



**Morris
Garages**

ARDEN  **CLUB**

Issue 6 - August 2022

Newsletter

Welcome to the August issue of AMGC monthly newsletter and here's hoping you are preparing for your 'classical' **Summer Holiday**

Loaded and ready for the off - the first to catch a wave wins!



Badsey Flower SHOW

23rd July by Gaynor & Steve

The 119th Badsey Flower Show...

...took place on Saturday 23rd July with a record number of classic cars on display. We had over 30 cars mostly from Arden MG but also a wide variety of cars from the village together with vintage motorbikes and tractors.

The first Badsey Flower Show took place in 1888 and has only been cancelled on three occasions firstly during the second world war when troops evacuated from Dunkirk were billeted on the grounds, secondly because of the floods in 2007 and more recently because of the pandemic.

Gaynor & I moved to Badsey in 1989 and have been involved in the organization of the show since the early 1990s, originally we ran the bar for twenty years but more recently organizing the classic car displays.



Flypast from the Battle of Britain Memorial Flight with their iconic Spitfire

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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Badsey Flow Show

- continuation

Badsey used to have a large amount of market gardens in the area and the show used to last three days with fierce competition between the proprietors to win the cups for best produce. It was obviously the highlight of the calendar for the village as the Badsey Historical Society have letters from troops writing home from the trenches in World War 1 asking how the Flower Show went and if any prizes had been won by their families!

Entertainment this year was provided by the Shirley Pipe Band, The Strummers and Shakespeare Morris Dancers. We also had a flypast from the Battle of Britain Memorial Flight and their iconic Spitfire. In 2011 we managed to get the Red Arrows to do a flypast as they were on their way to Southport Air Show. They were incredible no one believed us that they were coming our Chairman had to go up the Church Tower with his mobile phone so they could lock on to our location!

Thanks to Helen and Mike for their delicious bacon baps which kept us going throughout the day!

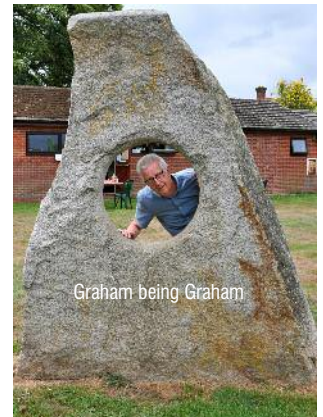
One year we had a Birds of Prey demonstration which was going very well until one of the birds decided he liked the grounds so much he took up residency on the field! The owner had to come back the next day to entice him down from the trees.



Bacon Baps for all



Mike & Helen - Our Master Chefs

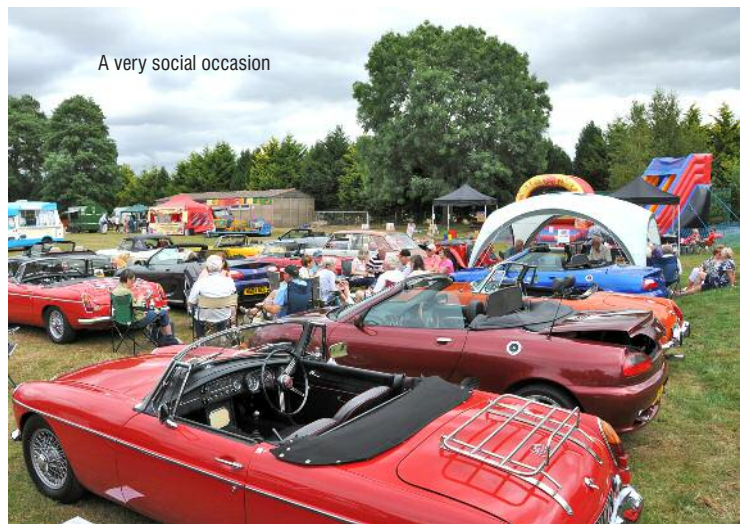


Graham being Graham

The Spitfire flypast



Everyone seemed to enjoy the day which makes it worth the effort a couple of cars were so happy there they didn't want to go home – David and Dianne's MGB refused to start but luckily Fred was on hand and identified a loose wire on the solenoid - problem solved. The second car not wanting to go home was a recently restored MG Metro on its first journey out – luckily it was an easy fix no petrol!



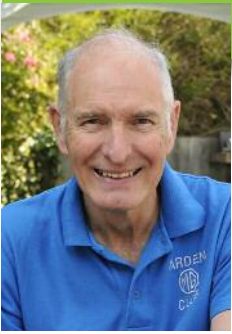
A very social occasion

The planning starts for next years show in September and we look forward to seeing you again next year!

*Editor's comments (on behalf of club members).
... a great big thank you to Gaynor and Steve
for a great day out!*

Link to more photos:

<http://normanlarge.com/AMGCBadseyJuly22/>



Questionnaire

First thing thanks to all those who have sent in a completed questionnaire.

