to the next problem! Having driven to our daughter's house one day for a family party, we were coming back along the A3400 near Alscott Park and all of a sudden a large deer ran across in front of us I managed to slow down but not enough to completely miss it, just catching the hind quarter with the nearside wing, which was not damaged as far as I can see but both the lights were broken!! Beware MGF owners it looks like near-side headlamp glass is very scarce and I had the last complete headlamp the MGOC Spares had in stock.

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

# “Old Speckled Hen”

## (28th) Tour

– Sunday 29th May

- by Chris Yates



The decision to join this run was made after a discussion with a fellow MGB GT V8 and a MG Midget owner from another car club both having already booked as it is limited to 100 cars.

The tour was proposed by Dave Smith and John Watson who were MG enthusiasts from Abingdon and set off for the first time in 1992. Its name was adopted in a public house serving beer of the same name which is brewed by Morlands, in Abingdon at that time (now owned by Greene King). They not only approved the use of the name they have supported this event to this day. The beer was originally named was to celebrate the 50th Anniversary of the MG Company's move from Oxford to Abingdon and its basis was an experimental “MG Featherlite Saloon” from 1927 which featured a black cellulosed fabric speckled with gold and used as the factories general runabout known as “The Owd Speckl'd Un” in Oxfordshire parlance.

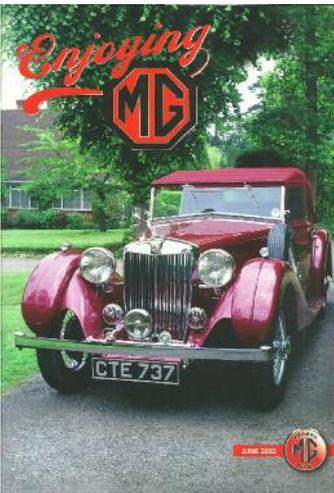
I was accompanied by Rosemary, a long term friend who acted as Navigator, having successfully completed that role on the clubs’ “Drive It Day” run and survived to tell the tale. It started at the Radley College Cricket Pavilion after coffee and biscuits. with the MG's being flagged off to start the route in the surrounding countryside to Chevenage House near Tetbury, which had featured as Trewith in the Poldark series. The Abingdon Works Centre (of the MGCC) provided detailed Tulip maps which proved accurate enough to guide us on our journey with only one false turn outbound, which was soon rectified. After having a picnic lunch and a look around the house we embarked on the return journey which was equally well planned and slightly quicker probably helped by the cream tea which awaited us on arrival at the College.



# My ‘New Toy’

- by John Draper

Yesterday the postman delivered my copy of *Enjoying MG*, showing an MG SA Charlesworth.



Later in the day a transporter delivered ..... an MG SA Charlesworth.

I'd bought it during the previous week.

So the club now has an MG SA.

# MGB Carburation Issue Finally Resolved (SU HS4's)

by Richard Avery

Ever since we acquired our '72 MGB back in 2014 carburation has been an on-going issue and over the years I have made several attempts to resolve it. Initial, when we bought the car, the carburettors were so badly set-up that one carb was doing very little and the other set so rich that 3 of the plugs were being heavily sooted.

At that time I decided to replace all Jets, Needles, Floats & Needle Valves before attempting to set the carburettors up - new spark plugs & points were also fitted and valve clearances and timing re-set. The carburettors bodies and spindles were also inspected and appeared in good condition - no play or slop.

The issue has always been engine hesitation, particularly when pulling away and, despite multiple goes at carefully rechecking timing, valve clearances and setting up the carburettors balance, float setting and mixture have all failed to resolve the problem - until now.

Having spent the weeks before the Cricket St Thomas holiday working on our recently acquired MG1100 with the view to using it for the holiday, I needed to remove it's carburettors to reach an engine mounting - but that is another saga to write. Afterwards, when I fired up the 1100 fuel was pouring out of one of the carb's inlet tube - the brass inlet tube was split along its length. New tubes are no longer available, so I needed to buy a complete new top for the HS2 carburettor from the fuel specialists, Burlen.

The new top arrived complete with new float and needle valve but MORE IMPORTANTLY a small piece of paper titled 'HS StayUp Float Setting' - the new top came pre-set.

The first thing I noticed is that the float setting is completely different to that shown in any Haynes Manual for

cars using the SU HS type carburettors, which of the period used a different design of float with the float riveted to the valve actuator. From memory, I had replace the 'B's floats also with these later designed floats, which is moulded into the float- see pictures.

Doing the same dip stick test revealed that the fuel level in the bowl was around 10mm lower in the 'B' than that of the 1100's carbs.

Re-setting the 'B's floats to the new instruction and repeating the dip stick test had brought the level up to the same level as the 1100.

I then took the 'B' for a run and what a difference it had made to the responsiveness of the engine.

