

September 2025



ARDEN  CLUB



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Arden Matters Newsletter September 2025

Please send contributions, 500 words maximum, for the newsletter to me by the 10th of the Month. You can send it earlier!! Please send to dlpitt@btinternet.com

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Happy Herefords Three Counties Run August 17th, 2025



Because this run was to end with a unique dining experience at the Happy Herefords Barn in Tysoe with a starting point at the National Herb Centre at Warmington, we were able to travel roads, local to my misspent youth but unknown to many, not from this area. The run was 45 miles long, through 20 villages in three counties, Warwickshire, Oxfordshire, and Northamptonshire, Although only 45 miles, it would take 1 hour 30 minutes to complete, providing you could dodge the many potholes, did not become airborne over one of the humpback bridges, or disappear into the scenery on one of the many tight bends. By making people aware of the potholes, undulations, and dangers, plus writing in red ink, It was hoped that the members in low sports cars would be forgiving and not commit bodily harm to the organisers.

40 fine dining seekers had booked to enjoy the food that would be on offer, with six people opting to go straight to Herberts Barn. They must have been on one of our previous runs and thought, never again. With reserved parking and refreshments available, cars began to arrive in glorious sunshine, which was to last the entire day. Without doubt, to enjoy the views, soak up the beautiful countryside and appreciate how pretty the villages are in this part of the country, an open top MG makes this all so pleasurable. There were some elevated roads, which gave far reaching views of this green and pleasant land, well brown due to lack of rain. We also once again, saw the scars made by the never-ending project called HS2. In fact, it was hard to see much difference from 2 years ago, the last time we were in these parts.

As the cars started to arrive at the Happy Herefords barn, we detected that it was not only the Herefords that were happy. The wall-to-wall sunshine and enjoyment of using our MGs on new roads, had put smiles on faces. Although we did hear that a few cars went astray at Culworth. Parking was pretty tight and was made worse when two massive tractors needed to pass through the farmyard. This was not expected by our hosts.



With fresh straw on the floor, and the smell of cooking wafting out of the barn, we contemplated what we would have from the menu. Some made use of the local pub to procure drinks to bring back to the barn. At these sort of events, it is normal to have some form of Quiz/competition, and we apologise that we failed to provide. We try to be innovative and think of something different. Unfortunately, we could not think of anything, and then it was too late, and then we forgot. Forgetting seems the trend lately, I only commented on this to my better half, Titiana, the other day.

The sun was still shining at the end of this event, which made best use of our open top cars for our homeward journey.