I will not respond to individual replies as there will be some sort of feedback after the closing date of 16th August, however several people have suggested we overflow into the bar area and after seeking permission from Laura that is what we did at this Club Night. The Cross are happy for us to do this in future, however if they have a busy evening with tables for food in the bar they may ask for these tables to be vacated, so please conform to any requests to return into the restaurant

(remember they have a business to run!). Where possible they will try and avoid allocating those tables on 'Our Tuesday' but if there are diners in residence when you arrive please use the restaurant. Other suggestions have been to rearrange the layout of the room and again Laura has agreed to try this in future months. I will not be at the next meeting but hopefully this can help in future Club Nights. Several people have suggested we have the notices earlier in the evening, even at 7.30, I'm not sure that is viable I don't usually get there till nearer 7.45, however I'm happy to trial giving the notices at 8pm, so if you want to know what is going on please be there before 8pm.

Breakfast Meetings

The attendance for the Breakfast Meeting was down this month

but it was on the hottest day the UK has even seen, so not a surprise some folk decided to stay off the roads in the cool of home. There were still 9 of us to enjoy the bacon rolls and again we were able to display our MGs on the grass outside the entrance to the Museum. I will not be at the next breakfast meeting but that will not stop you turning up to have a chat with fellow Club Members in a spacious quiet environment, not to mention the bacon rolls and a chance to look around the Museum. I will see if I can get permission for you to park on the grass again.

The October Meeting will be a little different anyway as I have arranged for a guest speaker. I'm sure you will all recognise Mike Brown who regularly wins a prize at the Show Night with his YTs (had 2 now sold one). Mike was the MD at Mayflower who were the company that produced the bodies for the MGF & TF, it is an interesting story and some of you may well have read the interview he did for MG Enthusiast Magazine back in September 2016 (I can email you the article if anyone is interested). Not to be missed for anyone with an F or TF and those interested in MG History.



Badsey

23rd July by Paul

After a gap of 3 years due to the COVID pandemic the Badsey Show was back in action last Saturday and the Arden MG Club were back there to support them. Cross for the Arden MG Club Meetings.

We had over 20 MGs on display (and a

Riley Kestrel), which was enhanced by a good selection of local classic cars from the village. The highlight of the day was the bacon rolls cooked & served by Helen & Mike, delicious, many thanks to the pair of you.

It was a very sociable occasion with

everyone sitting and chatting with the odd look round the show, quite a few of them came back with prizes from the Tombolas, sadly not us. There was lots of stalls to wonder around and after the grand opening of the competition tent there was the rush to look and find the winners, although the number of entries looked to be somewhat lower this year, no doubt the gap of 3 years meant everyone was out of the routine but still worth a look round.

The show was rounded off by the flypast of the BBMF Spitfire who did a few flybys before waving his wings and departing, great to see.

That was not the end for AMGC, as is traditional for this event which is Close to Julia Cleobury's birthday, there had to be the cake, congratulations.

Many thanks to Badsey for inviting us again and to Steve for setting up our display, not to forget Helen & Mike for the yummy bacon rolls.



BMC & Leyland Show

BMM

- 10th July 2022



Mid July we were again at the British Motor Museum for the annual BMC & Leyland Show and it was a warm one, so a good thing we had the Storm Shelter to hide under from the sunshine!

Again we were lucky enough to have a prime spot on the grass between the Museum entrance and the Collections Centre and there was a good display to nearly fill the space.

Everyone made the most of the good weather to sit and socialise as well as looking at the great display of cars in show and the Museums.



BRITISH
MOTOR
MUSEUM

Relaxing in the shade at a great venue on a very warm and sunny day



The Show was very well attended with a great selection of vehicles connected with the former BMC & Leyland companies and despite this good attendance the traffic management was much better than last year with no one reporting any delay queueing to get into the site.

