



**Morris
Garages**

ARDEN  **CLUB**

Issue 10 - October 2022

Newsletter

Welcome to the
October issue of AMGC
monthly newsletter as
the sun sets on our
Summer Holidays

Loaded and ready to
ride into the sunset for
the trip back home.



The **Royal Windsor** **MG Heritage Festival** in 2009

by Helen

Helen was going through some photos of her TC the other night and found one taken when she, Mike and her TC took part in The Royal Windsor MG Heritage Festival in 2009.

Helen's story follows:

Thought this would be an interesting photo for the October Newsletter since HRH Prince Philip and the Queen have now dearly departed this world. I also have family history relating to the royal family as my grandfather was born in Windsor Great Park in 1923 and his father worked in the grounds of Windsor Castle back in the 1920's.

The TC will have been in our family 50 years on March 8th 2023 and I would like to organise some sort of event to celebrate this milestone.



**The Royal Windsor MG Heritage
Festival 2009**

Helen's best souvenir - the photograph of them driving her TC past HRH Prince Philip

The Royal Windsor MG Heritage Festival

The Royal Windsor MG Heritage Festival was to mark the 85th Anniversary of MG. Every model of MG was represented in this event. It was an amazing day which was organised by MG Owners Club, the Rotary of Windsor and one of the main sponsors was MG Motor UK Limited who unveiled two of their newest versions of the MGTF which was a limited addition 85th Anniversary model! The proceeds from this event were donated to the Prince Philip Trust Fund for the Borough of Windsor and Maidenhead.

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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The Royal Windsor MG Heritage Festival

- continuation

Hundreds of MG's took part in the event. There were two options you could choose from to take part in this momentous day.

Option 1, pay extra to drive into the private grounds of Windsor Castle to have your photo taken of you & your car with HRH Prince Philip or

Option 2, you could pay to do rallies from different parts of the country and end up parking on the long mile leading up to the castle. Naturally we paid the extra to meet Philip!

Our weekend started by collecting a self-hire car transporter as I wasn't confident back then to drive the TC long distance. It was a right old job getting the TC onto the back of the transporter but we finally managed it. We arrived at the hotel in Old Windsor in one piece but the next job was to get the TC off the transporter! That was scary but again we managed it.

The day of the event started off very wet and we were polishing the TC under a tarpaulin at stupid o'clock in the morning at the hotel. Each MG was given a specific time to arrive at a car park in Datchet and I think we had to be in place by 8.30am.

All MG's were parked up in date order from the earliest MG to the modern ones. We had to wait ages for two police officers to check all our passports before we could drive into the private grounds of the castle. We were then sent off at timed intervals from the car park to drive to Windsor which was meant to stop the cars from bunching up, famous last words! By the time we got nearer to the castle there was a queue of MG's waiting to get in through the castle entrance.



One of the organisers of the event was the MG Owners Club

The TC started to overheat quickly (this event was before we had the heat shield fitted) so had to watch the temperature gauge constantly! My wonderful mum was in the crowd of people out on the street to watch and wave to us as we went through the gate, she was very proud of this moment as her father was born & bred in Windsor Great Park and her grandfather worked in the grounds of Windsor Castle back in the 1920's.

Needless to say the weather ended up being sunny and dry for the actual event, which was a relief after the heavy downpour first thing in the morning! A thousand MG's took part in this event and what an awesome sight it was! We met some lovely people on the day as we were all there for the same reason to celebrate 85 years of the MG marque and we did it style! We have the best souvenirs to cherish, the photograph of us driving past HRH Prince Philip, the commemorative badge which is on the grill of the TC and the souvenir guide that we were given for taking part in this fantastic event. It is also interesting to know that HRH



Helen & Mike - at Windsor

Prince Philip owned a MGTC in 1946 when he was courting the then Princess Elizabeth, so another thing I have in common with the royal family! Out of all the events I have taken part in since taking ownership of the TC, this one is right up there and I don't think I will ever experience anything quite like this again.



HRH Prince Philip gives a hearty wave to Helen and Mike



Commemorative Badge

If you want to see the video of the event, please use the link below to a You Tube clip. The music gets a bit tedious so I recommend turning the volume down! The TC appears in the video 4 times and also the late Paddy Hopkirk also appears in it.

HRH Prince Philip planted a tree to commemorate the 85th Anniversary of MG, unfortunately there is no video of that part but you do see Philip driving his Land Rover through all the MG's.

<https://www.youtube.com/watch?v=R2ohNwaWgWg>

Editor's comments...

... thank you Helen for an interesting article.

If any other member has an article to share please get in touch.

Arden MG Club Wall Calendar



Club Night

It was good to see a good number of you at the Club Night (David tells me 48 signed in) and plenty of MGs in the car park,

there was even an overflow table in the bar. It does appear that a good number of

you are getting there early and dining before the 'Meeting', so if anyone else wants to join them then book a table in the restaurant. As you all will know it was not possible for Mike Brown to give his presentation about the MGF/TF and Mayflower due to an accident in the garage at home but he is keen to do so when he has fully recovered from his many injuries, best wishes for a speedy recovery Mike.

I have had a good response with over 20 pre-orders, so we will go ahead and produce a calendar for 2023. It will be a similar design to previous years, showing photos from relevant events of each month from this year, with a month to view grid for writing in. The size is A4 with a spiral bound top with loop for hanging. Cost this year will be £5.50. There is still time to place a pre-order but don't wait too long!!



Breakfast Meetings

This is slowly becoming more popular with 14 of us enjoying the bacon butties at the Museum.

The weather was kind for us and we had a good few cars on display outside the Museum entrance on the grass. This was to prove rather useful for the MGB60 organisers who were visiting that day in preparation for the event at the weekend and they were well pleased to use our MGBs to assess the spacing required for the planned 'Time Line' display.