Trevor & Angie

Breakfast Meeting Report—19th August by Paul

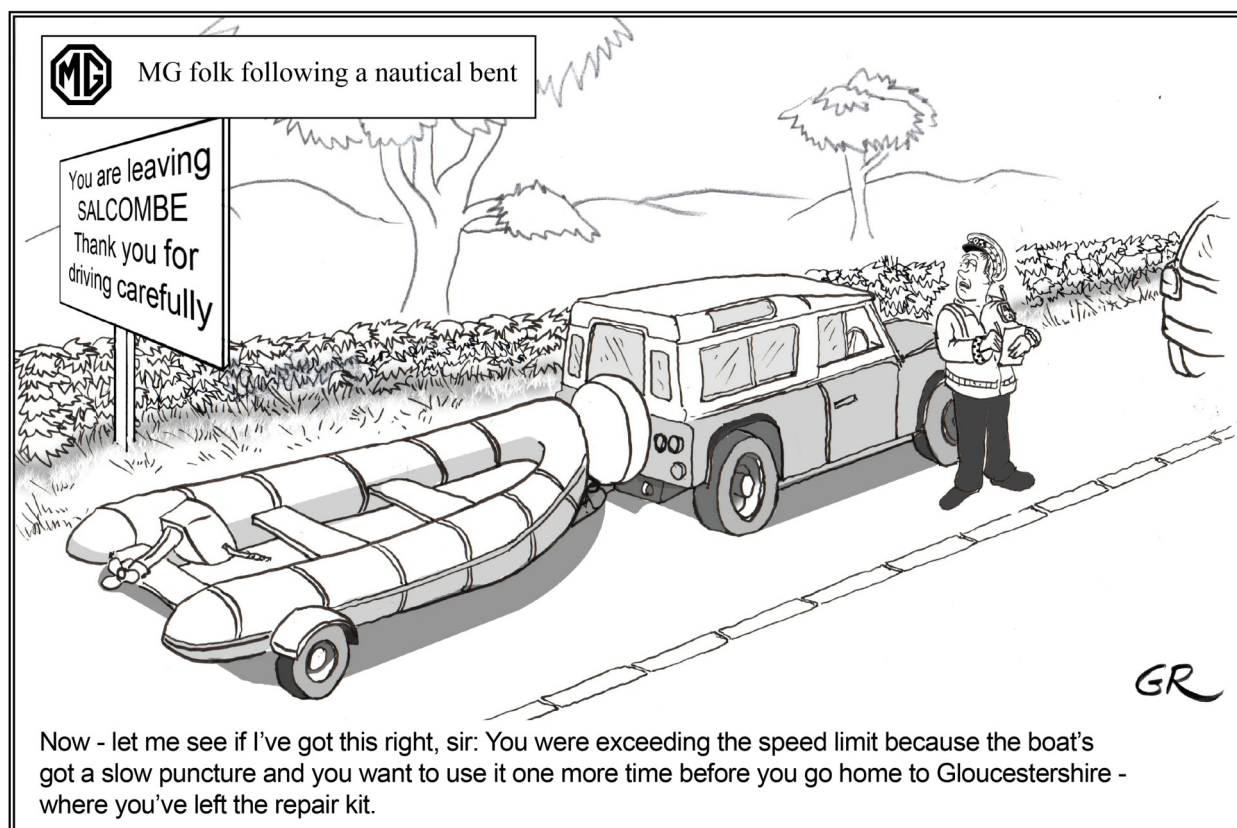
We have now settled into a regular pattern of 15 to 20 people attending each month, so there is plenty of space to join us. This month we even had 11 MGs parading on the grass outside the Museum Entrance. Most months we use a large table on the Gallery, as we did this month, so it is very sociable and quiet!!

By way of a reminder we meet at the British Motor Museum in Gaydon on the 3rd Tuesday of the month and usually sit down for bacon/sausage/egg rolls around 10.30. If you want to join us but have not got a ticket for the Museum make sure you book on line in advance (saves you £3) tick the donation button for the 12 month ticket (and Gift Aid if you are able) and the single payment will get you to 12 months of meetings.

I will not be there at the September Meeting but the Museum will be open as usual and I think the Gallery is available for our seating. Have a good day.