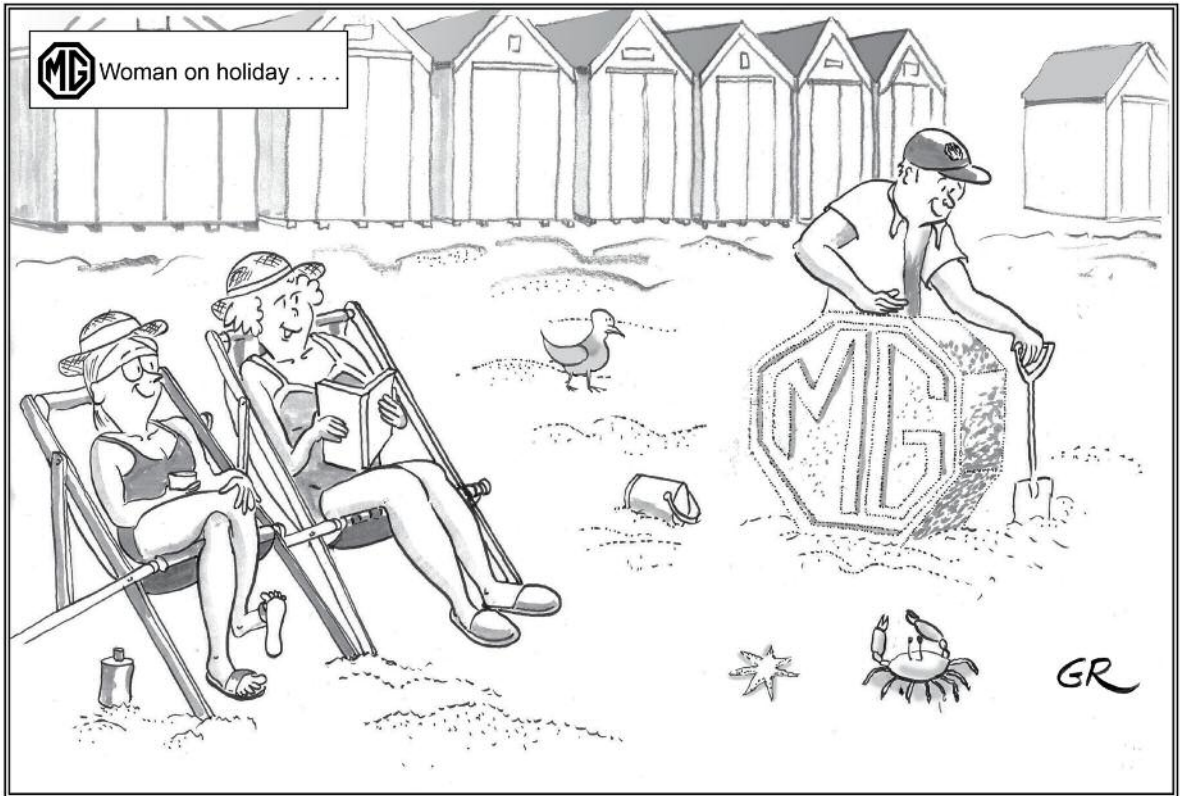


A very enjoyable day out.



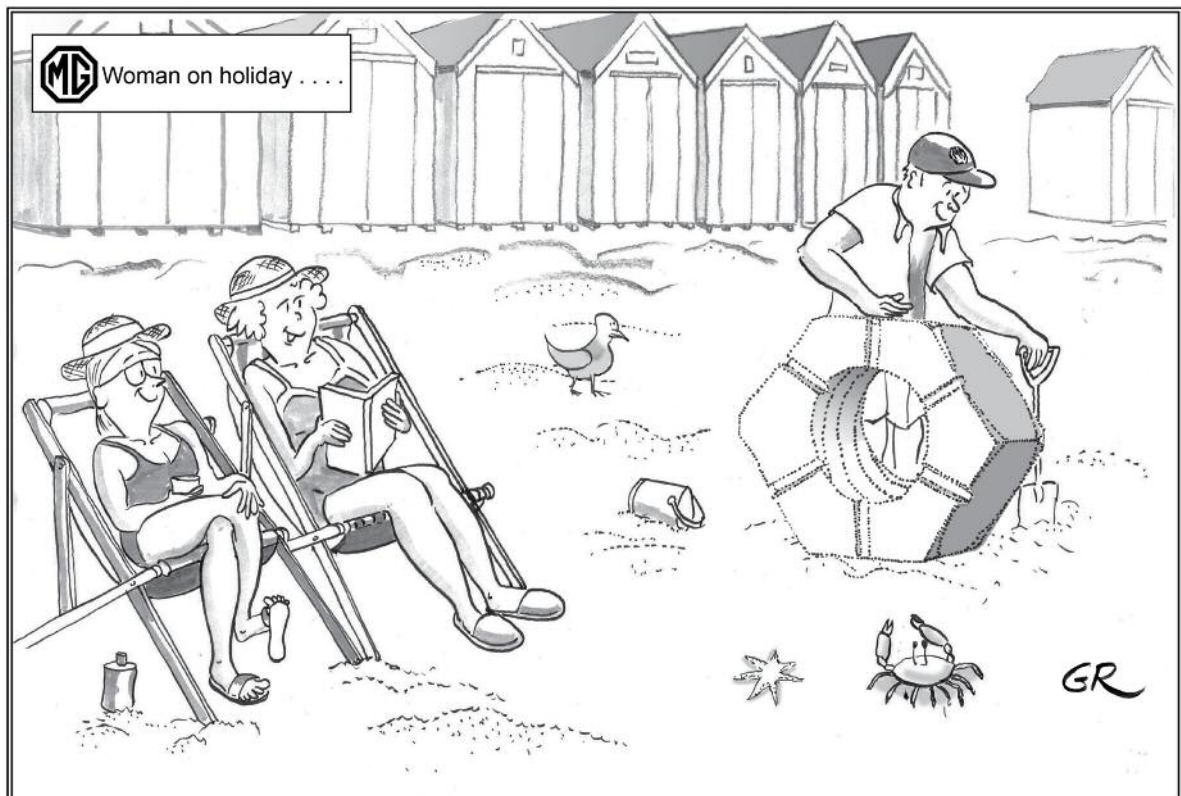
A fine selection of Arden MG club classics on display