Returning with a nicely warmed up engine, I re-adjusted the mixture again to optimal settings.

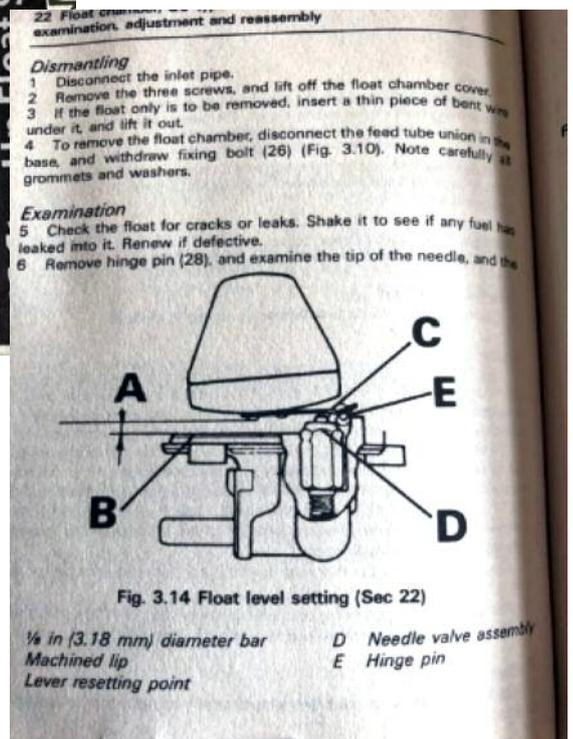


HS StayUp Float Setting' from Burlen

Having fitted the new top to the 1100's carb and run the engine up to check all was OK, I then removed the top again and measured depth of fuel in the float bowl with a dip stick and did the same test on the 1100's other carb (which still has the older type float). They were both the same.

Removing the float tops from the 'B's HS4 carbs confirmed they were too fitted with the new style floats.

I wonder how many other cars have their floats incorrectly set - there was no such instruction when I bought the 'B's floats back in 2014 - I note the Burlen instruction is dated 2020! Looking on Burlen's web site I can't find this instruction on there.



Extract from Haynes Manual

## AMGC Branded Clothing - by Richard

I now have a price list for Club Clothing together with colour and size options.

The prices quoted below include vat at 20% but do not include carriage costs, the cost of carriage will be shared between the number of items ordered, so final costs will be advised once I know the size of the order.

Paul has sent out an email with a pdf, which includes links to the suppliers relevant pages where available colour options and size / measurement charts can be found.

There is also some choice in the colour of the logo stitching, eg Black, White, Blue, Green, Red.

I aim to place an order early in July and would like those who want garments, to email me the details of the items, colour, sizes and logo stitching colour wanted as soon as possible. I will then advise the small additional carriage charges per order by the end of June. Please email me at. [rich.avery186@gmail.com](mailto:rich.avery186@gmail.com).

Payment will be to the Club's Account, which I will advise when have your order requirements.

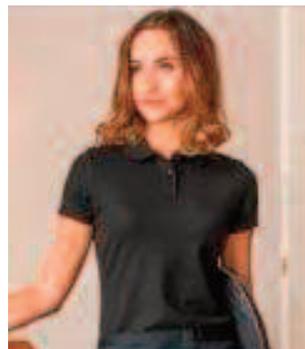


### Polo Shirt - RX101

**Colour:** Various  
**Style:** Ribbed collar. Taped neck. Three self colour button placket. Twin needle stitching. 220 gsm. 50% cotton/50% polyester 60°C wash

**Size:** SMALL – 7 X LARGE  
Left Chest Embroidered Logo

**£12.30** inc vat

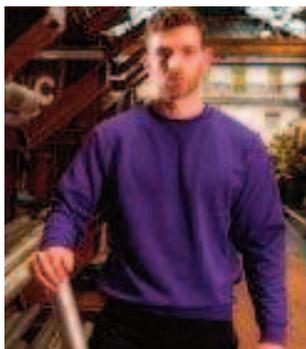


### Polo Shirt - RX101F

**Colour:** Various  
**Style:** Ribbed collar. Taped neck. Two self colour button placket. Twin needle stitching 220 gsm. 50% cotton/50% polyester. 60°C wash

**Size:** X SMALL – 4 X LARGE  
Left Chest Embroidered Logo

**£15.30** inc vat



### Pro Sweatshirt - RX301

**Colour:** Various  
**Style:** 50% cotton/50% polyester. Modern, comfortable fit. Drop shoulder style. Taped neck. Ribbed collar, cuffs and hem. Twin needle stitching

**Size:** SMALL – 5 X LARGE  
Left Chest Embroidered Logo

**£15.30** inc vat



### Micro Fleece Jacket- RX401

**Colour:** Various  
**Style:** 100% polyester. Unlined. Modern unisex fit. Full length zip. Self fabric side panels. Two front zip pockets. Bound cuffs and hem.