Graham's Cartoon Time

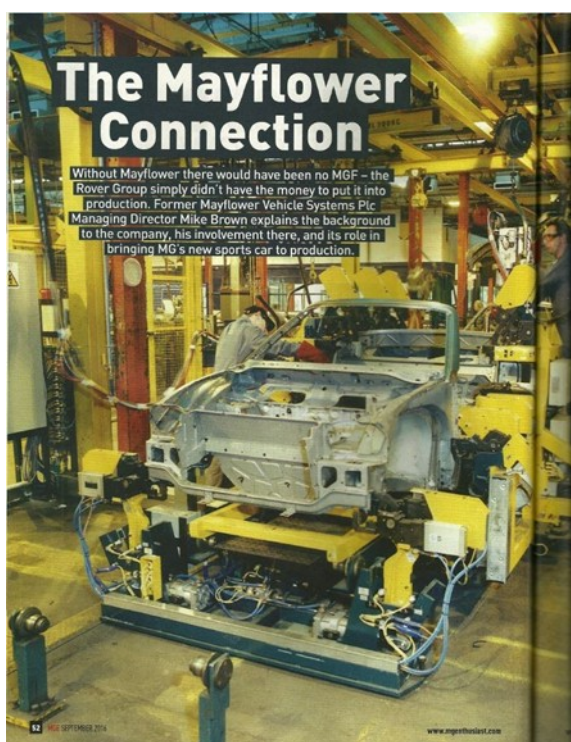


Club Night Guest Speaker, 2nd September by Paul

The title of the talk was Mayflower Vehicle Systems and the MGF&TF, which was presented by fellow member Mike Brown (MG YT). Mike was scheduled to give us this talk some 3 years ago, however he had a very serious accident and was badly injured when he fell from the mezzanine floor in his garage at home (he has since moved house!!), fortunately Mike has recovered but with some lasting damage. He was still wanting to discuss his knowledge of the part Mayflower played in the development and production of both the MGF & MGTF and Mayflower played a very important role in the process. In fact he was so keen he even bought an LCD Projector and screen so he could make a good job of it.

Mike started with a short history of Mayflower Vehicle Systems, going right back to 1933 and the start with Motor Panels of Coventry, who made body panels for Swallow Sidecars (Austin Swallow's) and even the body for Malcolm Campbell's Bluebird World Land Speed Record Car. Motor Panels were eventually purchased by Mayflower Corporation in 1991 and started a massive expansion with companies in the UK, USA and Germany and were involved with cars like the Plymouth Prowler, Rolls Royce Seraph & Arnage and Ford GT.

Mayflower became involved with Rover Group on Project TEX (a 400 Tourer), Large Sports Car and PR1 (initial design proposal for the MGF based on the Maestro).



Mayflower were asked to a meeting to discuss collaboration with the MGF project, which eventually resulted in them making the body shells. However as Rover Group could not finance the project Mayflower invested £35M with an agreed profit. Without this the MGF would not have been made!! Their role was in Design & Development, Press Tooling, New Press Shop and the production of 'Paint Ready' bodies (shipped by road to Longbridge).

After BMW left, Mayflower had further involvement with what was now MG Rover including the MGTF, ZR, ZS & ZT and the New Medium Car. For the MGTF some of the exterior panels were changed including the side panels which were then pressed as one piece.

Mayflower eventually struggled as a group and was sold to Stadco at which point Mike left his role as MD.

A very interesting insight into the MGF/TF Project, so thanks to Mike for taking the time and trouble to explain this to us and good luck with the continued recovery.

Mike was interviewed by MG Enthusiast Magazine and an article was published in the September 2016 edition of the Mag called 'The Mayflower Connection'. I have a scanned copy, if anyone would like me to email it to them let me know.

Club Events—What's on in 2025

The table below shows Arden MG Club events that have an organiser plus any other local events which may be of interest but have no specific AMGC Organiser.

If anyone wishes to take responsibility for any of those other events listed for the Club, or have any other events they wish to organise, please contact me – Richard Avery rich.avery186@gmail.com

Date	Event	AMGC	Organiser
Sun 14 Sept	Dorridge Day - Classic Car Show Classic Car Parade – Leaves at 10:30 from The Black Boy pub, Warwick Road, Knowle B93 0EB	No	
Tue 16 Sept	BMM Breakfast Gathering – 10:30	Yes	Just turn up
Sun 28 Sep	Gentleman's Drive	No	See P6
Tue 7 Oct	Club Night – see details below.	Yes	Just turn up
Sun 12 Oct	Oktoberfest car run and lunch—Lunch is fully booked but see more details below.	Yes	Steve Entwistle
Tue 21 Oct	BMM Breakfast Gathering – 10:30	Yes	Just turn up
Fri 24 Oct	Skittles Evening—see P7 for full details	Yes	Paul Dunster
Tue 4 Nov	Club night.	Yes	Just turn up
Tue 18 Nov	BMM Breakfast Gathering – 10:30	Yes	Just turn up
Tue 2 Dec	Club night—Warwick Search & Rescue Service	Yes	Just turn up
Tue 9 Dec	Christmas Meal and Musical Extravaganza	Yes	See P10

Club Night 7th October

Colin Howes has organised a talk by John Redshaw and will be about the work that the RNLI do. John is also an MG enthusiast and a couple of years ago carried out a tour of Scotland in his MGC GT and wrote a small book about his adventures. All of the proceeds from the sale of the book are donated to the RNLI.

