



**Morris  
Garages**

**ARDEN**  **CLUB**

Issue 9 - September 2022

Newsletter

Welcome to the September issue of AMGC monthly newsletter at this sad time



# Happy Herefords Three Counties Run



21st August by Trevor

This run was to end with the unique dining experience at the Happy Herefords Barn in Tysoe. Being born in Cropredy, I knew of many local roads that had the potential to provide an interesting run in our MGs, but many were too far from our normal starting point, the Golden Cross, especially as we had to end the run in Tysoe. Angie and I racked our brains to think of where we could start a run which had coffee and toilets so that we could use some of the roads I had in mind. Thanks to a David Naylor mention of the garden centre at Charlecote, we had a start point to meet our needs.



As the saying goes, "the more you do something the easier it gets" was certainly true for the route planning Angie and I started, we only had half the arguments and only two phone calls to solicitors for a divorce. Whilst travelling the proposed route, some of the roads had deteriorated from how I remembered them, it was only a small proportion of the roads, but doubt began to creep in, but then I thought no, they are a tough lot and a challenge is needed, to stimulate a good appetite. I decided that if I made people aware of the perils, by writing in red ink and advising to drive carefully, low sports cars could go where any sensible person would use a 4 x 4. Angie was very sceptical.

*Top: Preparing for the start  
Middle: Off we go.  
Bottom: En route.*

#### 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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# Happy Herefords - continuation

42 people had booked to enjoy the food that would be on offer, 4 cancelled and Phil Ward broke down on the way. The remaining 37 arrived at Charlecote, who had provided for us well, with reserved parking and a warm welcome. My thanks to David and Tracy Naylor who acted as parking marshals at the garden centre. After refreshments, a quick briefing and the route was handed out. The run was 40 miles long through three counties, Warwickshire, Oxfordshire, and Northamptonshire, although not many miles, it would take 1 hour 45 minutes to complete, providing you did not loose you exhaust, wheels, become airborne over one of the hump back bridges, or disappear into the scenery on one of the many tight bends. At one point I had to put up a sign on the side of the road for one particular severe hump in the road. We were first back to the Barn, and as everyone arrived, I felt sure that I would have been stoned to death for subjecting members and their cars to such conditions. When I say everyone arrived, one was missing. Poor Helen, who was driving solo did not make a turn early into the run, and lost sight of any MGs. But to Helens credit, she completed the whole run, by stopping, reading, and making the correct turns. My thanks to Roger and Caroline Phipp for acting as parking marshals.

With fresh straw on the floor, and the smell of cooking wafting out of the barn, we took our seats and contemplated what we would have from the menu. Some made use of the local pub to procure drinks to bring back to the barn. Once again, the weather was kind to us, where we could make use of our open top cars for the run and homeward journey.



All eagerly awaiting their orders.



Well done to Helen on her safe arrival.



Just some of the challenges the route had to offer.

*Editor's comments (on behalf of club members).  
... a great big thank you to Trevor  
for a great 'big dipper' and 'helter skelter' ride!*

Link to more photos: <http://normanlarge.com/AMGCHappyHAug22/>

## Bloxham Steam Rally

*Trevor had intended to include the message below in the August newsletter. It was the response he received from the classic car organiser, after thanking him for making us so welcome.*

*Hello Trevor,*

*Sorry to take so long to reply but having got everything back here on Monday I found myself feeling unusually tired.....and the following morning tested positive for Covid! I'm through the worst of that now but the gadget obstinately refuses to declare me negative, hence I cannot go down to the lockup, which is in a busy livery yard where my wife keeps her horses, and do anything to the B.*

*My car further disgraced itself with complete starter motor failure when I came to load it on the trailer on Sunday evening but responded immediately to a tow-start which at least reassured me that there's nothing wrong with the ignition or fuel supply, but there's a bit of work to do there as soon as I can get my hands on the thing.*

*Many thanks for your thoughts on the clutch, I'll let you know how I get on. You are hereby appointed Engineering*

*Consultant to my endeavours.*

*I am pleased that the Club enjoyed Bloxham, there were certainly some lovely cars in your group and the convoy of MGs as you drove across the field to the Classic Car area was lovely to watch. I hope that this is the start of a long association between our two groups.*

*Before it was cancelled, we had already spent £10,500 on the 2020 show so this year we had to recoup that amount together with £65,000 that this year's effort cost us. If we had been wiped out by bad weather or simply discovered that the public no longer had an appetite for such things it would have been the end of Bloxham. Blessed with exactly the right type of weather we enjoyed a record gate and the feedback from the public so far has been positive and enthusiastic.*

*Of this sort of event the saying that "the Whole is greater than the sum of the Parts" is so true, thank you Arden MG for your part in it and to you personally for organizing it.*

*Kind regards,*

*Nick*



# Brailes Show

13th August 2022 by Trevor



In the past this has been a stalwart event for the Arden MG Club, and after a break of two years the Brailes show returned. If memory serves, (it now only works 50% of the time) the last show we attended was quite a wet affair. This show was the exact opposite, blue skies, and blisteringly hot sunshine. Both storm shelters were brought into use, not for rain, but for some very welcome shade.

20 cars were booked in, to be parked in a straight line at the front of the classic car section. I thought it might be a good idea to add some bunting where we were to park. Fred, David, Diane, and I started tying shortish lengths of bunting together to front our display, I have to say that some knots were very dubious. Even more difficult was getting a straight line. Even with our banner placed in the centre of the bunting, it looked a bit short for 20 cars. Out of the 20, 3 cancelled due to the expected heat, and one had the wrong date (my fault, because in one notice, I did say Sunday and not Saturday). As it turned out 16 cars fitted the bunting perfectly.