Bless 'im he's homesick

Spot the difference or could it be: "Typical. You finish a drawing – then you come up with another version" ... and then another "Sand castellated nut"



Bless 'im made a sand-castellated nut. Haven't the heart to tell him that's a left-hand thread

THE TON UP KID

(Mike Green) -
AGED 70

By July 10 we'd reached a score of 55.5 and had just changed into 4th gear, ready for a quick change into 5th to save both the planet and wallet.

● **On Saturday 16 July** : I was due to be a guest of BRM at Shelsley Walsh and on Sunday we planned to attend an MG 40 event at Toddington. However son David was 41 on the 17th and it proved too darn hot to do just about anything - so a disappointing "nil points" as they say in France. I've since watched the Shelsley highlights and regret not suffering the heat.....

Back tracking, **July 11** was MOT time for the TF, it had been serviced in late spring by Just Right Autos in Witney and they commented that the rear tyres were getting low. My pre-MOT tyre kicking agreed they were low, but within the limits. Not so, the inside of the n/s had a small patch of canvas showing - that's a real wake up call for me and was not easy to spot with the rear mud-flaps in the way. Not just a fail, but a red card too!

I've been so particular and thought I still was, about tyres, after all they're the only thing between the car and the road. I haven't bought cheap for over 50 years.

A scary lesson learned and I've had to ban Jane from thrashing around in the TF. Sadly no score for this waffle, but a reminder that old age has its downsides, with bending down and getting dirty, being just another!

● **July 19:** was the Gaydon breakfast and but for an unscheduled long zoom call, we would have been there in good time. As we arrived at noon, the gathering was concluding and we managed just a weight watchers coffee..... We're taking the event as a cheeky 1/2.

Jane had come too, as I was collecting the Jag from the specialist lads, whom look after it near Wolston, further north

Episode 6

By Mike Green

on the Fosse. Yet again it needed a new set of front discs, as the "Brembos" that had been fitted about 5k earlier had warped a little in the heat of the Irish trip. This time the replacements were original equipment from Jaguar, with new pads too.

The lads reckon I hadn't bedded the new discs in, which combined with too much heavy braking - what me, caused the distortion. My view was different, I had heat treated them and they just needed skimming true by a proper engineer. Enter our resident Expert Engineer Trevor, who has kindly offered to save the day in exchange for some old roof timbers, so I'll soon have a spare set, virtually new, already heat treated and on the shelf, as these bits of iron aren't cheap and too good to throw away. No points for this expensive mistake either!

● **July 23** : Badsey Flower Show

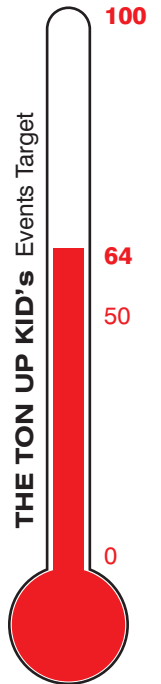
● **July 24** : A visit to the former home of Sir William Lyon's at Wappenbury Hall, with a few hundred other Jaguar Drivers Club enthusiasts. The current owner an Australian Jaguar man, hosted this inaugural event and has plans for other gatherings.



Somehow a Formula E race car took pole position outside the Hall. Thankfully 77 RW and others were safely displayed in the former stables.



● **July 25:** I'm sneaking another score for this impromptu summer rally dash to Devon. Ed's previous owner, the Manchester pensioner, had had the front bumper repaired after what looks like a superficial bump, not the best job and the bonnet/bumper shut line has shades of the 1970's BL quality.



The last score was 55.5

With winter wedding enquiries still awaited, but expected soon, Ed needs to be "bob on". Luckily I found a "one almost careful owner" bumper in Newton Abbot, just c150 miles away, for only £50 and the right colour too. Quotes for collection from the white van men ranged from £60 to £280 and all very fluffy on just when and the need for a pallet etc.

With our 45th wedding anniversary being 30.7, the answer was perfect, I would treat Jane to an early celebratory run out and day at the coast at Teignmouth, (coincidentally near

Newton Abbot) including BOTH a Cornish Pasty and Devon ice cream. The pick up was done and the bumper arrived safely home in the back of the Disco, together with a piece of illusive seat trim from the same Breakers. We

meandered home via Crediton and Tiverton etc to qualify the run as a rally! A memorable Anniversary present commented Jane seemingly so lovingly. After all it's the thought

that counts, (particularly when you're against the clock and chasing every point!).

THE TON UP KID

(Mike Green) -

AGED 70

Episode 6 - Continuation

By Mike Green



● **July 28** : reunion Lunch with the Irish tour folk near Stroud.