Only a couple of events planned for the near future

Skittles Evening (18th November),

Xmas Meal (13th December)

Malvern Festival of Transport



Steve Entwistle did raise the Malvern Festival of Transport, as he will be attending in the name of the Club, so if you would like to join him book an advance exhibitor ticket on the organiser's website:

https://classicshowseetickets.com/tour/classic-show?utm_source=Classic+Shows&utm_campaign=33fd0de35c

EMAIL_CAMPAIGN_MALVERNO22&utm_medium=email&utm_term=0_a67bd76547-33fd0de35c-45338887 .

... and advance notice that I'm working on the Chilly Willy Run for New Year's Day, more details soon. .

It was a shame that it was necessary to cancel the planned Heritage Run Re-Visited but the official mourning for the passing of The Queen, closed all my options to be able to run the event, however all the preparation was made, so I will try again next year.

The UMS Story

by Colin Howes



University Motors Specials (UMS)



Turn the clock back to August 1969. The Rolling Stones were topping the charts with Honky-Tonk Women. Hot on their heels was Stevie Wonder with My Cherie Amour. British troops are deployed in Northern Ireland following the three-day Battle of the Bogside and In New York, The Woodstock Music Festival opens with over 400,000 people in attendance.

Sadly, at Abingdon, the last MGC's were rolling off the production line but more worrying was the stockpile of cars backing up in the compound.

Enter stage left University Motors who had bold ambitions of purchasing the remaining cars from the factory. Reports vary in the numbers involved but it is now believed to be around 133 MGC's besides the number of cars which were already in their system.

Over the following months the sales team at UM London did an excellent job of selling these cars though but then things became increasingly difficult in moving the remaining, less desirable cars. Those cars were generally GT's in unfashionable colours. The lack of options such as wire wheels and overdrive also impeded their sale. The situation in trying to sell off the remaining cars was also compounded by a number of them being raided for body components in order to keep customers' cars on the road.

Customisation Options

What followed was the brainchild of John Day, David Rice and the sales team at UM who came up with the concept of offering various options to customise these remaining cars in an attempt to make them more saleable. These cars would become to be known as University Motors Specials.

The list of options was quite extensive considering this was in the early 1970's. These included:

- Special paintwork £65
- Sunroof £43
- Vinyl roof £30
- Modified front grille £22
- Inertia seat belts £17
- Koni dampers £16
- Motolita steering wheel £13
- Cosmic or Motolita wheels £60
- Downton conversion (Stage 43) £175
- Downton conversion (Stage 45) £228
- Push button radio £33
- Other options available were:

Cibie headlight conversion, flared front or rear arches, Koni telescopic shock absorbers on the rear, wooden dash, stainless steel sill covers, and heated rear screen.

Customised paint colours included aubergine (Ford), blue mink, flame orange and pistachio green (Lotus). Chroming of the rocker and oil filter covers also became a trademark, as did the chroming of dip stick top.

A 2 + 2 conversion option was also available which cost £225. It is believed only 2 MGC GT's were modified in this way, neither are known to exist.

As mentioned earlier some cars in the compound had been raided for spares and this included the front grille. The customised front grille allegedly came about because of some buyers of the Mk II MGB, with 'fish-mouth' front grille, wanting the earlier Mk.1 grille and so these were taken off stock MGC's. Eventually University Motors needed to find replacement grilles for those MGC's and these were made by Wood and Pickett. Just twelve grilles were made, eleven of which were fitted to MGC UM Specials.

Other slight deviations from standard included Mk II rear light clusters and either no front over-riders or rubber faced over-riders.

Downton Engineering



Enter stage right, Downton Engineering. Based in Downton near Salisbury, the company was founded by Daniel and Veronica 'Bunty' Richmond.

In the early 1960's Downton had considerable success in competition with Mini Coopers running modified cylinder heads and other tuning components. On the strength of this the company was offered a lucrative consultancy contract with BMC.

The MGC is a great touring car but from the outset, with the botched launch campaign, it was maligned by the press and consequently started off on the wrong foot. This was not helped by the senior management of BMC at the time which were predominantly from the Triumph camp.

With this in mind Downton recognised the opportunity to work their magic on the 'C' series engine and came up with the Stage 1, 2 and 3 tuning packages. Stage 2 and 3 eventually became known as Stage 43 and 45 respectively. There are no details of a Stage 1 tuning kit ever being produced.

The Stage 43 kit consisted of a ported and gas flowed inlet manifold and cylinder head and a 6-branch exhaust manifold flowing into a twin exhaust system.

The Stage 45 kit was all the above plus a triple SU carb arrangement.



University Motors Specials (UMS)



Continuation - p2

Despite Downton's bhp figures not showing a marked increase over and above those published by BMC on the original MGC (the official power output figure from BMC / MG has always been a point of controversy) there was a dramatic increase in the engine response which provided a much more spirited driving experience in line with the original expectations of the car.

University Motors London seized the moment and teamed up with Downton Engineering and made the Stage 43 and 45 upgrades available to MGC customers.

21 of the 133 cars were modified with the Downton kits, the majority being the Stage 43. It is important to understand however that the Downton upgrade does not constitute the car as being a University Motors Special.

Very few C's were modified with the original Downton Stage 45 kit although such a modification became more popular later on with other tuning specialists. The tell-tale sign that the triple SU set-up is from Downton is that there is a 15° downdraught on the mounting of the carburettors.

Post-Script

As a post-script to this, the 70's brought a number of changes to the UK motor industry and Downton were not immune, particularly with the loss of the lucrative BMC contract.

The Richmond's became less interested in the business. Then, in 1974, Daniel died prematurely, and Bunty entered a cycle of decline that resulted in her suicide two years later. The result was that the company doors were closed and all records destroyed.

University Motors Ltd.