Please note the talk will start at 7.45pm followed by the meeting matters and raffle.

Oktoberfest Car Run and Lunch—Sunday 12th October

We are organising Oktoberfest again this year, so please let us know if you can make it. The run will start from the Valley and will be about 40 miles through some lovely scenery.

This event is fully booked for lunch but it is still open for those that just want to do the run. Please advise Steve enty7@btinternet.com if you are just doing the run.

Gentleman's Drive - Sunday 28th September by Paul

At the Gaydon Gathering last Tuesday I was given this flyer and a chap explained something about this event. The drive starts and finishes at Jaguar Land Rover Classic in Ryton, via BMM, Gaydon. I thought it is worth advertising as there is no entry fee, except for a donation and the proceeds going to men's charities (Prostate & Mental Health). The big draw for me would be the opportunity to visit JLR Classic which is a fantastic place and well worth a visit. You can book a tour there yourself but it is not cheap.



I will be working at Gaydon that day, so will not be able to attend but have a look at their website, of which the text below is an extract.

"On Sunday 28th of September 2025, the global Distinguished Gentleman's Drive (DGD) community will come together once again to raise awareness and funds for prostate cancer research and men's mental health.

JLR Classic Works at Ryton have kindly agreed to be our host and we will be opening the facility to attendees who can enjoy a factory tour in exchange for an additional donation that will go towards Movember. We will also have some very special cars from the JLR Classic collection and the Jaguar Daimler Heritage Trust (JDHT) taking part.

Starting and finishing the route at JLR Classic Works, Ryton, via the Jaguar Daimler Heritage Trust (JDHT) at Gaydon for a short pitstop, we will be taking in the Warwickshire countryside on a relaxed group drive.

In this, our inaugural year as a host, we aim to raise as much money as possible and bring even more awareness to men's health issues.

The Distinguished Gentleman's Drive is open to everyone. JLR employees, friends and vehicle enthusiasts from all walks of life are encouraged to join. Whether you are a seasoned classic car driver or new to the world of classics, the event offers a unique opportunity to be part of a global movement dedicated to men's health.

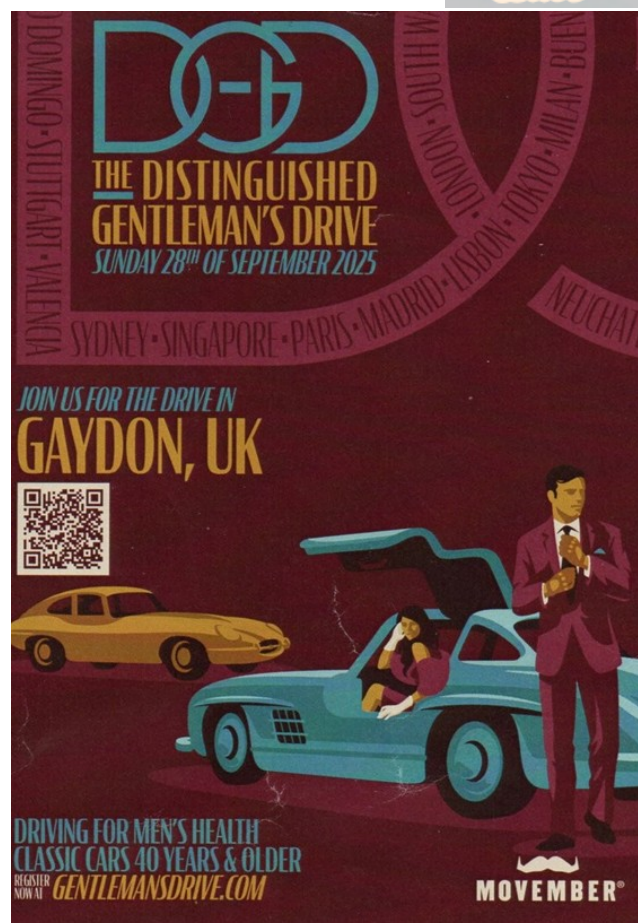
On arrival at JLR Classic, vehicles will be marshalled to maximise use of the space. Drivers are invited to arrive from 9:00am with the rally scheduled to depart at around 10:00am. Catering facilities will be available at the start and finish of the rally.