● **July 29**: an amazing experience at the JLR Test facility at Fen End near Warwick (the war time Honiley Airport). The watch my brother in law, himself a series 1 E Type owner, bought me for my 70th, was a limited edition E Type Jaguar version released to celebrate the 1961 launch in Geneva. With it came the Fen End Jaguar Experience.

Basically I drove an XK120 (the first modern 1950s Jaguar sports car of its type) an XK150, a 1961 Series 1 E Type and one of the last V12 E Types, around the track under the instruction of Professional Racing Drivers. Some of you will know the track has a downhill straight of a mile, leading into a banked right hand hairpin, back up the hill and into a hammer head and ready for the downhill straight at quite a frightening approach speed .

I was then driven around in a marque 2, 3.4 "Coombs" Saloon of the type successfully used by Bank Robbers and a brand new D Type, built recently at Ryton-on-Dunsmore by JLR Classic Vehicles.

These 2 experiences were just awesome and with both cars just about on the limit and hanging out the back end around the hairpin and hammerhead. It's thought the D would have been doing about 140mph down the hill, maybe more.

Norman Dewis OBE, 1920 -2019, Britain's greatest ever Test Driver.

Norman Dewis, the late legendary Jaguar Test Development Engineer and reserve works driver, hit 192mph on the Mulsanne straight in the 1955 Le Mans race in a similar D Type. He was faster than Mike Hawthorn along the straight, revving the engine to 6,200, 400rpm more than "instructed" and thought safe. But Norman had developed the engine and backed his own judgment, all the gauges readings were within limits and he wanted to beat the Europeans. He was running 3rd at the time, having started his 2 hour session 7th.

I can't imagine what it must have felt like almost 70 years ago. As a passenger I had trouble even seeing through the helmet visor and perspex screen and we were running on excellent tarmac and for only a few minutes in a controlled daytime and dry environment.

He also drove E Type 77 RW, the first ever production Roadster, non-stop to Geneva for its 1961 launch - that's from the factory, almost missing the last 10pm ferry at and average mph of 68 mph. He then did test drives all that day achieving the best time on the mountain route, beating Ferrari, Mercedes etc all that week.

The last minute solo dash was directed by Sir William Lyons, as the demand by the motoring press for test drives in the 2 E Type Coupes already at Geneva was overwhelming. Norman had been tyre testing 77 RW at MIRA, when he was summoned back to the factory in the afternoon for the car to be stripped of the test equipment and made new. He left the Coventry factory at 8pm, almost missing the last ferry which left at 10pm - he was the last car to load.....

For me the MG and Jaguar stories are just so British - the amazing engineering talent, leadership and will to win, which played a major part in much needed exports to the US in post war Britain and help repay our staggering war debt to them. I firmly believe this stuff should surely be part of the National Curriculum and taught from the age of 5!

Norman was a hero in the US throughout his entire life, he continuously gave them cars they just dreamed off, that actually went around corners too. Henry Ford's family adored and drove them.

Finally we have him to thank for leading the development of Disc brakes in 1952 in partnership with Dunlop, whom had already developed them for Aircraft. It was driven by the need to

beat Mercedes at Le Mans, whom, with bigger engines were faster on the Mulsanne straight at that time. Jaguar had the answer - just stop quicker and they did beating Mercedes in a C Type in 1953 and their racing achievements just continued.

I have just bought a 3 hour 2 set DVD of an interview with Norman Dewis in 2015, it's currently doing the rounds with a few of the Jag lads and hopefully it'll return, when I'll share it with you all. It's a must see and story of true grit. He died at 98 and his dream of driving at 100mph in a D Type on his 100th birthday sadly eluded him. I spoke with him quite a few times, which I'll treasure forever, along with his signed, must read, book. He was finally awarded the OBE, but decades too late.

Norman signed off every new car, in fact 25 of the most significant Jaguars ever, after rigorous testing until his retirement in the mid-80's. The XJ40, the updated XJ6 was released after his retirement in a rush and an embarrassing bag of bolts it apparently was, causing major brand damage, particularly in the US, whom adored Jags. Sadly the XJ40 sign off hadn't apparently undertaken the proven methodology set by Norman. At that time 89% of Jaguars were exported.....

Meanwhile back at Fen End:

I also drove a 1950's marque 7 Saloon and the later marque 9 Saloon, around a short twisty track. The leader of that task, reckoned I was the fastest all day...

Continued



Just getting ready for a Bank Job, with a Lightweight E Type hiding behind.

...(but I bet he says that to everyone) Joking aside, the Mark VII has drum brakes, a heavy steering box requiring effort on both lock on and lock off (just like the 1950s buses). The Mark IX is a dream by comparison.

Jane came along seemingly just to



The new D Type, with the F Type and the XK 120, XK 150 and XK 140 in the background.

watch, but no. She almost enjoyed being driven around the track in a new supercharged 149mph Defender, a new Range Rover Sport - released this week, an F Pace - the fastest version and finally an 186mph F Type, which the driver held back to 151mph for her, down the straight.