## Many Hands Make Light Work

Once all were parked, out came tables, chairs, and various refreshments. It was clear that if we did not erect the storm shelters in a timely manner, some members would just be a pool of melted lard on the floor. Whoever made the statement "many hands make light work" were not members of the Arden MG Club. Some more experienced members, familiar with the storm shelters secrets, Paul, Alan, and Julia, led the proceedings, but alas, at some point most people were walking about with the frame tubes in the wrong places, or totally obscured by the storm shelter covering. But as if by magic, two storm shelters were ready for occupation. Everyone looked at the space available, the number of people and their equipment that had to be accommodated within. A stampede broke out, to ensure head and food was in the shade. I have to say it was a very polite stampede.



Because it was too hot to even lift your arm for a drink of water, many did not stray far from the shade, some only making it to the Tombola stall or the beer tent for libation. Many fared very well on the Tombola. One has to say that due to the fact that for long periods many people were in the storm shelters, it made for some good-natured humorous banter.

## Hood Down for Home

It was a smaller show than previous years, but there was plenty to see and do, if one ran the gauntlet of possible heat stroke to venture into the sun. Thanks to Fred for liaising with the organisers. So at 4:30 ish we broke camp, for a very welcome drive home, and for those with the hood down, a lovely refreshing wind in the hair.





# Aunt Sally

7th August 2022

by Trevor



Arriving at the Butchers Arms

This was the second attempt at this specialised sport for the Arden MG Club, and expectation was high for an improvement on our first visit to the Butchers Arms, in the lovely village of Balscote. Aunt Sally is played in and around North Oxfordshire, there are many teams playing in organised leagues, for what is a quintessentially, an eccentric British sport, best played on balmy summer evenings.

## Six “Sticks” at the “Sally.”

The rules are simple, you throw underarm, wooden “Sticks,” from quite a distance, at a “Sally,” a timber object a bit like an ornate post top, which is painted white. The “Sally” sits on a metal post about one meter or 3 ft in old money, off of the ground. A team consists of eight people, and each team member throws six “Sticks” at the “Sally.” Every time you knock the “Sally” off of its post cleanly, you score one point. The team who scores the most points, after a number of “ends” is declared the winner. A talented player may do this 4/5 times with the six “Sticks”, fair to say that none of us, bar one, would be receiving a large transfer payment for joining any local team.

The fun event was scheduled for a start time of 12 noon, and you could not wish for a better day to be outside. After a meet and greet, plus size up the opposition period, a substantial lunch was served and consumed



Lunch at Butchers Arms



Top: Margaret - Highest Scoring Lady  
Below: Roland - Highest Scoring Man

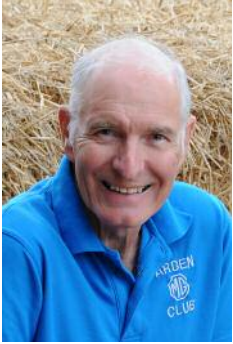


The winning team, who were crowned Arden MG Club Aunt Sally Champions were, in no particular order of excellence, Colin & Lindsay, Steve & Gaynor, David & Margaret plus Karen & Roland. The outstanding player of this hard-fought tournament was Roland, who consistently scored well with his six “Sticks.” I can report that he has signed up for the Balscote A Team for a six-figure sum.

To sum up it was a fun way to spend a sunny Sunday afternoon in a lovely setting just eating, drinking, and always keeping one eye open for a stray “Sticks”.



# Chairman's Report - September 2022



**I'm sorry I was not at the last meeting but that was the best date for our family holiday, this year back down in Devon, for an enjoyable (despite the weather not being as good as in the previous weeks) week in Exmouth.**

David reports there was a good turnout of 40, of which 11 were diners as well. It looks like I missed the cake for Lady B, unless you saved me a piece.

## Owned my MGB for 30 years

Whilst out cycling recently my mind was wondering as it does when I'm riding along and a sudden thought came to me that as I have owned my MGB for 30 years now, I must have been coming to the Arden MG Club at the Golden Cross for more than those 30 years!! I've told the story many times before that Alan Torbet introduced me to the Club and then a bit later to John S, who just happened to know the whereabouts of an MGB that would be for sale, the rest is History as they say. I must therefore have first come to a meeting at the beginning of 1992 or possibly even the end of 1991, that is lost in the midst of time but I had acquired the car in June 92 and after some work over the winter was ready for the inaugural Heritage Run and we completed all 25 runs together.

## Questionnaire

I don't think I need to say anything more about the Questionnaire except to acknowledge the error in my summary report and several of you have quite rightly pointed out that my comment about the result of Q6 was not correct, as the question and answer lead to a 'double negative', however I don't think this really changes the overall conclusions. Let's see how the small changes work in the near future.

## Breakfast Meeting

I was not able to attend the last Breakfast meeting (another short break) but the reporters tell me that 7 people enjoyed an enjoyable morning.

I will be at the next one on Tuesday 20th Sept and hope to see a few more of you enjoying the quiet spacious surroundings and a breakfast sandwich with friends. The Museum is open from 10am and we are usually ready to sit down by 10.30, it's a good opportunity to get your MG out for a morning run and have a sociable chat, all are welcome.