For those that have something outside the eligibility criteria that is interesting, we will allow non-conforming vehicles to participate to add to the spectacle of the event. These will be positioned towards the rear of the pack. We are expecting some of our modern classics from JLR Classic and JDHT to lead this group.

The speed limit along the route is around 30-50mph and will allow for a gentle and enjoyable drive across Warwickshire."

This is a great opportunity to raise funds for an important cause whilst enjoying a rare opportunity to join JLR Classics and JDHT collection cars, and tour the JLR Classic facilities.

See <https://www.gentlemansdrive.com/> for more details.





Skittles Evening – 24th October at Welford-on-Avon Bowls Club

I have booked a skittles evening for us at The Welford Bowls Club in Mill Lane, Welford-on-Avon, CV37 8EW on Friday 24th October.

The evening Roger & Caroline organised went well at Welford, so we will use them again.

The hall is only booked for 3 hours, so we will start at 7.00pm sharp and have as many rounds as we can before the meal of Beef Lasagna (Veggie option available if pre-ordered) with Salad & Garlic Bread around 8/8.30pm and if time permits close the evening with a game of Killer.

Cost will be £12.50 per person and we will limit the numbers to around 30, so first come first served as they say.

Please book with Paul (paul.dunster@talktalk.net) and make a bank transfer to the Club account for the payment. If you need the account details or want to pay by other means, please let me know.

Paul

Look who won last time:



Photo from Lech

Here is a shot taken by my grandson (Lukas) of us returning home from the Whichford TT on 21st August.



Bob & Bea meet up with Aussie MG Club

During our recent three month Aussie trip we had been keeping an eye out for MGs without success. In part not surprising as for some of the time we were in isolated parts of the outback where you wouldn't want to take a modern non 4wd car let alone a 50 year old MG. On the penultimate day of our trip, however, in Guildford, a suburb of Perth, Bea (who 5 years ago wouldn't have known an MG from a Land Rover!) spotted from afar a gathering of ten or so meeting up for a Sunday run so we stopped for a chat. We were invited on the run but unfortunately had other commitments. The owners were members of the Perth Chapter of the Western Australia MG Car Club whose membership is about 350. Sounds a lot but WA is about 10 times the size of the UK with a population of about 3 million. The club is affiliated to the MG Car Club (UK).



Their President explained that their numbers for the run were lower than normal owing to the threat of heavy rain and it was the Australian Father's Day. Small in number but in fabulous condition, a mixture of 'A's and 'B's, no Midgets or other types although we were told they do have them. Their runs are the usual 2-3hrs finishing at a venue for lunch... sounds familiar, except that members routinely drive upwards of 60-70miles to get to the start of a run and then the same back home. To get anywhere they cover mileages which some of us would baulk at. In most of Australia and certainly in WA there isn't a network of B roads, country lanes and villages such as we enjoy in the UK but I guess it is what you are used to.

I asked about garage services and parts supply. Most owners of course are hands on but there seem to be enough garages who know what they are doing. Parts come mainly from Moss and Rimmer, arriving about four days after ordering! Interestingly they tend to get some parts from the US, particularly things like bearings which they find are better quality from there.