The one and only at Wappenbury Hall, never raced nor rallied.

There's so much more to tell - so 2 points deservedly claimed I say, for this treat of a lifetime and valuable tips from some amazing drivers of our times.

● **31 July** : another point claimed for a Jaguar lunch event at Andoversford.

● **2 August** : Club Night!

So that's another 8.5 bringing the total to 64. By the end of August, I'm confident we'll be over the 2/3 distance marker at 67, so I'll hold 5th gear a little longer.

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

Helen's TC - helps celebrate 25 years of Shipston Home Nursing

by Helen

Stratford Herald

TC & I appeared in last week's Stratford Herald newspaper. The event was held at Alscot Park Estate to celebrate 25 years of Shipston Home Nursing.

The charity was set up by the GP's in Shipston on Stour to assist patients with life limiting/terminal illnesses by caring for them in their own home. The charity helped my late mother during her short battle with lung cancer in 2010. It was also rather fitting for the TC as she was serviced and maintained by Jim Riddler & Alan Palmer at the classic car garage based at Alscot Estate for over 20 years after my father passed away.



Unfortunately the reporter for the Herald got the year wrong of the TC & also spelt my dad's name wrong but apart from that he took a nice photo.

There was a mix of classic cars at the event including a very old USA fire engine. I have attached a few photos.



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

MGF at Shelsley Walsh for the Classic Nostalgia Meeting

- by Paul

...A couple of stories this month,

first I took the MGF out to Shelsley Walsh for the Classic Nostalgia Meeting. It was a lovely warm sunny day but fortunately nice and cool in the shade under the trees. Very well attended and great to see the BRM tribute which included the Rover BRM Gas Turbine car from the Museum and the 'Brand New' P15 1½ litre V16 car made by Hall & Hall for the Owen family (they made 3 in total, this one, the second has been sold and the third is available to buy but you would need very deep pockets I suspect).

There was a good selection of classics racing up the hill, so an enjoyable day out.



Queens Commonwealth Baton Relay

- by Paul

...then the following week I had a drive in the MGB to the Motor Museum (yes it already knows the way) for the Queens Commonwealth Baton Relay.

They had invited Classic Cars to display for the parade of the Baton and the attendant at the Museum had made a good job of arranging the cars pointing at the roadway to present an interesting avenue for the convoy to pass through. It was obviously a well organised event with the convoy consisting of a bunch of Police Motorbikes, 2 police Cars, an organiser vehicle, a camera car, then the Baton holder surrounded by foot police, another organiser car, a car from the Museum (the Queens Ceremonial Land Rover from 1955), a coach, 2 minivans and finally a trailing Police Estate Car. Over 150 classic cars turned up for the display which was very impressive. The photo is of the last Baton Holder making her way out of the site.

Very interesting.



Now for something different

By Graham Smith
and his 1959 MGA

In Smiffo's garage there's a tale of chasing down a whirring noise. Since purchase of our MGA in September last year it has had an annoying cyclic whirring (in harmony with wheel rotation) emanating from somewhere around the rear of the vehicle. New rear hubs, new rear wheel bearings, swapping around the wheels, checking rear brake drums and checking front discs were all to no avail. Finally pulled the diff to find 25% of the crown wheel teeth badly rusted and pitted. Quite likely from it's long time laid up in the US.



Nasty rusty crown wheel.

A smashed diff was offered from an MG pal in Redditch (thank you Kevin, you're a star) which had a good crown wheel and a chipped pinion. (A cautionary message here; the diff carrier fractured after a carrier bearing failed. The bearing failure was down to EP oil, which attacked the brass bearing cage!)

Now the dilemma; I had a good pinion in my old diff and a good crown wheel from the smashed diff. The WSM is crystal clear that both items should be replaced as a matched pair. The backlash figure etched on the back of the old rusty crown wheel was identical to the etching on the 'new' crown wheel, both at 7 thou. The pre-load on the old pinion was within spec too, so it was left in situ. Therefore the 'new' crown wheel was mated with the old pinion.

Another shortcut was to pack out the crown wheel with 3 thou waxed rust protection storage paper as an alternative to stripping off the press-fit carrier bearings and adjusting the shims. The backlash was set to 6½ thou and the meshing blued up fine. A road test confirmed success, no more whirring and no noise or clunking from the unmatched crown wheel and pinion.

Life is always sweet with old cars, the front end obviously felt left out with the back end getting all the attention. The near side front wheel bearings decided to give up the ghost! (No, I know what you are thinking, they were not the source of the whirring noise. The wheel bearings are clicking, have play and are throwing their grease, quite different symptoms.)

That's done now too.



Checking the backlash

Heritage Run Re-Visited

Sunday 11th September – Start the Golden Cross

This event is progressing well and I now have the plan for the day.