## 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.



## A bit of history...

...information via Steve F. Arden Octagon MG Club at the Blue Boar

Going back to late 1997/8 the Arden natter at The Golden Cross got too big for the pub, so Roger Vardy-Smith (the old Landlord) split the natter into two, pre 56 MGs on last Tuesday, post 56 MGs on first Tuesday evenings. When Roger sold the pub, the new Landlord did not want car clubs there, so the pre 56 MGs moved to the Blue Boar, and I believe the post '56 MGs went to the canal-side pub at Wootton Wawen I can't remember this as it was right in the middle of our caravanning hobby when the MG's took a back seat

After about a year or so the Golden Cross got another new Landlord, who invited the car clubs back. The post 56 MGs returned to the Golden Cross, but the pre 56 natter decided to stay at the Blue Boar. So that is the story behind the two natters.

I have been going to the Blue Boar regularly since 1998 and it has been run by Brian Rainbow since then.

## Time for a change

**As most of you know I have been talking about stepping down as the Chairman of the Arden MG Club but the pandemic got in the way and I agreed to continue with lots of help from others.**

Much as this alleviated the situation for me I can only do the job one way and I'm finding it more and more difficult to motivate myself to make the time required to complete all the tasks to my satisfaction. I also think as I have said many times before, it needs someone new to bring some new ideas and enthusiasm for keeping the Club progressing.

It has been a great pleasure and honour for me to be the leader of the Club and I think most people have enjoyed being part of our group but as the saying goes "I need to spend more time with my family" and that time pressure will intensify after October when daughter Jennifer has our second grandson. So now is the time and I will not be seeking re-election at the AGM in January.

This of course does not mean I will be leaving the Club, which I have been attending for 30 years now and I will not back away and do nothing,

but someone needs to take over the day to day running and I will be happy to organise some events and runs, which I will be able to concentrate on.

I thought I should make this announcement now, so that there is plenty of time for someone to come forward and all the plans can be made for 2023.

As I have already said it has been a pleasure and I look forward continuing to enjoy being part of the Arden MG Club.

# Brailes Show

See full report from Trevor on Page 3

**Well that was a warm one at last Saturday's Brailes Show,**

...even though we had both Storm Shelters up for shade from the sun it was still very hot under them!! The Show was back after 2 years of pandemic with a different format, the Horse Show was gone which allowed them to use the large field for Classic Cars and they received a very good turn-out. We had pride of place on the front row to display our 16 MGs and it was a great sight in the bright sunshine.

The Show, like Badsey was not fully back to it's 'old self' with a smaller showing in the Marquee and a few empty spaces in the stalls but Caroline managed to come away with 2 good bottles from the Tombola.

It was far too hot to do much else than socialise and wander around the cars and military vehicles. Thanks to Fred & Trevor for making it a success for us.



# Happy Herefords Run

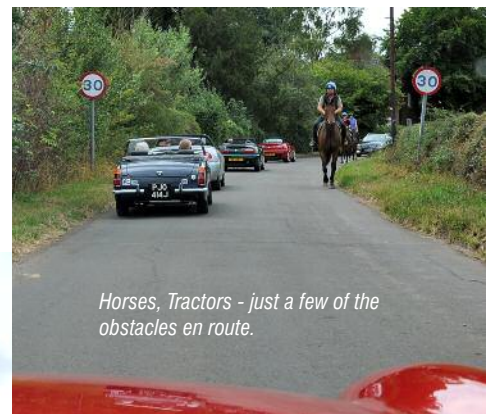
See full report from Trevor on Page 4

**An excellent day for our run from Charlecote to Tysoe, not too hot, not too cold, not too sunny & not too dull, just right.**

18 MGs met up at the Charlecote Garden Centre for the 40 mile scenic run, which took us through three Counties (Warwickshire, Northamptonshire & Oxfordshire) to get us to the Happy Herefords in Tysoe. There was plenty to see with some lovely narrow lanes, some of which we had not used on a run before, although not all of them were 'Billiard Table smooth' but no problem we can go slowly. The roads were not the only obstacles though, with the scar on the landscape that is HS2 and commuting tractors going through traffic blocked country villages but we all made it. It was well worth it with the super burgers on offer, not to mention the beers from the local pub next door.

There was one casualty as poor Phil had to stop on route to Charlecote to discover 2 sheared bolts in the engine mounting, those nice people from the AA soon got him back home. Helen

who was on her own lost the convoy going through Wellesbourne but persevered with regular stops to read the instructions and still arrived in time to enjoy a burger with us, well done Helen.



*Horses, Tractors - just a few of the obstacles en route.*



Yet again we can say thank you to Trevor & Angie for the great route and organising the day and also to Norman for taking another set of fine photos.





# THE TON UP KID

## (Mike Green) - AGED 70

**By August 2 we'd hit a score of 64 and starting to relax and cruise somewhat.**

- **Saturday 6 August :** We attended the "Supercharged Jaguar" Breakfast at Gaydon, which comprised the large Jaguar saloons from 1995 onwards, some S Type "Rs" and similarly the XK8, XK and XF Supercharged models, plus the current F Types. It was hot so thank goodness for the Air Conditioning and roof whilst travelling.



*The old girl and others, at the Supercharged Jaguar day at Gaydon*

- **Monday 8 August:** A visit to Mark Stacey at Compton Verney with Ed for a Re-map. Some of you will know that Mark was the former head of the Engine Management Electronic wizardry stuff at MG Rover until it's demise in 2005. He now runs "K Maps" and re-mapped our red TF 160 a few years ago and earlier, our BRG TF 160.