The company was formed in 1911 and started to gain an up-market reputation for selling sporting machinery. In 1921 the company's Chairman and MD was Major George Bradstock. He had been educated at Jesus College Cambridge and owing to his background the company wanted to associate itself with people of similar status hence resulting in the name of University Motors with the use of the Oxford and Cambridge crests.

In 1930 the special relationship between MG and University Motors was formed and continued until the closure of MG in 1980. University Motors itself eventually closing its doors in 1986.

When UM were involved in the modification and sales of the MGC Specials this was predominantly handled from their branch in Epsom.

The UMS cars were normally badged on the bonnet with the distinctive roundel:



The University Motors Special MGC's were on sale during 1970/71 and it must be said that these did not catch the imagination of the sports car buying public and only 14 cars were converted to Specials.

No Two the Same

The specification of these cars all differed and no two Specials were the same; the list of options was endless. Basically, the customer was able to have anything they wanted from the options list in order for the salesman to close the deal and UM would have one less car to sell.





EMY 602J

From the factory the car was of basic specification with Grampian Grey livery, steel wheels and no overdrive. Grey, at that time was not in fashion. Funny how times change.

During 1970 the car was subjected to quite a number of modifications to bring it up to what became a University Motors Special.

From research it is understood that the bodywork modifications and cosmetic changes were carried by coachbuilders Wood and Pickett of London. W & P being famous for their work in the late 60's modifying Mini's which were favoured by celebrities and other very wealthy people.

The modifications to the car include the change to the rectangular Cibie headlights, flared rear wheel arches, Webasto sunroof, vinyl roof, stainless steel sill covers, wood panelled dash, modified front grille and custom paintwork. The colour is Ford Aubergine, Black Tulip not being launched by BMC / BL at that time.

Performance upgrades were also fitted to the car. These included a Downton engine conversion, (currently a Stage 43 is fitted but recent information has revealed that the car originally had a Stage 45, triple SU arrangement), 6 branch exhaust manifold, twin exhaust system, Koni shock absorbers, Mota-Lita steering wheel and Cosmic alloy wheels.

The car was the flagship for the University Motors Special modifications and used by David Rice, the Technical Director of University Motors at that time, possibly under registration UML 1. The car also served as a demonstrator for UM showing potential customers all of the available options available.



In June 1973, the car was sold to a customer when it was painted Fawn Brown! Sometime between 1976 and 1989 the car was 'restored!' and painted metallic green. During its life the car has also sported several different registration numbers including 65 SAL and 2 DLT and finally now being returned to its 'official' original registration EMY 602J.

EMY is the only MGC to be modified with the Cibie headlight modification. It is reported that two or three MGB's were modified in this way but so far only one is known to still exist and this has been dismantled and requires a full and extensive restoration.

Only Six Remaining

There are six Specials remaining on the register but the situation is compounded by some owners claiming to have a Special when it was really just a standard car. This was prevalent in the 80's when spare UMS badges were available and less scrupulous owners claiming that the car was something that it was not. There are a few tell tale signs that a car is a genuine Special and a comprehensive history file helps considerably with this.





Some of the Specials that remain.



My research on the history of the University Motors Specials continues. I have been fortunate to meet some of the staff who worked at UM in the early 70's and have fond memories of the cars and those people involved. If anyone reading this article has any information on the Specials which you may think could be of interest, please let me know.

Colin Howes

Editor's comments...
... thank you Colin for an interesting article.
If any other member has an article to share please get in touch.

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

Ale, Cars & Trains

- by Paul (Ed's comments: "can't think of anything better! - ale, cars & trains that is")

Earlier in the month I was introduced to a new event at The Statfold Barn Railway (which is part of the Statfold Narrow Gauge Museum Trust) called Ale, Cars & Trains. I have to say it was a very good day out, it is a narrow gauge railway centre with track across a very large field (and growing) and for this event they had 8 engines running, most of which were steam powered.

The trains were running all day and entry gave you non-stop access to rides over the whole site. Inside the hospitality shelter there was a large bar with an extensive selection of beers on offer (including Old Speckled Hen – very good too) and a number of stalls mainly selling train related items, alongside the museum's collection of lorries, very impressive. Outside there was, of course the classic car display, with lots of interesting vehicles to wonder around.

The Narrow Gauge Railway Museum was also included in the entry and it was great to see some of the quarry locos that had been in use in the slate mines of Wales. This was of particular interest to me, as back in the 60's my Father was part of an organising committee that fund raised to buy one of these locos and I was there in 1966 at Dinorwic Quarry, Llanberis for the handing over ceremony. That engine is called Maid Marian and is now in regular service on the Bala Lake Railway.



Ready and waiting at the The Statfold Barn Railway.

Statfold Ale Cars & Train King of the Scarletts



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

MGB60 event

by Paul

BMM in Gaydon

I 'had' to attend the MGB60 event that was held at the BMM in Gaydon and was lucky enough to be included in the 'Time Line' of MGB production which included a Roadster & GT for each year of production.

Fortunately the weather was a lot kinder than they had for the 50th Anniversary that was held at Blenheim Palace in pouring rain!! This brought out a fantastic showing of MGBs, I'm not sure if there are any official figures but I would guess there were about 1,200 in total. The whole of the Arenas in front of the Museum were full, the top car park was full and all along the plateau was full of MGBs.

Both of the major MG Clubs were in attendance, also quite a few of the suppliers and Insurance companies, so lots to see. The display arena was in use most of the day with interviews and car run through's, when this was not going on the resident band, 'My Favourite Things' were singing and performing, something for everyone. I saw plenty of Arden MG folk, not surprising as we are so close and have many MGBs in our Club.



Was it a record for a Mini?