We will start at the Golden Cross for bacon rolls & Tea/Coffee for those who want them. They will be open from 9.30 and we will be leaving between 10 & 10.15. The run is somewhat longer than our usual Sunday Runs, as we be doing over 60 miles to follow the old Heritage Run route to Abingdon the ancestral home of MG Cars. Lunch is booked at the Boundary House for 1pm. After lunch we will drive to Cemetery Road and park at the MG Car Club headquarters to view the old admin block, walk down to the MG Memorial Garden & The MG Museum (for those who feel energetic as it is in the County Museum in the centre of Abingdon) and

finally have the chance to drive the roads that were used for the 'Test Routes' (all MG Cars produced, up until a Rolling Road was installed in the factory in 1975, were sent out on the local roads before being passed to final inspection). Initially I have booked 40 seats for lunch, so if you would like to join the run please let me know as soon as possible and if necessary I will try and increase the numbers for lunch at the time of writing I have 16 places left. It would be helpful to know if you would

Photo: 1994 Heritage Run, MG Factory with Lech presenting a cheque with the 'Admin Block' in the background.



like to have a bacon roll at the Cross, so they have a good idea for numbers.

(At the time of writing I have 16 places left).

What's On - AMGC

Proposed Club Events - 2022

August Sunday 7th - Aunt Sally Lunch

This event is taking place at the **Butchers Arms, Shutford Road Balscote, OX15 6JQ**. Balscote is just off of the A422 Stratford to Banbury Road, there is more than one turning off of the A422, but all get you to the pub. From Stratford, take the first Balscote sign you see, and stay on this road, until you reach the pub. People in hi-vis will be there to direct you into the pub car park. **Arrival time for this fun event is 12 noon.**

For those who have not played this game before, (not many have) you throw, underarm, 6 wooden battens at a white object, called a Sally, which is supported on a metal ring. Each time you knock the Sally off of the ring, you score 1 point, simples!!! It is played in teams of 8, so we need as many as possible please. The team who has scored the most points after much throwing, battens going astray and some casualties, mainly head injuries, is declared the winner.

As last time we are lucky to have two members of the Balscote Aunt Sally team to demonstrate, adjudicate, ensure fair play, and drive the ambulance.

There will be a basket meal available, with a choice of **Chicken, Scampi or Sausage with chips**. I am reliably told that this year, all people will get 3 sausages, not just the one lucky person last time (you know who you are). The cost of this meal is £8. Payment will be on the day.

Please book in at ardenmgclubevents3@gmail.com giving your choice of meals. **The cut-off date for booking in is Wednesday 3rd August.** To date we have 28 booked in, lets get to 32, which will give 4 teams of 8.

August Saturday 13th - Brailes Show

This annual event returns this year, after a two-year absence due to Covid, In the past, this has been a regular event for the Arden Cub, let's see if we can give them a good showing of MGs, to help their coffers. Cars to be in position on our stand by 12pm, leaving at 4/4:30pm.

Brailes is on the B4035, Shipston on Stour to Banbury road. Entrance to the show is via Castle Hill Lane, which is left if coming from Shipston, then almost immediately right past the Village Hall.

13 cars have booked in to date, would love to have 15 plus. Booking is only required, so that we know numbers, for the organisers to allocate space. Please book in at ardenmgclubevents3@gmail.com

August Sunday 21st - Happy Herefords Run to Tysoe

This will be the second running of this event and gives the opportunity to travel in our MGs on roads slightly out of our area, ending with a dining experience that, let's say, will be memorable, different, and unexpected (except for those who attended last year). After a gentle scenic run through Warwickshire/Oxfordshire, we will end up in Tysoe, a pretty village, which is worth a walk around in its own right. After we are all parked up, at the Happy Herefords Barn, (marshals in high viz, will be on hand to assist) one can visit The Peacock pub to obtain drinks, (they do keep a lovely pint) that can be taken back to have with your meal, because this is one event where you can take your own drinks. There will be an extensive menu that you can choose from and pay for on the day. As the name suggests, Hereford beef is used to create a variety of different and very tasty burgers and sausages, with a choice of waffles for dessert. We would expect to arrive at 12:30pm to 1pm, for this gastronomic experience. You may have seen the Happy Herefords catering company at some outdoor events locally.

The start point for this event has now been confirmed. So that we can travel roads not familiar to most, the start for this run will be at Charlecote Garden Centre, Charlecote CV35 9ER.

continued

From Stratford, take the Tiddington Road, just after the river bridge. Pass through Tiddington towards Wellesbourne, after some bad bends, you will come to a crossroads, turn left, signposted Charlecote. After going over a small bridge, you will see the garden centre on the right. Turn in and marshals in high viz, will park you. They have toilets and will serve tea/coffee in their restaurant, which will have an area set aside for us. They also do a breakfast menu, but to speed up the service to us, can you please pre book your requirement.