Mark was also a Works Racing Driver for MG Rover and currently supports the MG 170bhp and 190bhp Race series. The 1800 VVC engine in Ed (and the TF) is a revver and really comes into its own over 3500rpm. With the limiter now lifted from 7,000 to 7450rpm and with the other remapping by Mark, it is now just about capable of pulling 100mph in 3rd gear - allegedly (and some say, with performance cheekily apparently somewhat comparable with the MG RV8s)

More basically, the re-map has given about another 15bhp from the works 158 figure, made it more lively low down and apparently more

### Episode 7

By Mike Green

economical, all for £239 and again the best £239 I have ever spent.

After MG Rover, Mark had a brief spell at Bentley and then to JLR, where he worked on the Supercharged Engines etc. When I met him again around 5 years ago, he had a standard 500bhp Jaguar XKR, which was no doubt tweaked further.

Finally and ironically, it's the non-VVC, 1800cc engines that are tuned to 190bhp for the MG Race series.

Website: [kmaps.co.uk](http://kmaps.co.uk)

Sadly no score claimed for this very important deviation and another discussion with a true Master of his trade - not a spanner used in the re-map, no fancy expensive air box, nor free flow exhaust etc, but the suggestion to use E5 when I track it again.

As we know, the Manufacturers generally "de-tune" the cars to manage the Warranty liability position and also to restrict performance relative to other models in their range etc, whilst leaving room for Limited Edition more powerful models to please the Marketing people.

- **Saturday 13 August :** Breakfast at Tetbury with the Jag folk followed by a wander around our village for the Broadway Car Show - more modern Sports cars etc. Again it was hot and sadly we ran for home after a couple of hours.

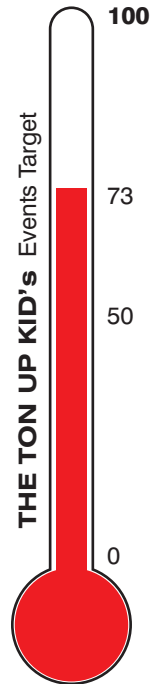
That's another 2 points.



*The Vital Spark MGB - All Electric, at the Broadway Car Show*



The last score was 64



- **Sunday 14 August :**

Broadway Car Show again, but Classics this time - again hot, so we just drove up an down the High St twice, with the air con on full.

No point claimed!

- **Tuesday 16 August:**

Breakfast at Gaydon with our MG boys.

- **Thursday 18 August:** The Prescott early doors natter - open to all for £5. We took Ed again as part of the ongoing induction process.



*Prescott Natter - my first car was a yellow Anglia 105E Reg No 976 FOC*

- **Sunday 21 August:**

The Happy Hereford Run, this time in the TF - quite a few new interesting roads / single tracks - well done again to Angela and Trevor.

- **Monday 22 August :** A trip north with a bunch of MG friends for lunch and fun.

# THE TON UP KID

(Mike Green) -

## AGED 70

Episode 7 - Continuation

By Mike Green



- **Friday 26 August** : Silverstone Classic - Practice day which is always an “hands on” so to speak, experience and caught up with Nigel Webb in his C (for Competition) Type Jaguar and others.



*Silverstone Classic - would you believe it, an Electric MG4 EV, £31k fully loaded - we had a test drive in the next model up, which was impressive. You can just see our Chairman and David to the right of the young blonde lady*

- **Saturday 3 September** : Attended Brize Norton (BZN) Airbase Family Day, including various car club displays.

Many of you will know that BZN is the largest UK RAF Airbase and the home of quite a few Squadrons including 99, which comprises 8 Boeing C17 Globemaster Transport Aircraft.

Jane's cousin's son X is a C17 Engineer, whom together with the 2 Pilots and

Loadmaster, comprise the key Crew of 4 on these massive aircraft. Whilst they can carry tanks and a Chinook Helicopter etc, they can also transport over 400 people, which they did in the frantic and hostile airlift from Kabul last year, as was widely reported. Apparently given the mountainous terrain, only 4 engined Aircraft could be used, in case 1 engine failed during take off.

X gave us a conducted tour around the C17 including sitting in the Captain's seat and inspecting the vital Air Con Pump (the electronic control bits and pieces need to be kept cool ), Auxiliary Power Unit, Defence Lasers, Landing Gear, the huge load bay and the 14 Dunlop tyres etc etc.

The 4 Jet Engined C17s effectively replace the ageing smaller 4 Propeller Engined Hercules, whose capacity is 5 Pallets, compared to the C17 at 18.

As Michael Caine would say, “not many people know this” - A C17 can reverse on the ground, fully loaded and up a 2% gradient. If that's not impressive enough, they can also “reverse thrust” at 30,000' and drop to 5,000' in 2 minutes, which is well within their capabilities, to avoid hostile situations. Apparently just a very few ordinary aircraft can reverse thrust mid-flight, let alone these whoppers.....

Coincidentally, another of Jane's cousin's sons also works on C17s and we met up with him again too - both brave young men serving our country in both good and bad times - we are so proud of them and indeed our entire Armed Forces.

The car displays were good, including one of the special Aston Martins made in recognition of the Red Arrows, together with a selection of Camel Trophy Land Rovers etc etc. There were a range of RAF vehicles to enjoy too.



*Brize Norton Airbase - A few special Astons, including a fine red version for the Red Arrows, displayed by an ageing Hercules*



*The cargo area of a C17 Transport Plane, which can carry a Chinook Helicopter. In the 2021 Afghanistan evacuation, over 400 passengers a time were airlifted to Dubai*

Given the RAF cause, I think the combined day deserves a point.

### To conclude

I reckon that's another 9, taking us to 73 at effectively the 2/3 time point. We've got a few more booked for September so we should close this month around 80. Assuming that's the case, we'll probably now shoot for 105 by 31 December, as a few of the Events were perhaps, on reflection, a bit lightweight.