By David Pitt

Something that may be of interest for the newsletter – it is not MG related but part of the family! I was at a classic car auction at the Warwickshire Event Centre recently and watched with interest the bidding on a fairly rough looking Mini that ended up selling for £53k.

There were 4 people bidding and the price was just going up and up, paused for a while at £35k and the hammer was raised ready for a sell and then the bidding started again. When the bidding finally finished the auctioneer got a round of applause!!

Not an MG story but interesting anyway

I was thinking this is madness and went back to look at the car to see why it had gone to such a high price and it still looked awful.

I subsequently found this article with some background to the car <https://www.thisismoney.co.uk/money/cars/article-11259531/Rare-Mini-Cooper-S-sells-53k-having-spent-34-years-SHED.html>

Something of an after thought:

There was a rough looking MGB GT there to but it only made £1900!!



I was Somewhat Embarrassed...

by Norman (Ed)

...but I saw the light! - twice!

Whilst at the Badsey Flower show I was fortunate enough to be parked next to Colin's MGC GT UMS. Having never seen one before I was interested to hear its story – Colin obliged. I then proceeded to say I was keeping my B (FAV) in as original manufactured condition as possible. Colin duly commented "Oh no your not!". I was flabbergasted! ...and embarrassed. "Why?" I exclaimed; "your headlamps are the wrong type, MG's were fitted with Lucas lamps at that time", again I was 'distraught' ...and further embarrassed – poor FAV. Colin duly volunteered to look out for some Lucas sealed beam headlamps for me when he next went to an auto jumble/swap meet. Lo and behold, as promised Colin turned up with two Lucas headlamps for FAV at the last (Oct) meeting – thank you Colin.



*Where it all began - Badsey Flower Show
You can just see FAV & UMS sat next to each other*

- Chrome cleaner to ensure all went back pristine;
- WD40 to clean and protect steel bits;
- and of course a child's bib to further protect paintwork around the headlamp chrome bits.

Proceeded to take off the chrome trim, which to my surprise both came off easily and cleanly. Indeed, there was very little rust or damage to the inner parts and screws. Took off the inner chrome rings and removed the 'old' lamps, cleaned up the connectors and surrounding inner bits (yes! I have all the terminology). Cleaned up the inner and outer chrome trims. Cleaned the 'new' Lucas lamp terminals and refitted all without a hitch. Must have taken at least 30 mins (including a coffee break of course).

And, hey presto, switched them on, tried full beam and all working great. They even seem brighter than the ones they replaced.

Thank you Colin for all your valued help with making FAV happy and saving me further embarrassment when I next brag about how original FAV is.



The all important Tools



The first of the chrome trims removed.

So now I had to fit them. Thought about it and thought about it some more.

- Arranged the tools:
- Screwdriver with taped up bit to protect things when removing chrome trim;
 - Philips screwdriver to remove inner screws;
 - Torch to clearly see the bottom screws;



Both of the embarrassing old lamps removed.



...and the new ones work too!



Manufacturers spec achieved and hopefully no further embarrassment - unless you know better?

A Warning for MGF & TF Owners or 'When Was the Last Time You Checked the Bonnet release Cable'?

by Paul

According to Roger Parker ...

... in his very useful book 'MGF and TF Restoration Manual' and I quote: "Problems with the bonnet release cables are frequently enough encountered for it to be more practical to pre-empt them by dealing with the two main issues before having to resort to the fiddly method described below when there is no other way to open the bonnet".

Why do I know this now? It was necessary for me to keep the 'F' on the drive overnight for a week whilst the Spider was in the garage on axle stands having the wheels re-coated and new tyres fitted. No problem with this except that with classic car insurance the car is not covered for theft whilst not kept in the garage between the hours of 10pm and 6am. In order to mitigate the risk of theft I put 2 Krook Locks on the steering wheel, parked Caroline's car in front and disconnected the battery.

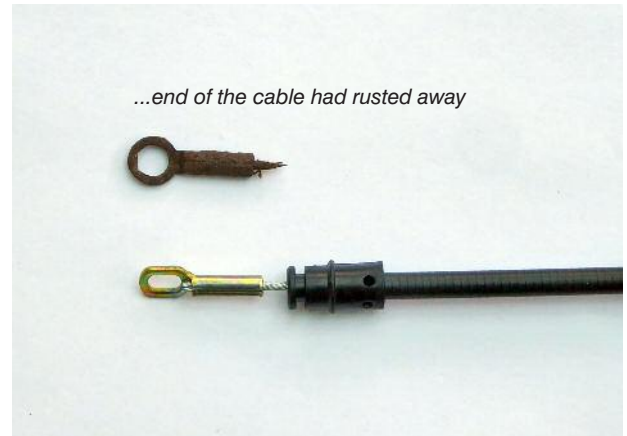
All was well until the Monday and preparing the car to attend the Warwick MG Meeting (last Monday of the month at the Black Pug), I pulled the bonnet release lever and it just kept coming out!! How do you open the bonnet when the cable has snapped, given it is protected to prevent theft? Roger reluctantly explains this in his book, so I won't describe it here but it is very fiddly.

Once I had got the bonnet open I eventually found the reason for the difficulty, see photo, the end of the cable had rusted away. There are other problems associated with this cable release, so worth checking when it is possible to remove the anti-theft cover from inside the bonnet opening and clearly see the cable and release mechanism.

The next thing was sourcing a replacement cable, none in stock at Rimmers, so I phoned MGOC Spares where there are 2 part numbers listed, neither in stock and the comment was; "Oh we haven't seen those since April, we have tried ordering from X-Part but non available"!! I did manage to find one from MG Mania and it arrived in 2 days (well done to them).

It was not difficult to fit just very fiddly again, needing to remove the engine cover insulation and detach some of the carpet in the cabin. There is very little access space from underneath the car to reach up and hold the bonnet release whilst it is re-fitted into place, I resorted to pulling the release bracket up from above the 'Slam Panel' and tying with string to then fit the bolts. Refitted the cover, then just a case of putting all the insulation and carpet back. A bit of prevention could be better than a cure!!