Please arrange to arrive at 10:15am earliest, with a leaving time of 11 pm to 11:15pm. From here we will have a run to Tysoe for our unique dining experience. Please book in at ardenmgclubevents3@gmail.com

September Sunday 11th - Heritage Re-Run

Full details on page 3 - Book with Paul

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

What's On - Elsewhere

Other Events - 2022

August 27th/28th - Binton Social Club

We have been invited by the Binton Social Club to join them for their 'Globe Trucker UK' charity event which takes place over the August Bank Holiday Weekend (27th & 28th).

They will have Classic Cars, Trucks, Vans, Vintage Tractors & Bikes in their displays.

We don't have any further details but if anyone is interested Paul can forward the email address of the organiser.

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

This is a two-day event held at the Stafford 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 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

SMS: 07775 647 914

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

Date	Event	Organiser
August 7th	Aunt Sally Lunch	Trevor
August 13th	Brailes show	Fred
August 21st	Happy Herefords Run to Tysoe	Trevor
September 10 th & 11 th	Road, Rail & Ale Festival	Trevor
September 11 th	Heritage Re-Run	Paul
September 24 th & 25 th	Sywell Classic Piston & Props	Trevor
December 13th	Christmas Meal	Paul

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

Members Gallery



A MILD IRONY

Graham was attempting to do a little mild lubrication of the accelerator cable and carb mechanism to Bumble.



There was however a mild irony in the fact the lid wouldn't come off the tin of grease

Good magazine and you've made me realise I've owned my first MGB for around 35 years as I'd have been around 18 when I bought a flame red (orange) 72' B and rebuilt into an early Heritage shell finished off same colour as yours Tartan red.

"Currently engulfed in a Buddleia tree that grow faster than bamboo it seems."

John Stephens

Ed - Thank you John - Great to hear your thoughts.

Andy Bourne

Best wishes to Andy who is stuck in a hospital in Devon after visiting an old mate and when swimming in the sea suffered a heart attack. He was hoping to be transferred to Exeter where they can perform an angiogram and insert a stent or two. We wish you well for a speedy recovery.



I'm worried about him, Doctor...
He likes the food...

Now then Mr Bourne... ..you're not having ANOTHER bed bath. You're beginning to enjoy them...

Ed - Thanks to Graham for his brilliant card to Andy (extracts above) which reads: To Andy wishing you a speedy recovery - From all your Friends at Arden MG Club



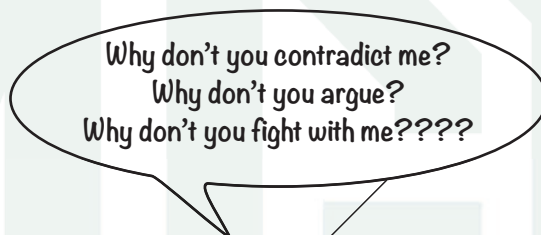
Humour!



A POLICEMAN pulls over a speeding MG Roadster and takes out his little black book.

The driver turns to the policeman.

Policeman: "Name, please?"
Woman: "Freda."
Policeman: "Surname?"
Woman: "Gonow."
Policeman: "So you are Freda Gonow."
Woman: "Thanks very much", and she takes off!



Answers on a postcard please



Roger has a set of
5 original MGA steel wheels
 for sale, newly refurbished to a very high standard.
 Finished in Silver powder coat with a clear Lacquer.

Price £300

Collection only

Contact email mgabcgt@outlook.com



Embellishers for the gutters on B GT are now available again

Fred Bury has wanted to improve the embellishers for the gutters on his B GT and found that they are now available again, after a long period of being 'unobtainable', from the MGOC but at a cost of £260 a set! He has been able to acquire 4 used sets and will get them re-anodised (to look like new) and is offering them to Club members for £160 a set.

If anyone is interested then talk to Fred or drop me an email I will forward to him.

Price £260 down to £160 per set

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 normally 10th of the Month.



From Steve Entwistle

MGF Nitrogen Suspension

Most MGF cars have now lost the nitrogen within their suspension spheres giving a hard ride. I have made contact with a local company who can recharge the system back to O E standards.

I have booked for two MGFs to have their nitrogen replaced in November and have possible vacancies for another two vehicles on the same day.

Approximate cost is £495, which includes a 12 month warranty and the work will be completed via a mobile service at one location.

The company is Hydragas and Hydrolastic Service Ltd based in Telford.

Anyone interested please contact **Steve Entwistle** on **07766 441713** for further details.

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/AMGCBadseyJuly22/>
- <http://normanlarge.com/AMGCShowJuly22/>
- <http://normanlarge.com/AMGCBloxhamJun22/>
- <http://normanlarge.com/AMGCDitDApr22/>
- <http://normanlarge.com/AMGCVitalSparksMar22/>
- <http://normanlarge.com/ArdenMGCWRunJan22/>

A Special Day



None this Month - Please let us have some of your news and views. Send to: norman.large@btinternet.com

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.

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