### PS

We took Ed for a new nose job on Monday September 5 and paintwork on the rear number plate light unit (which has fallen off the plastic cowl ). The nose job includes fitting and painting the new s/h front bumper collected from Newton Abbot and fitting twin horns whilst stripped down. That just effectively leaves the headlining re-fix, which is booked in later this month, to get the old boy in some sort of “ship shape” and almost a respectable daily driver for me.

Finally the tyres are wearing down nicely, and should be ready for a new and proper matching set by the winter.



# Badelwyddan Castle Holiday Update

**15th -19th May 2023**

by Alan

**As you all know, as a result of a very successful trip to Warner's Cricket St Thomas in Somerset this year,, there was great interest in another Warner's holiday.**

The questionnaire showed that North Wales was high on members list of destinations.

I booked 40 places (20 rooms) and I am pleased to tell you that 37 places (19 rooms) were taken up within a couple of days. The club has paid the deposit for all 40 places. This means that we have 1 room left if anyone is interested at the standard room rate of £289.00 pp DB and B for 4 nights. Please note that if you want to come by yourself, there is no surcharge for single occupancy in the last remaining room.

If we have additional members, over and above the 40 who wish to join us, I cannot guarantee the same rate but will do my best to ensure they are as competitive as possible. At the time of writing this update, there were several types of rooms available.

As most will know I booked early to try to get us all in the Lodge Complex. Unfortunately, this was not possible as rooms had already been booked by others. We have secured 14 rooms in the lodge complex and 6 Standard Rooms in a block nearby.

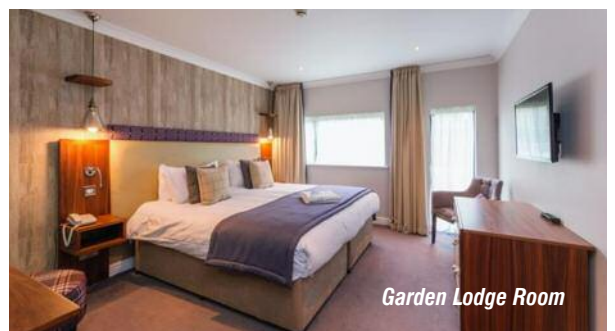
The balance of the costs will need to be paid 14 weeks before we go. There is 100% money back up to 12 weeks before our holiday after that it reduces by 20% every 2 weeks. Can supply details if necessary.

We are, as before going to organise at least 2 runs while we are there with a minimum of 25-30 miles. There was interest in slightly longer runs so we may try and organise an option for a return route on the day.

Contact has been made with Llandudno MGOC. Discussions are at the very early stages and I will keep you informed on what options there may be regarding meeting up or even just using some of the run information.

There were several interesting points raised in the questionnaire and we will try to incorporate as many as possible in the itinerary.

Any questions please contact Richard Avery on 07767 307408 or myself 07774 416536.

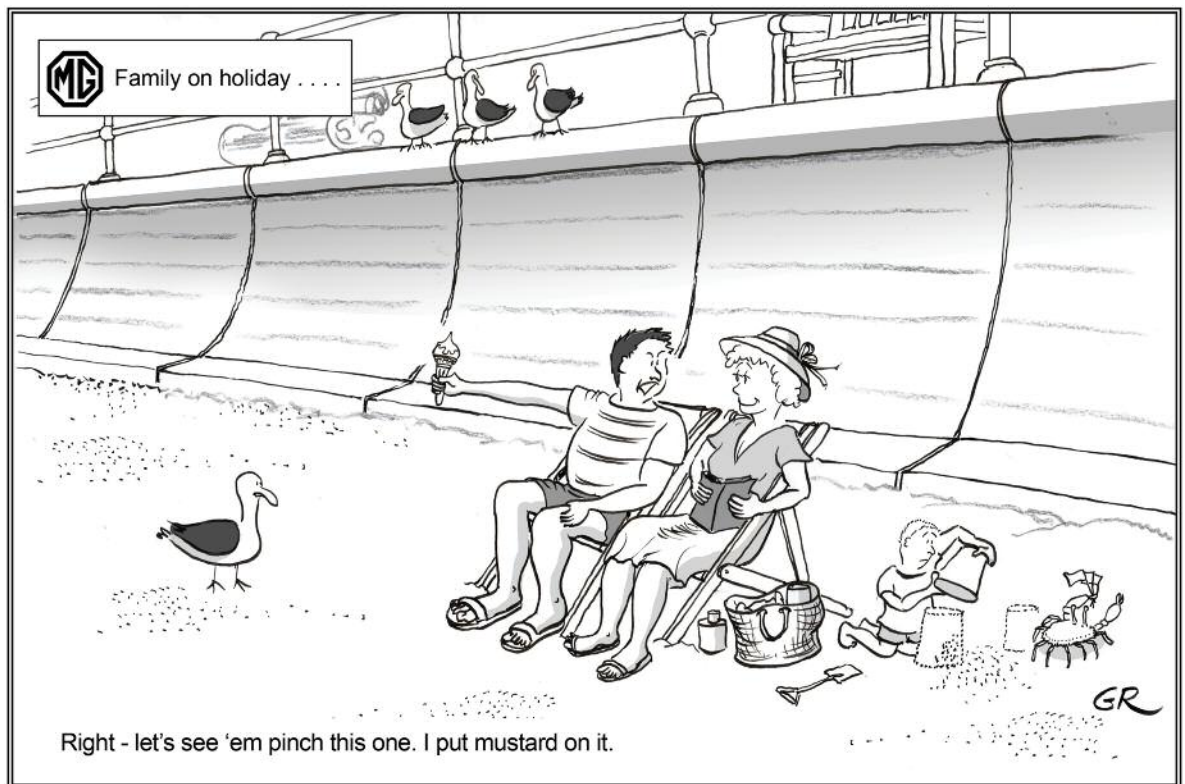


Archery



Rifle Shooting





*"As the sun sinks slowly in the West, we say goodbye to MG folk on holiday . . ."*