You have been warned!!



2022 Travels with Maggie and a Tourer

by David Harrison

Part 2 - page 1

Continued from September's AMGC News

From our party Alex and Grace split off in the ZA, their trip started with a gentle three-hour journey towards the Nürburg Ring, electing to avoid using the autobahn in order to soak in more of the German scenery and for an overall more enjoyable drive. They arrived at The Hotel Rieder in Wiesemscheid, a quiet little town near Nürburg, just before 3pm. The Magnette drove well and without issue, handling the winding country roads of The Rhineland Palatinate like a dream. That evening they enjoyed an Argentine steak next door to the Nürburg Castle at the Restaurant Zur Nürburg which overlooks the town and part of the racetrack.

They briefly flirted with the idea of taking the Magnette onto the ring, however eventually decided against this as they were not prepared to risk the eye wateringly large costs which could be levied against drivers involved in an accident. A pamphlet they found at the restaurant advertising all that Nürburg had to offer, warned a multi-car accident can have costs that could run up into the millions of Euros. Resolving instead for a quiet pilsner, an early night, and a comfortable sleep.

Their journey continued on Monday after a fairly disappointingly German breakfast of cold meats and cheese. Their destination was the Hotel Lyskirchen in the Centre of Cologne which they estimated to reach around midday. They set off at 10am, again avoiding the autobahn, heading north along the Bundesstraße 258 to Müsch, then following the road parallel with the river Ahr, making their way through nearly 30 miles of evergreen forests and through the occasional small sleepy German villages found in The Ahr Valley, accompanied by predictably unpredictable intermittent showers, which would briefly interrupt an otherwise pleasant and sunny morning drive.

Once they entered the State of North Rhine Westphalia, they left the river Ahr behind continuing for another 30 miles along roads which became increasingly more industrialised indicating they were

nearing their final destination of the day, Cologne. The centre of Cologne, like many cities in Europe are clean air zones. This means that cars must acquire a sticker for a small charge to indicate that they are allowed to enter the zone, with some particularly polluting vehicles being barred from entering altogether.

The Magnette, being a historic vehicle registered in the UK, should be exempt just like other historic vehicles registered in Germany. However, unlike other historic vehicles registered in Germany, whose number plate end with the letter 'H' to indicate its classification as a historic vehicle, the Magnette has no such number plate lettering. Alex expressed some mild concern before leaving England that the Magnette could be pulled over and fined no less than 80 euros by a stereotypically dutiful and procedure driven German police officer for failing to present a clean air zone sticker. I provide him with the documents which show its classification in the UK as a historic vehicle, this was enough to put his mind at ease as should he get pulled over, he can show this and avoid a fine.

Nail-biting City Driving

His concerns were wholly unwarranted as he did not see a single police car whilst visiting Cologne. The Journey through the centre to the hotel was almost without fault, unfortunately they missed the turning for the hotel on their first attempt passing it on their left by mistake and were stuck on Cologne's one way system for more nail-biting city driving, eventually after an extra 10 minutes they found the entrance to the underground car park that they had booked for the Magnette.

The Hotel was not ready for them to check in yet, so leaving their bags there they walked to The Old Market for some well-deserved lunch and to visit the Cologne Cathedral. Later they enjoyed a quick dip in the hotel's pool and a short rest in the room, then after dinner on the near side of the river they walked across a bridge to the other side to bask in the warm glow of the now setting sun and shared a few English ciders together, soaking in the

scenery of this seemingly less touristy part of Cologne.

On Tuesday after breakfast, they visited the modern art museum 'Museum Ludwig' where many of Picasso's works are displayed and highly recommended it to those visiting Cologne in the future. Leaving the city shortly after 12, they checked the tyres oil and water, all normal, they had a two-hour drive ahead of them to get to the Dutch town of Gennepe. An uninterrupted journey, save for a pitstop for lunch in the German town of Neersen. They knew they were getting close to the Dutch border as the roads began to become smoother and bicycles and bike lanes began appearing alongside them. They reached their day's destination Gennepe at 3:30 and parked the car in a free carpark a short walk from The Hotel De Kroon, after getting checked in and sat opposite in the main square enjoying the sun with a cool refreshing beer. At four, almost as if it was planned for their arrival, the towns clock tower which looms over the square chimed the tune 'Land of Hope and Glory'.

Surprisingly only listed as a three-star hotel, The Hotel De Kroon surpassed all expectations and was their favourite hotel of their trip. To their delight, the room was large with excellent coffee making facilities, the location in the centre of town was exceptionally picturesque, with friendly staff and an extensive menu of food and drinks. They sampled some of the many cocktails on offer before bed.

The next day Grace and Alex packed up their belongings into the MG once again for what they thought would be the last major leg this side of the English Channel. Their destination was the city of Rotterdam where they would spend a long weekend before returning via ferry from the Hook of Holland. After making the 1 hour 45-minute journey along the Dutch motorway to arrive at their hotel in Rotterdam, they soon discovered they had left their passports behind. The panic was transformed into mild annoyance after a quick call to the Hotel De Kroon revealed they had located the passports and were being held at their reception.

2022 Travels with Maggie and a Tourer

Continuation

Part 2 - page 2

To be continued in the next issue

After a quick shower they returned another hour and 45 minutes later to Gennep, grabbed the passports and a cooling lemonade then back on the road again for the last hour and 45-minute leg. Thankfully the Magnette handled the three journeys along the motorway without issue, the traffic was relatively light for the most part. This changed somewhat when they met up with the sometimes fast paced and sometimes congested multi-laned Rotterdam Ring Road.