The rules in Australia governing classic cars are quite different from the UK. For a start they vary between States but, for example in WA, in order to qualify for a 75% reduction in licence fee:

- the owner must join a recognised club
- the car must be over 30 years old
- the car can only be used for a maximum of 90 days a year, 60 on organised club runs plus 30 other days
- each journey must be recorded in a log book with car and owner details plus start and end times of each journey; name of driver and signature; use category, ie club run or other; event description. (Taking a car to a repairer counts as a use day unless it goes on a trailer!)
- the club must also keep these records for two years
- I didn't ask but I suspect many owners forego the licence fee reduction in order to avoid these restrictions.

As an aside we drove across the Nullarbor Plain, a distance of about 750 miles which includes a 90 mile stretch of dead straight road (driven by Bea) with very boring scenery (Nullarbor means 'no trees'). The only thing that prevents you seeing more than 4 or 5miles ahead, apart from failing eyesight, is either a slight incline or literally the curvature of the earth. Also over that distance it was quite normal not to see another vehicle although if you did happen to come across a road train such as in the accompanying picture it was at least easy to overtake. Ironically we didn't use cruise control as we felt controlling the speed manually at least kept us awake!

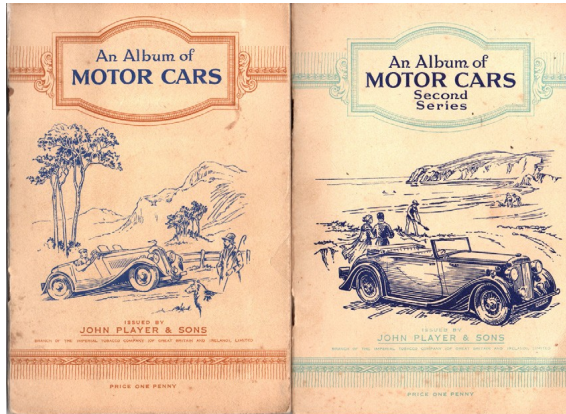


All in all a good finish to our fantastic trip.

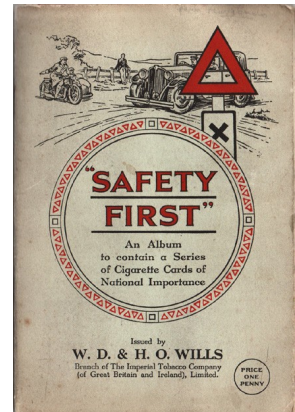
MGs and Cigarette Cards by Graham

Long ago people collected stamps (philatelists), matchboxes (phillumenists), beermats (outright boozers) and cigarette cards (cartophiles). There may be those of you have seen them and maybe even own one or two, or the whole collection of MG cards, perhaps, that were given away with cigars, and mounted in a picture frame.

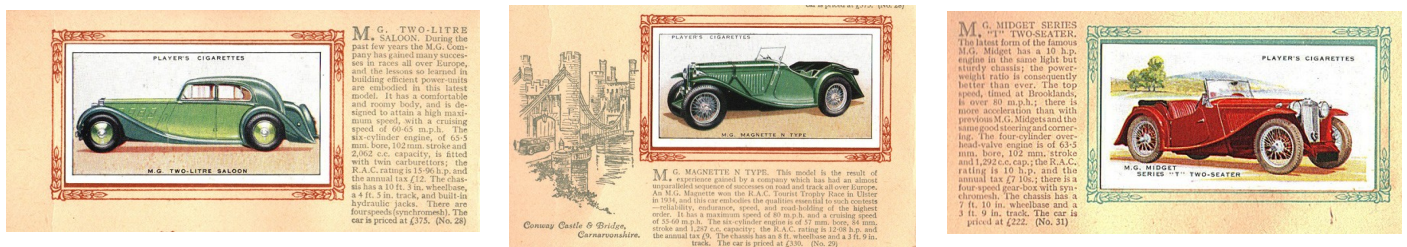
But here in Deputy Ed World we have some earlier ones, emanating still from tobacco manufacturers (was there some link?), namely John Player and Sons and WD & HO Wills.