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

### Not so much 'in' my MGF more a case what have I done to it.

- by Paul

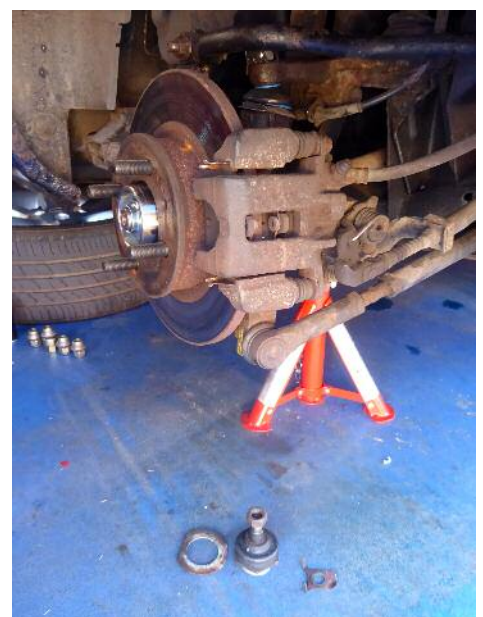
The inevitable M-o-T Test was due and duly booked in to Navigation Garage in Wootton Wawen, however the phone call to see if it was ready to collect was not a good one, with several 'advisories' but also a 'Fail' (movement in the nearside rear suspension upper ball joint).

It's a long time since I've received a 'Fail' for an M-o-T Test, so I had to ask what the procedure was and you can take the car away for repair and they will perform a free re-test if returned within 10 working days.

I put the car up in the air to see what needed to be done, with the play easy to identify and it looked fairly straight forward to replace, however the 'hexagon' to unscrew the ball joint is a very large size and not a socket that is in my tool kit. A quick message on the

Arden MG Club WhatsApp soon had some messages with the size required (1 13/16" would you believe, on a modern car I would have expected to be metric!) and offering the loan of the correct socket. As Peter was going to be at the Aunt Sally Lunch he agreed to bring it with him (after looking he found he had got 2). It was ideal with a 1/2" drive and no bevel on the face.

Back home it was just a case of splitting the joint and making space to get the socket in place. It needed a bit of effort to keep the socket in situ, whilst using a long extension on my breaker bar but it soon gave in and was undone. Back together in no time, job done. Photo is of the rear suspension with the new joint in place and the old one underneath. Many thanks to Peter for the loan of the socket.





# Lady B's 50th Birthday

By David Rayner

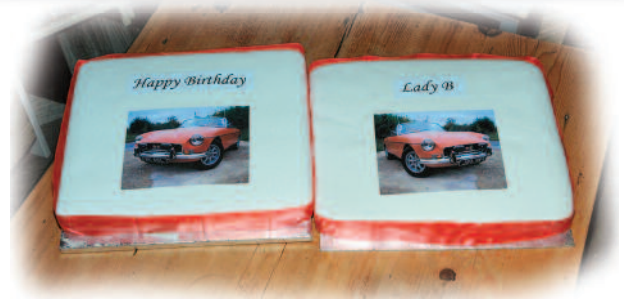
We acquired our 1972 MGB roadster FWK 46L in February 2004, it had already had a major restoration, so, it was "good to go", as it were. Since then there has been several improvements and of course, no classic car would be "a classic car", if the odd item didn't go wrong, but over all she has been very reliable.



People nearly always refer to cars as "her", as we do, or in our case, "the B", then one day she was called "Lady B" and it has stuck.

For those that know me, I quite like history, and have done several projects, and still working on one major one, so it was no surprise, just after acquiring "Lady B" I researched her history.

According to her Heritage Certificate she went along the production track 11th to 15th August 1972, and was first registered in February 1973 in Coventry. After completing her owner history time line, and with all her previous owners address's being mainly around the Coventry area, me being me, decided we would take Lady B to visit all her previous addresses, so picking a fine Sunday in 2007 off we went. A more detailed article was written in October 2007 and published in the MGOC magazine.



So, on 15th August 2022, Lady B had her 50th birthday. And we thought it only fitting for her to have a birthday cake, but as our club is a very active club, with a very enthusiastic and keen membership, one cake would not have been enough, so 2 cakes were acquired.

The first club night after Lady B's birthday, was our monthly meeting on the 6th September 2022, as it happened, our chairman was on holiday, so I took the meeting, and at the end of the formal notices, the cakes were cut and handed out.

The "icing on the cake" as it were, was for one certain "Graham" yes he, to propose we sing happy birthday to Lady B, but, that's the sort of club we are.



*Everyone at Arden MG Club is deeply saddened to learn of the death of Her Majesty The Queen and offer our heartfelt condolences to all the Royal Family during this difficult time.*



*Remembering  
Her Majesty  
Queen Elizabeth II  
1926 - 2022*





# 2022 Travels with Maggie and a Tourer

by David Harrison

Part 1 - page 1

It started back in February when word came through that the MG Magnette International this year was to be held in Luxembourg at the end of July. We had never been there, so that was another good reason to go! We had been "doing" as many of the "Internationals" as we could since 2011 to Austria and Germany and were keen to meet up with old and new friends.