**Size:** X SMALL – 5 X LARGE  
Left Chest Embroidered Logo

**£18.85** inc vat



### Wicking Shirt - H595

**Colour:** Various  
**Style:** Permanent wicking yarn. Anti-bacterial, keeps the wearer fresh and dry. Easy care/minimal iron. Anti UV UVPF>50. Classic collar. Left chest pocket. Self colour buttons. Plain back yoke. Double folded seams. Curved hem. Easy cut out neck label. 100% polyester PUFY®

**Size:** SMALL – 4 X LARGE  
Left Chest Embroidered Logo

**£21.00** inc vat

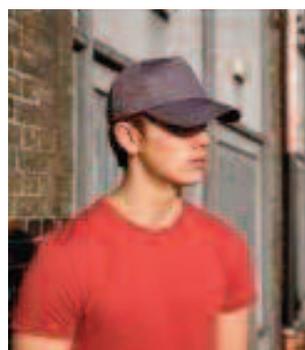


### Woolly Ski Hat - RC033

**Colour:** Various  
**Style:** 100% soft- feel acrylic. 3M Thinsulate™ insulation. 3M label sewn to seam. Scotchguard™ rainproof coated yarns.

**Size:** One  
Embroidered Logo

**£8.70** inc vat



### Cotton Cap - RC005

**Colour:** Various  
**Style:** 100% cotton twill. 5 panel. Pre-curved peak. No centre seam. Stitched eyelets. Easy tear release size adjuster

**Size:** One  
Embroidered Logo

**£7.26** inc vat

## What's On - AMGC

### Proposed Club Events - 2022

**June Sat/Sunday 25th & 26th - Bloxham Steam Rally - Bloxham**  
Again, we are to have a stand at this event. There will also be a run, to arrive in convoy, and drive through the show to our stand. From the 19 cars booked in to date, Sunday is the most popular choice. This will be the day for the run, details of run to follow. Some of us will be there all weekend, so those that would like to come both days, the stand will be open. If you come on the Saturday, you will need to be on our stand by 10am. Leaving time both days is 5pm, but as there is so much to see, you will probably run out of time. The cut-off date to book and pay for this event is 20th May 2022.

If you have not already booked for this event, please contact Trevor at [ardenmgclubevents3@gmail.com](mailto:ardenmgclubevents3@gmail.com) stating number of people, MG model, year, and registration number. Please also add if you may attend both days. NB. Free for the driver and passenger in a classic.

**July Sunday 10th - BMC & Leyland Show**  
Full details on page 6 under Chairman's Report.

**July Saturday 23rd - Badsey Flower Show**  
Cars have to be in position before 12pm.

**August Sunday 7th - Aunt Sally Lunch**  
Full details TBA - Book with Trevor

**August Saturday 13th - Brailes Show**  
Full details TBA - Book with Trevor

**August Sunday 21st - Happy Herefords Run to Tysoe**  
Full details TBA - Book with Trevor

**September Sunday 11th - Heritage Re-Run (Possible)**  
Full details TBA - Book with Paul

**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 OBU. 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](http://www.statfold.com)

**September Sat/Sun 24th & 25th - Sywell Classic Piston & Props.**  
Another two-day event held at Sywell Aerodrome, Sywell, Northamptonshire NN6 OBN. An extravaganza of all things 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](http://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
June 25 <sup>th</sup> & 26 <sup>th</sup>	Bloxham Steam Rally	Trevor
July 10 <sup>th</sup>	BMC & Leyland Show BMM	Paul
July 5 <sup>th</sup>	Show Night	Paul
July 23 <sup>rd</sup>	Badsey Flower Show	Steve
August 7 <sup>th</sup>	Aunt Sally Lunch	Trevor
August 13 <sup>th</sup>	Brailes show	Fred
August 21 <sup>st</sup>	Happy Herefords Run to Tysoe	Trevor
September 10 <sup>th</sup> & 11 <sup>th</sup>	Road, Rail & Ale Festival	Trevor
September 11 <sup>th</sup>	Heritage Re-Run – Possible	Paul
September 24 <sup>th</sup> & 25 <sup>th</sup>	Sywell Classic Piston & Props	Trevor
Summer (tba)	Chairman's Picnic	Paul
December 13 <sup>th</sup>	Christmas Meal	Paul

## What's On - Elsewhere

### Other Events - 2022

**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

**June 25th - Long Compton Community Fete 2-5pm -**  
Classic car display. Tickets Family £10 - Child over 5yrs £2 - Child under 5 & Concessions FREE

**July Saturday 2nd - Hampton-in-Arden Festival 2022 -**  
This event appears to be free entry. Cars in place 8:30 to 10:30, leaving at 3:30pm. Further information [Andy Redfren 07773 816701](mailto:Andy.Redfren@07773816701)