However, they became somewhat familiar with this dazzling Dutch infrastructural nightmare by day's end, having survived it's perilous multi-lane design three times in a car older than most others on the road and the very road they drove on. During their stay in Rotterdam Grace and Alex traded four wheels for two, finding that the ease of using bicycles in the city was a delight to get around and see the city still with some relative speed and comfort. The design of Rotterdam, like much of the Netherlands, has cyclists needs considered strongly. Not one painted bike gutter in sight.

Final Journey Home

Their final journey home would start on Sunday and end in the early hours of Monday morning. Leaving Rotterdam at 10am after checking the water, which by their surprise still had not moved and pouring the last of the engine oil in. They checked the tyres still had air in and set off. After a short drive into Rotterdam, they had time for a quick breakfast and a dash to grab souvenirs. Departing at 13:45. The 7-hour crossing was largely uneventful. By 8pm they were back on British soil. Heading north to Ipswich then west around Cambridge and south once they reached Coventry and back home. The car did not miss a beat. Used about a litre of 20/50 oil; no water. 1,300 plus miles, 32mpg (ish!) Cruised at 70mph (genuine on a 3.9 axle) Driven by both Alex and Grace, rarely got lost – well they always knew where they were! Can't wait to do it again.

What about the Rover? We went to stay in a very nice hotel in Daun (in the Eifel Mountains – well hills really). A pretty town where we could see the castle (it was our hotel - the Daun Schlosshotel), but initially had trouble getting to it because the town was all one way streets and pedestrians only! It was worth it when we got there and had a very pleasant four nights meeting up

with old friends from Osnabruck. The Rover graced the inner courtyard of the castle, very handsome too.

After this pleasant interlude all we had planned was to motor 150 miles gently up to Arnhem overnight, the next day make our way to the Hook – about 80 miles for an overnight crossing on Friday. Easy.

The best laid plans etc. About 60 miles from Daun on a quiet country road the steering went "all funny". The right hand rear tyre was deflating fast. As luck would have it there was a Ford garage about 200 metres away! They were so helpful. Wheel off, old tube very dead (valve split and was coming away from the tube). They took the tube from the spare as the existing rear tyre was better than the spare. All fitted, balanced and on our way again within an hour...all for €25. We continued to the South/North Autobahn A6 to the west of Koln andit happened again! This time we had to call the Autobahn Assistance and after about an hour and half of nail-biting wait by the Autobahn a very nice man in a yellow beaver-tail truck arrives to get us off the Autobahn. We were close to Kerpen (30 km west of Koln and famous only for being the birthplace of Michael Schumacher!) By now our German friends had caught up with us and we all went to an ATU (Tyre and Servicing Garage) in Kerpen and paid the recovery man his €232 and waved him goodbye.

By now it is 4.30 on a hot and humid Thursday afternoon and ideally we need two new rear tyres and tubes. We locate some with a classic tyre dealer...in Munich (400 miles away and by now too late to get them picked up that day) and with the help of our German friend we get them ordered. As Germany closes down the Autobahns to trucks at weekends the



earliest delivery will be Monday! And the mother of all thunderstorms is about to start! ATU are brilliantly helpful and we put the Rover in one of their bays where it will stay until the tyres arrive. Collect our belongings and hire a car to get to the hotel in Arnhem where we are booked for the night. The rain arrives with a vengeance and the Autobahn traffic actually stops because it is impossible to drive (unless you are in a 40 ton artic and have superhuman powers!) We get to the hotel just before the kitchen closes, but the bar does great Gin and Tonics!

Not a good day!



Be sure to read the final chapter in the next issue of AMGC News

THE TON UP KID

(Mike Green) -

AGED 70

Episode 8

By Mike Green

At the 8 month stage, we had hit a score of 73 and thus feeling confident "The Ton" would be reached by 31.12.2022 and therefore the target should rightly be stretched to 105, to account for some marginal events.

● **Sept 6 - MG Club night**

- **Sept 7:** A talk about Tony Rolt, by his son Simon, at the Jaguar Enthusiasts Club (JEC) at Banbury.

Some of you may recall that Tony Rolt was the joint winner of the 1953 Le Mans race in a C (Competition) Type Jaguar with Co-Driver Duncan Hamilton - (I bought a fine black and white photo of them at the race a while ago, very soon to be displayed in the new "garage gallery".)

Others may know that he was an Army Officer before WW2 and escaped as a Prisoner of War 7 times, so much so he was sent to Colditz. It was there that he somehow worked upon the construction of a glider, which, but not as the Germans thankfully surrendered beforehand, never had the chance to get airborne!

Tony went on to Partner Harry Ferguson and they developed the 4 wheel drive Tractor system and then the first 4WD F1 car in 1961.

Tony and Simon later became the lead authority on FWD and supplied the system for Jensen, key components for the Audi Quattros and the system for the Ford Sierra etc.

Simon was also a useful Touring Car driver in Capris etc.

Finally one of my heros, Alec Poole was there too and I managed to speak with him for a few minutes - a charming Irish lad, who offered to speak (hopefully uncensored!) to us sometime at the JEC. All in all a fine evening

- **Sept 10:** Breakfast near Tetbury (and King Charles private home at Highgrove) with the Jaguar XK (2 seater sports car) Club folk.

- **Sept 11:** Impromptu gathering of a bunch of MG friends for high tea and sporting events - this followed the postponed Heritage Run.

- **Sept 15:** Prescott monthly early evening gathering and natter



A Mogy and Maserati chatting at the Prescott Natter

- **Sept 17:** Goodwood Revival - With the Friday being essentially a Practice Day, Saturday is full on and our favourite; we are sort of regulars at the Event. With our full membership now having lapsed, we settle for Roving Grandstand tickets and potter around between races.