The ZA was, at the time, tucked up for the winter in my elder daughter's garage in north Shropshire having had virtually no exercise in 2021 apart from a run down to the West Country when my granddaughter and her fiancé took her down to see his Granny! As usual she ran impeccably. (OK we did need to fit a new battery before they left...it was nine or ten years old!)

I had recently bought a 1947 Rover 12 Tourer and wanted to give it a serious run out. Perhaps it could be a Magnette for the meeting? No problem said the Organisers!

However to go back a bit, where did the Rover come from?

I had been having a flirtation with early short chassis Austin Sevens over the past four or five years, I re-imported no less than four (not all at once) from all over the USA! It seemed like a good idea at the time and I had a lot of fun rebuilding and getting them running. However no matter how charming they are (and they are!) Austin Sevens are not really suitable for serious touring!

By early 2021 I had sold the last one and was hankering after a replacement. I thought about Rileys, and came very close to a Gamecock, but it got sold! I then found a 1934 Rover Speed 14 tourer, but it was in Germany and Covid made it difficult to go see. My research then led me to the post war Rover 12 tourers. Only 200 made, not many left and essentially the pre-war P2 updated a bit!

I bought KKM12 as it was in generally sound condition, good history (I was owner number four), but needed a lot of "fettling".... and use! I think I put more miles on it in four months than had been covered the past 30 years! Over the winter

(2021/22) all the wings came off for painting. I even found a New Old Stock front wing! A first class new exhaust was made and fitted by PD Gough in Nottingham. Many diverse jobs were done including rebuilding the automatic chassis lubrication, stopping the fuel tank leaking and getting the lights and clock to work properly. Even the semaphore indicators had flashing bulbs.

The trip to Luxembourg was going ahead. The plan was that a Grandson - Alex and his girlfriend Grace would drive the Magnette, and my wife Jane and I would take the Rover.

The route was to Folkestone for Eurotunnel to get over (under?), and ferry from the Hook of Holland to get back; both were booked. Hotels en route found and booked, all of us signed up for the Magnette International, then a few days in a nice hotel the Eifel with friends for us in the Rover while Alex and Grace took the Magnette up to Holland to visit friends and then a pleasant journey to Harwich and home.

What could possibly go wrong? We were due at Eurotunnel on the afternoon of Wednesday the 22nd of June. The ZA (with new rear wheel cylinders!) was ready to go, but the Rover was throwing a wobbly! I had decided to have the radiator re-cored and it was ready the Saturday before we left. It looked superb, BUT the filler neck was 1/2" out! It could be fixed on Monday afternoon; fortunately Longford Radiator Services are only half an hour away and Paul did a great job re-positioning the neck and I fitted it back on the car by close of play Monday. I had added a complication

for Tuesday's checks... I had just bought a brand new B90 Lucas factory rebuilt distributor for a Rover 12 and it seemed a pity not to fit it! Well it did fit. Just as well. The one it replaced was only one digit different to that for the Rover 12, but it was for a totally different car...a Wolseley Eight, in fact!). Hmm! with that fitted and adjusted there was then a serious backfire on the overrun....air was leaking into the inlet manifold! Carburettor off, hand make some paper gaskets and araldite the crack in the spacer. No more popping and banging. Quick road test and we were ready to go. Easy!

Wednesday was a glorious morning and we were all ready in good time so set off on the trek down the M40, M25 round London and on to the M20 to Folkestone. Not a favourite journey. A couple of minor events...at the Stokenchurch exit on the M40 I had to pull off with a strong smell of petrol...someone (!)...had not tightened the float valve and petrol was pouring out. Then a wire shorted itself out on the M20, blowing a fuse. Quickly found and sorted; and on to the Tunnel Terminal. No Brexit horror stories. Check In, Customs and Passport controls all easy, in fact no different to how it was before, except one's passport was stamped after scanning. On to the train and within fifteen minutes of arrival we were in the Hotel L'Escale for dinner and overnight. 205 miles done. A quarter of a tank left.

*A satisfying day.*



# 2022 Travels with Maggie and a Tourer

Continuation

Part 1 - page 2

To be continued in the next issue

Next morning well-fed and refreshed (the younger elements even had a morning swim in the pool !) the plan was to drive on Routes Nationales and side roads rather than Autoroutes across Northern France to Pont Sur Sambre (south of Mons) about 150 miles. That said the first stage was to take the Autoroute south to Boulogne and then head east. The northern exit at Boulogne was closed! We had to go 15 miles further south to the next exit fill up and then find our way towards our original route. We passed through many of the WW1 battlefields on our way to the hotel. We did not go in convoy, but went independently, arriving within ten minutes of each other to be greeted by a closed up Hotel! A call to Madame established that the hotel was in fact open, but she was collecting her son from school and would be there in 15 minutes! We were hot, tired and thirsty...not in a great mood! Alex was checking for hotels nearby...nothing. An hotel desert! More worrying still was the sign saying the restaurant was closed...and no sign of delightful little restaurants in the town! However when Madame arrived things looked up. Drinks were produced; rooms were ok and she would cook us supper. Chicken and vegetables! (I should have said there were a lot of chickens scratching round the hotel yard- one less now?). Memo to self "Not a place to go back to" avoid that area of France! 153 miles covered.