Players gave out a two-album series on "Motor Cars", and Wills' contribution was an album on "Safety First". You patiently waited for Mum or Dad, or relatives, to smoke like the clappers to increase your stock for "sticking" in the album".



Dealing with the "Motor Cars" books first, here are the MG models that made it into print, tucked in amongst makes like Auburn, British Salmson (14HP saloon), Delage, Lammas Graham, Talbot . . . a really random mix from the late 1930s.



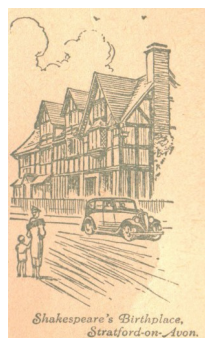
Moving on to the "Safety First" publication, it has to be said that MG didn't always come out of the experience showered in glory:



Not Guilty . . .



erm . . . Guilty



An example of the delightful artwork on the pages.

Newsletter Jottings by Mike G

After what seems like endless holidays this year, we're back at base for a rest.

In no particular order:

1 Norman - Toddington Station Retreat Plaque - our recent visit confirmed that the plaque is now mounted and Norman overlooks Operations at the Station, so to speak.

This leaves us to arrange a trip there with Christine and family, to check in with Norman. I'll liaise with Christine and report back.



2 The Christmas Meal and Musical Extravaganza. Tuesday 9th December 2025 - Kings Court Hotel, Alcester.

We currently have 59 booked and room for many more fellow revellers. The room has a capacity of over 100, so there is plenty of room for all. Please confirm by mail to Jane - jg@oakwoodgreen.co.uk and copy Richard - rich.avery186@gmail.com.

We'll visit the venue next week and get cracking with the detail, in readiness for the October Natter.

3 Ted the Z is for sale - probably the newest of c100 ZR 160's still on the road.

Ted is looking for a new lover as part of strange plan to rationalise our cars. I'm hopeful of creating some interest at the forthcoming MGCC ZED folk gathering in Bedford on September 19.

TED is a bit special and data suggests him to be the newest ZR160 still taxed. In fact there are apparently only just over 100 still on the road. Following the demise of MGR in April 2005, many unsold vehicles were bought by a Bristol Franchise and drawn from the Longbridge stock when sold - TED was finally registered on 1 March 2008!



TED has been little used over the last 2 years and it'll be sad to see him go, but the reality is that ED is still low mileage at 48k and I've decided that he should semi-retire and remain as a Keeper and thus to be my only MG (for the time being anyway!)

By a complete and strange chance, I've bought a newer Daily Driver and a car I've been hankering after for a while. It has a smaller engine and the RFL only £195 - some might say, almost, but not quite, a sensible choice.

4 The 2nd December Meeting Natter.

Here to help you

Warwickshire Search and Rescue is a Lowland Rescue team. We assist the police in searches for vulnerable missing people throughout Warwickshire, Coventry, Solihull, and eastern Birmingham. Our members have been on call 24 hours a day, 365 days a year, since 2013.

Our professionally trained, unpaid volunteers provide valuable search management expertise and physical resources for searches on land and inland waterways. This includes specially trained drone and water teams. Most of this work involves locating high-risk missing people, many with dementia or mental health issues, whose lives are in danger.

Finding these people as quickly and as safely as possible is crucial, particularly for their loved ones. Even though our involvement in searches is rarely publicised, it has never been more important. There are more than 330,000 reports of missing people in the UK in a year, according to a recent report by the UK Missing Persons Unit.

LOWLAND RESCUE

Warwickshire POLICE

Warwickshire Search and Rescue | Registered Charity No. 1167079

I had a chance conversation with Ian Malins, the Chair of the Warwick Search & Rescue Service (The Lowland Version of the Mountain Rescue Service) His Team were presenting the Organisation to our grandchildren's school - the younger the better we learn these Life Skills.