It's a fair hike in a day, particularly as we tend to stay until early evening and home by midnight. At about £190 each, I justify the spend as part of Jane's birthday present....

The "new" BRM 1500cc V16 was competing and driven by Rob Hall (from H&H, who built the car). It was its first proper race and still in shakedown. Rob did very well in the first few laps, but he pulled up just before the final lap, citing an issue that needed fixing. The noise from it was awesome along the start finish straight where we were sat.



Rob Hall in the V16 BRM



The last score was 73

Our Jaguar Acquaintance Nigel Webb, entered 3 cars at the Revival. He came 2nd in the Friday evening race - The Freddie March Memorial Trophy,, in Duncan Hamilton's former personal C Type Jaguar MDU 214, production no 4 and the oldest C Type in the World. Nigel also owns the 1955 Le Mans winning D Type 774 RW, driven by Mike Hawthorn and Ivor Bueb. The D Type was driven by Professionals.



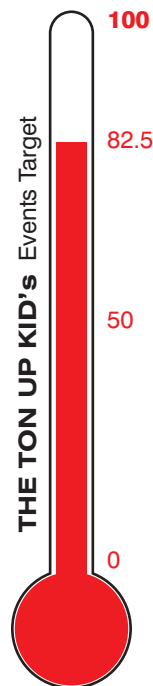
Nigel Webb's magnificent C Type

We first met Nigel in 2009, when Jane and I were part of a "Scenic Cars Tour" of the Alps (Stelvio etc) in our XK and Nigel was driving his 1950s Jaguar XK 150S, on its original Birmingham registration WOG 1. We have kept in touch since, he's a genuinely fine man and Aeronautic Engineer. He has rebuilt about 20 Jaguars, quite a few of which he races and displays them all at his home, where some years ago, he built a museum in tribute to Mike Hawthorn.



Goodwood - A Mk1 Jaguar used as a Course Car.

It's a replica of the one in which Mike Hawthorn crashed and died - meticulously built and owned by Nigel Webb a few decades ago



THE TON UP KID

(Mike Green) -
AGED 70



Episode 8 - Continuation
By Mike Green



A famous B driven by the late great Paddy Hopkirk

- **Sept 20:** a brief catch up at Gaydon with some Club Members at the monthly breakfast.

Having arrived promptly at 10.00 am, I left at 11.10am for a spirited run north (mainly motorways -M40, M42 and Toll onto the M6) for a 1pm Board Meeting, arriving at 12.57pm - thankfully the roads were clear and Ed did well.

In the circumstances only 1/2 point claimed (for effort!)

- **Sept 22:** We attended a presentation about the history of Morgan at the Broadway Museum. As expected, we met some lovely more mature people, including a young 80 odd year old lady, whom over the years had apparently owned and driven a Frog Eye Sprite, quite a few MGs and Morgans. Her current daily driver - is an Audi TT! She still has a blue Morgan V8 and offered me a drive next spring. Her son has a Morgan too - he is our own Peter Grice and Julia her daughter in law!
- **Sept 25:** MGB 60 at Gaydon - some of you would have been there and seen over 1,000 of these legendary vehicles. I couldn't see any of the 3 we had owned, but never say never...
- **Sept 30:** A visit to Brooklands again. We weaved this into a morning visit to Farnborough Airport and a quick catch up with our niece in Ascot. Brooklands is at Weybridge and it's just steeped in both motoring and aviation history, with so much to see.

Some of you will know that part of Concorde was made there and thus when Mike Bannister, the Chief Pilot (and expert witness surrounding the horrendously fatal, but seemingly avoidable French crash) launched his book about Concorde on 30.9.2022, no better place than Brooklands. We became members some 2 years ago and it's great VFM.

We attended the talk, having first enjoyed champagne etc on board the pre-production Concorde ramped up there.



Mike signed a copy of his book for me and I couldn't resist a signed photo mount of Concorde's last flight, taken over the Clifton (Brunel's) Bridge at Bristol, before landing at its roots and resting place in Felton. I'm hoping this mount can be displayed centre stage in the house and not relegated to the Garage Gallery, with some 20 odd works of pure "Car Art"



An Austin 7 at Brooklands

I've now read the book and maybe at some future point in time, when and if Norman has a slot, I could pen a couple of pages about Concorde and as Jeremy Clarkson says " Concorde represented the sheer wondrous genius of the human race"

There has never been another aircraft to touch it and I doubt there will be, certainly in my lifetime.

I make this lot 9.5 to be added to the score of 73 from August, total becomes 82.5 at the 3/4 milestone.

I'm hopeful to get over 90 by the end of October, ready for dropping down to 4th gear and "into the red" to somehow hit the Ton by November 30.

This will give me an easier December and avoid having to cook the brakes on 31.12.2022



PS

I'm delighted that David Harrison is writing a series about some of his Classic motoring ventures. A few years ago many of us will remember the talk of his exploits in 1968 in the London to Sydney Rally. He finished 30th of 100, in a 1967 Works Lotus Cortina. 10,000 miles in 10 driving days. What an absolute Legend we have amongst us - from tinkering with Austin 7s to finishing the London to Sydney in style.

I've since bought the book "The 1968 London to Sydney Marathon", which after I've got David to sign it, I'll circulate it around.

It makes my 6 x 10 minute sessions at Castle Combe MGs on Track, most generously - extremely featherweight! That said, I did enter as a novice AND in my 8th decade.

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

£21.00 inc vat

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



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 this month 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.