## An OK day.



Waiting for Madame to arrive

Next day we drove to Luxembourg to meet the Magnettes. Good driving roads, not much traffic. A quick top up with fuel and coffee and we arrived at our hotel by early afternoon. The plan was simply to sleep at the hotel as Sonia and the team of

organisers were providing all the meals for the weekend! The event headquarters was based at the (substantial) house of Sonia and Yves Rommes-Maillet. Magnettes were appearing from all directions. Germany, Holland, Belgium, UK, Switzerland...Some hardy souls were camping in the grounds of the house. There was only one casualty among the cars. One from Germany had a leaking core plug...needless to say many experts descended on it and, making use of Yves' well equipped workshop had it fixed in no time. It was now raining VERY hard! This did not interrupt the Barbecue and the weather cleared as we left for the hotel. 115miles covered. A very good day.

The next day (Saturday) after a big breakfast the organisers had designed a couple of interesting scenic runs using Tulip diagrams. Luxembourg is really pretty and has some fine driving roads (including lots of hair-pins and even a castle at the top of a big hill!) We left the

Rover at the house and did the run in the Magnettes sharing the driving and navigating. Following other cars the benefit of our front anti-roll bar was really noticeable! The driving was quite spirited (but well behaved, of course!) The weather was fine and we were back by mid-afternoon

having covered almost 100 miles of excellent motoring. Then MORE eating, drinking and chatting. Alex was busy interviewing attendees for a project he is putting together about the Classic Car movement. Much comparing of notes and

getting advice about Magnettes as well! All the cars present were ZA and ZB's...there was a Farina a few years ago, but not this year. The condition and reliability of the cars is remarkable. Most of them are used regularly and they are, without exception, well loved. Yves even had another (waiting for much work!) hidden up on the mezzanine if his workshop. There were some very knowledgeable people there. I found out that our Mulette has a 1622cc block! Everything else is ZA! No one had ever seen a Rover 12 tourer before and it was warmly accepted into the group!

## A Very Good Day!



Happy Sunday sightseeing Muletteers from the UK, Switzerland, Germany, Austria, Netherlands & Luxembourg.

On Sunday there was another huge breakfast and after much chatting and presentation of the trophy (not quite sure what it was for...at the whim of the Chairman perhaps?) and a huge bunch of flowers to Sonia for handing over her house to Magnettes for the weekend we all began to drift homewards. No-one was keen on a trip to Bastogne to the WW2 museum, so that was cancelled. Luxembourg is quite unusual. At the nearby town of Martelange (on the main road going North / South along the border) the road had at least 20 big filling stations, one after another, all with almost identical prices! All on the same side of the road - the Luxembourg side! Fuel was so much cheaper in Luxembourg (€0.40cents below Netherlands, 20cents below Belgium and 10cents lower than France). As a comparison UK prices were similar to Netherlands and Germany similar to Luxembourg. I think the collection of stations together is so that travellers with fuel loyalty cards make sure they can get their points! They were all busy and open 24 hours.



# AMGC Branded Clothing - by Richard

## Club Clothing

The prices quoted below include our club logo and 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 previously sent out an email with a pdf, which included a link to the suppliers relevant pages where available colour options and size / measurement charts can be found. The link is:  
<https://www.uniformsandworkwear.com/>  
Just type or copy in the product code for details.



### 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



### 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



### 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 *Richard is in contact with the supplier and will report back once more information is known.*

**£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

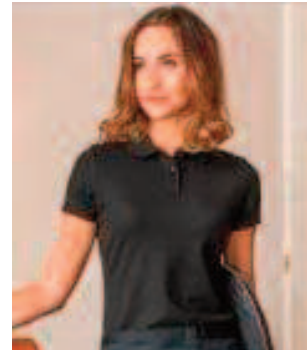
**£8.70** inc vat

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

I aim to place another order in October 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 prior to the order being placed.

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 - 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



### 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



### 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

#### 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](http://www.sywellclassic.co.uk)

**September 20th Tuesday – Breakfast Meeting** at British Motor Museum.

**October 4th Tuesday – Club Night and guest speaker** – Mike Brown will give us the low-down on MGF and Mayflower (who built the bodies). After the notices at 8pm.

**December 13th Tuesday – Xmas Meal at the Golden Cross.** I hope to have the menu soon and will send out the booking form.

## What's On - Elsewhere

### Other Events - 2022

*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.*

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

Date	Event	Organiser
September 24 <sup>th</sup> & 25 <sup>th</sup>	Sywell Classic Piston & Props	Trevor
December 13th	Christmas Meal	Paul

### A Special Day



**None this Month** - Please let us have some of your news and views. Send to: [norman.large@btinternet.com](mailto:norman.large@btinternet.com)

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.



## Snippets

### Tech' Tips



**None this Month** - Please let us have some of your news and views. Send to: [norman.large@btinternet.com](mailto:norman.large@btinternet.com)

### MG Mart



### WANTED - MG TD Mark 2

Please contact David Harrison on email: [harrisonsbearley@gmail.com](mailto:harrisonsbearley@gmail.com)

### Humour!



I was in out in my MG the other morning when my boss rang up and informed me "You've been promoted". - And with that I swerved. And then he rang up a second time and said "You've been promoted again". - And I swerved again. He rang up a third time and said, "Now ... you're the Managing Director". - And I drove into a tree. Then a policeman came up and humorously asked, "What happened to you?" So I told him, - "I've careered off the road".

### 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/>  
<http://normanlarge.com/AMGCHappyHAug22/>

#### 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](mailto:norman.large@btinternet.com)  
[ardenmgclub@talktalk.net](mailto:ardenmgclub@talktalk.net)