**July Sunday 10th - Bards Drive Classic & Vintage Car Rally -**  
starting at the magnificent Maxstoke Castle B46 2RD. £30 per car including all passengers, proceeds to Warwickshire & Coventry Historic Churches Trust. More information at [www.bardsdrive.co.uk](http://www.bardsdrive.co.uk)

**July Wednesday 13th - MGCC Midland Centre Joint Natter**  
Rose and Crown, Severn Stoke, Worcestershire, Wednesday 13th July 2022. We have used this venue before and it is in the village just off the A38 approx two miles to the north of Upton on Severn

**July 15th & 16th - Coast to Coast**  
Starting in Morecambe on Friday 15th July 2022 with a banquet and setting off on Saturday 16th July 2022 from the Midland Hotel, Morecambe the run crosses the Forest of Bowland, Yorkshire Dales and the North York Moors ending in Scarborough with gala banquet at the Crown Spa Hotel.

Full details and prices negotiated with the hotels and pubs (tea and lunch stops are arranged) this will be the fourth coast to coast run organised by Norman Verona and is a re-run of the 2018 run. See <http://www.frenchblat.com/c2c.htm> for further details and how to register.

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

**September 11th - Dorridge Day Classic Car Show**  
Dorridge Day, is a fun family day which attracts families from Dorridge, Knowle and the surrounding villages and is organised by Knowle and Dorridge Round Table annually.  
Email: [dorridgeday.classics@gmail.com](mailto:dorridgeday.classics@gmail.com)  
SMS: 07775 647 914

*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.*

## 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/AMGCDitDApr22/>

<http://normanlarge.com/AMGCVitalSparksMar22/>

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

### A Special Day



#### John Hale celebrates his daughter's wedding:

The group photo left to right is me, Sonia, Kate, Jeff Cavey, Harry Hale (twin 1) and his fiancée Faye. The second is the Half Moon Pool Terrace at Kiftsgate Court Gardens where the ceremony took place. It was a lovely day which they well deserved after several Covid delays, and the reason we have been in semi lockdown over the last few weeks.



### Humour!



#### If Microsoft Built Cars...

At a recent computer expo, Bill Gates reportedly compared the computer industry with the auto industry and stated, "If MG had kept up with technology like the computer industry has, we would all be driving £100 cars that get 1000 miles to the gallon."

Recently MG addressed this comment by releasing the statement: "Yes, but would you want a car that crashed twice a day?"

*Please let us know YOUR NEWS - (comments, stories of interest, photos, a club member's birthday, special celebration, etc) - that you would like to be considered for inclusion in this Newsletter. COPY DEADLINE is 10th of the Month.*



## Tech' Tips



#### Rimmer Brothers website - From Paul

As seen in my write-up about the MGF (hood stowage issue), don't forget 'youtube' to solve all those technical problems. I have also come across a very good source of information on the Rimmer Brothers website:

<https://youtu.be/JHf2MPgOtUc>

#### Lady B, it pays to check. - From David Rayner

Sometime ago, on routine checking, I found the gaiters on the track rod ends, had split.

Now Lady "B" is fitted with 5½" Minilight wheels, shod with 185/70 R14 tyres, so moving the steering from side to side gives very little clearance between track rod end gaiter and inside of the wheel. New rubber gaiters were fitted and the tracking re-aligned.

When buying new gaiters I did find that you could get different sizes and styles so fitted the smallest to give maximum clearance.

With the car jacked up, checks were made again, and although not a lot of clearance, all was good.

A few months later, again on routine checking, it was decided to have new tyres fitted, the existing ones still had plenty of tread, but, they were a good few years old.

New tyres were sourced and off to have them fitted,---all looked very smart. A few months later, again on routine checking, I could see that the track rod end gaiters had again ruptured, on closer inspection, I discovered that when they had balanced the wheels, they had fitted the lead weights on the inside of the wheel rim, allowing the weights to catch on the gaiters,,back to square one.

I obtained more gaiters, had the wheel weighs removed and the wheels balanced, with the weights fitted on the outside, I then fitted new gaiters, AGAIN, and then had the tracking re-aligned, AGAIN.

I don't suppose the tyre fitter realised the closeness between the weights and the gaiters, although fitting the weights inside was tidier. So if you don't have a lot of clearance between the gaiters and the inside of the wheel, watch where the balance weights are fitted.

*Let's make this a regular feature but we need YOUR contributions, so please send your Tips about anything, but especially keeping our MGs going, to Norman ([norman.large@btinternet.com](mailto:norman.large@btinternet.com)) anytime - whenever you think of them.*

#### Editorial Team:

Norman Large & Paul Dunster  
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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[ardenmgclub@talktalk.net](mailto:ardenmgclub@talktalk.net)