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

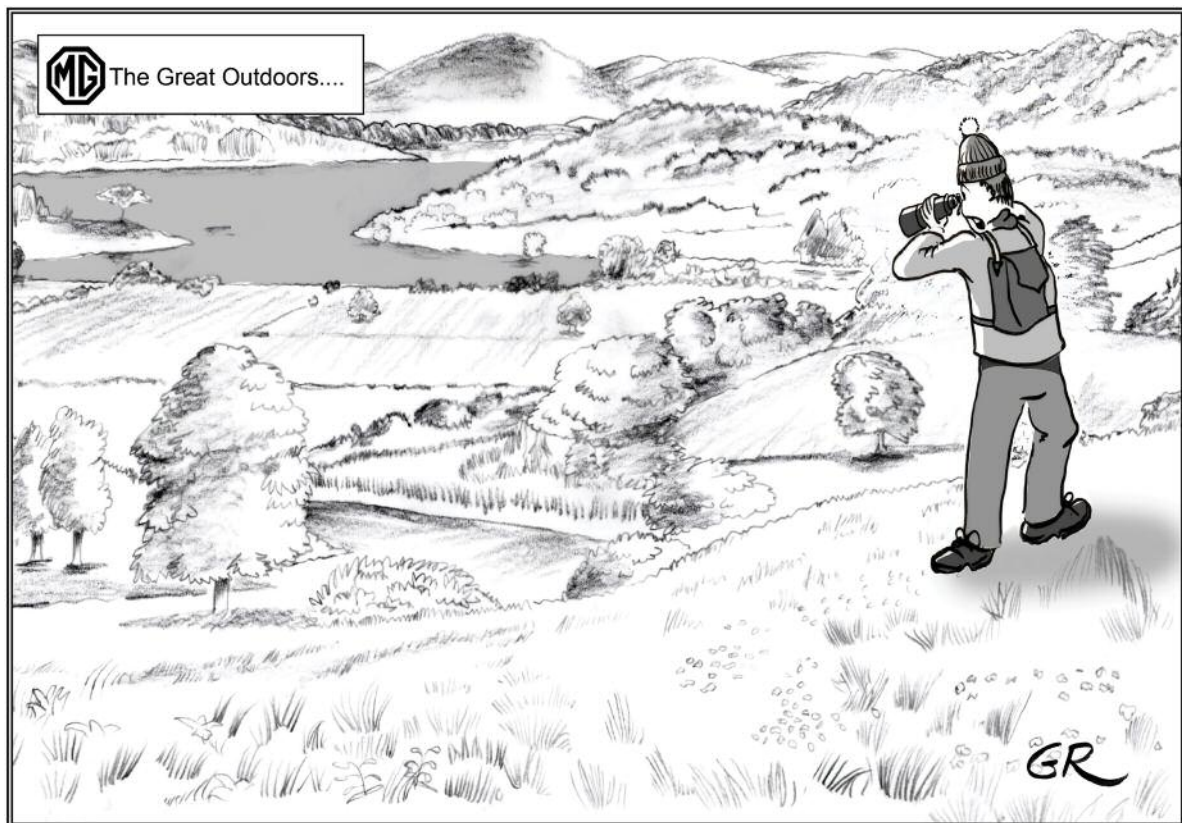


Cotton Cap - RC005

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



This is wonderful! all I've got to do now is remember where I've parked the MG

What's On - AMGC

Proposed Club Events - 2022

Friday 18th November – Skittles Evening at Binton Social Club.

The Club opens at 7pm and we will start as soon as there are enough people to get going. Please note this event is now FULLY BOOKED, with a reserve list.

December 13th Tuesday – Xmas Meal at the Golden Cross. Our traditional end to the year at the Golden Cross. I have sent out the booking forms with the Menu choices but if anyone has missed this then let me know and I can forward to you. Time will be 7pm to sit down at 7.30. There will be the usual free raffle (subsidised by Club Funds) and probably a short quiz. Cost will be £30 for 3 courses & £27 for 2 courses. I need to send the meal choices to the Cross by 1st December, so the closing date for booking will be Tuesday 29th November, however it would help me to finalise the seating plan in good time if you can book well in advance of the deadline.

January 1st 2023 Sunday – Chilly Willy Run – Paul is still working on the details for this run but why not put the date on your calendar and start the year in style with a social run in your MG & MG Friends (note for this run your MG is preferred but not obligatory). If the weather conditions are such, the route will use only gritted roads.

January 3rd 2023 Tuesday – Club Annual General Meeting. Please make every effort to attend this Club Night which is our AGM and this year we need to elect a new Chairman as Paul will be standing down from this day, so far he has not be inundated (none) with offers to take up the post!!

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
December 13th	Christmas Meal	Paul
January 1st	Chilly Willy Run	Paul

Snippets

Humour!



Things to be aware of when buying your first Classic Car via an advertisement:

If it says:

It Really Means:

Rare model Nobody liked them when new
Older restoration Can't tell it's been restored
Needs engine work It's been frozen for 30 years
Uses no oil Just throws it out
No rust Body and fenders missing
Rough It's too bad to lie about
One owner... Never been able to sell
No time to complete Can't find parts anywhere
Needs interior Seats are gone
Rebuilt engine Has new spark plugs
May run But it never has
Low mileage Third time around
Many new parts Keeps breaking down
29 coats hand-nibbed paint Needed that much to cover filler/rust
Clean It sat out in the rain yesterday
Best offer About what I expect to get
Always driven slowly Won't go any faster
Prize winner Hard luck trophy 3 times in a row
Stored 23 years Under a tree
Real show stopper Orange with purple fenders
Easy restoration Parts will come off in your hand
Ready to show Just washed it
Top good Only leaks when it rains
Good investment Can't depreciate any more



All was not well with Labour Relations at the Blackpool Rock Company . . .

Tech' Tips



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

MG Mart



WANTED - MG TD Mark 2

Please contact David Harrison on email: harrisonsbearley@gmail.com

A Special Day



Caroline: A Happy Birthday to Caroline for Nov 9th - a special '0' day. Best wishes from all your MG friends.

Lech: Happy Birthday to Lech for his October birthday.

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/>



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.

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