Ian will explain their fine work and I'm sure you'll agree we should donate the December raffle proceeds to such a fine Charity.

Newsletter Jottings by Mike G continued

Finally - Things come in 3s and 4s:

We've enjoyed old fashioned summer family holidays in Salcombe for a few years now and although we have use of a boat down there, we are governed by the tides to access it. More recently we bought an "unsinkable" 4m Rib, which helped justifying me buying a newer Discovery a while ago. Look out Salcombe - the Birmingham Navy are arriving for Regatta Week plus 1.

To my amazement the Discovery was recalled in July for a detachable tow ball enhancement - I'll stop the story there and over a quiet drink explain:

1. How not to launch a boat.
2. How to avoid a speeding fine towing a boat.
3. How to avoid a speeding fine, not towing a boat.
4. Exactly why our grand daughter Hattie's, pony came on holiday with us, as well as 4 dogs.....

All 4 are related!

We all enjoyed a wonderful holiday - less so the Speeding Fines awaiting our return!

Received from David Parr



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Tech Matters

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Tech Matters page <https://www.ardenmgclub.co.uk/tech-matters/> now has 3 articles.
More will be added as they become available.

If At First You Don't Succeed

- Modifying an MGB with a Mazda Duratec engine

MGB Parabolic Springs Upgrade

- Installing the Parabolic spring kit on an MGB

Directory Of Services

- A Directory of suppliers and services recommended by members.
- ****Currently being updated with additional companies****


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Directory Of Services

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Arden MG Club, Directory of Services

This directory is intended to help club members identify garages and suppliers whom others have found reliable, knowledgeable etc. It is not intended that suppliers included in the directory be vetted in any way and neither Arden MG Club nor the editors of the directory or individual Members give or imply any kind of guarantee of work undertaken or take any responsibility for the quality of the services offered. It is still up to the individual to exercise due diligence and satisfy themselves that the service is right for them.

Trading name and personal contact, (latter not essential but useful)	Address & contact details, tel, email www.	Vehicle types eg MGs, all classics, moderns	Type of service						Proposer and Notes, (anonymous if you wish but would be useful to know who's used them)
			MOTs	Mechanical	Electrics	Body	Restoration	Parts	
	Somerset, TA11 7HD, 07722 175473 www.martinsmithmgspares.co.uk	MG 3, MG 6							Sales, spares, repair, trim and upholstery
MB Trim Ltd	Unit 6, Royal Enfield Ind Park, Redditch. B97 6DL 01527 68141 (Bernard & Maureen (Mo)) www.mbtrim.com						Trimmers		Alan C
MGF Centre	D'urberville House, 101 D'urberville Rd Wolverhampton, WV2 2EG Tel 01902 453100 www.mgfand500centre.com	MG F MG TF		Yes	Yes	Yes		Yes	Steve E
MG Rover Mobile Mechanics	Unit 7, Endland Ind. Est., Parcel Terrace, Derby DE1 1LY 01332 207198, 07595 704340 www.mgrovermobilemechanics.co.uk	MG F MG TF	Yes	Yes	Yes	Yes	Yes	Yes	Phil W They come to you!
Navigation Garage Simon Baughan	Stratford Rd, Wootton Wawen, Henley-in-Arden, B95 6BZ 01564 792629	All	Yes	Yes	Yes				David H
Pennant Classics Ltd	Warwick Road, Wellesbourne, Warwick CV35 9LX 07465 219298 www.pennantclassics.co.uk	Classics		Yes	Yes	Yes	Yes		Graham R
P J Auto Electrics Paul Wormal	39 Mayhurst Rd. Hollywood, Birmingham B47 5QG. 07765 351721 www.pjautoelectrics.co.uk	Classics			Yes				Peter M
RLCR Motor Engineers Rowland Rogers	Unit10, Weston Ind. Est., Honeybourne Rd Weston Sub Edge, Evesham, WR11 7QB 01386 840981 www.rlcr.co.uk	All		Yes	Yes				