



February 2024



Newsletter

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Welcome to the February newsletter.

Our 1st event, drive out, to the Morgan Factory is on Wednesday 28th February, A few of us are staying in Malvern overnight at the Colwall Park Hotel, they still have rooms available, let me know if you wish to join us.

Before that is the MG & Triumph spares day, Sunday 11 February, Neil Wallace is going and has spare seats in his car if you would like to go, please contact us and we will sort it out.

We have a guest speaker at the March meeting, so please arrive promptly.

I will be running a competition at the April meeting, but to do so I need your help.

Have you got a photo of your 1st car? With or without you in it. Can you send me a copy please, or bring it to the March meeting (but don't show it to anyone) then we can have a bit of fun guessing who's is whose.

If you don't have a photo, let me know what it was and I will find a stock photo to use.

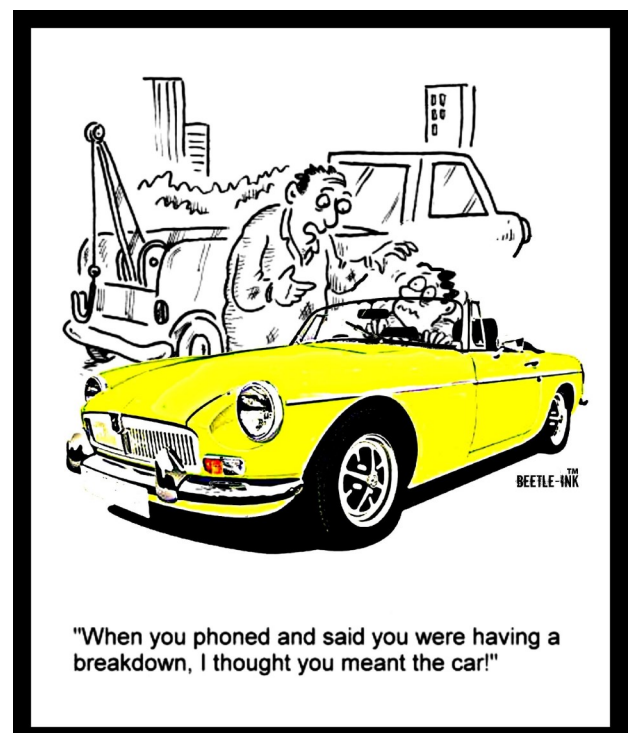
The next rolling road day will be held on Saturday 6th April from 10:00 hrs at A B Garage, as in previous years. Refreshments will be provided. Cost will be £30 per car for a full check of engine output, printout of BHP and torque curves, and any minor adjustments thought necessary to improve performance. This should take 20-30 minutes approximately. Event limited to 10 cars; book with Neil Wallace.

Steve has Drive It day sorted, 21st April, for full details see the following article.

Looking forward to seeing you at a meeting.

Stay well, and good tinkering on your cars.

Ps. Happy 70 Birthday Keith , hope you have a wonderful time with all the family.



Drive It Day 2024

Drive It Day' is a national event and takes place every year at the end of April. Individual car clubs across the UK are encouraged to hold their own events and local runs. The aim is to celebrate the start of a new classic car season and to help raise awareness of the large and important extent of the classic vehicle movement within the UK. We at the West Cheshire MG Owners Club like to support the occasion so this year our annual Drive It Day will take place on Sunday 21st April 2024.

It will follow the normal format of a drive of about 80 miles with a mid-point coffee break. We will be starting from:

Start - Hawarden Farm Shop, Chester Road, Hawarden, CH5 3FB

Please be at the shop by 10.15am for a 10.30am start - The cafe is open from 9pm, so you can always arrive early to grab a pre-drive coffee or even a breakfast roll.

MID POINT STOP: Woody's Cafe, Penllyn Leisure Centre, Bala, LL23 7SR

Finish - Bryngwyn Hall, Llanfyllin, Powys, SY22 5LJ

At Bryngwyn Hall. We will have a tour of the house, by the hall's owner, the charismatic Lady Linlithgow. The hall has been in her family for over 200 years and is an important part of Welsh Heritage. Designed by Robert Mylne in the neo-classical design it is the last surviving example of his work in Wales and Grade II listed. The hall was mothballed in 1929 due to financial constraints and was passed over to Lady Linlithgow in a state of dereliction in 1987. She will explain how and why she has spent many years restoring the hall to its former glory which has been her life-long ambition.



Following the house tour, we will all sit down for a mouth watering afternoon tea (and I am told there is plenty of it!) within the hall (they are able to cater for gluten free requirements). Finally, a tour of the nine acres of award winning gardens that lead down to a beautiful eight acre lake - all set in sixty acres of oak studded parkland will suitably finish our day. Dogs are welcome on a lead in the gardens but are unable to enter the house.

Please see the Facebook post on this event where you can express your interest if you have not already done so. The club will be subsidising the event so the cost to you will be £22 per head. A £10 deposit per person will be required with the balance to be paid at a later stage. This can be given to me at one of the club nights before the event (alternatively you can text me on 07798 922548 and I can make alternative arrangements to collect payment from you).

It should be a really interesting outing and one not to be missed - with plenty to eat and see both inside and out! (Steve Brace)



MGs: Converting to electronic? Part 2

The June 2022 edition of our Newsletter carried an article about the gradual conversion of the electric controls on a 1955 MG TF to electronic solid state systems, but that I had reached what appeared to be an unsurmountable problem with some kind of interference between the electronic RB106 regulator and the correct operation of other electrical systems – which showed up as over-voltage and over-amperages once the engine was warm. At the end of that article, I concluded:

I regret I did not find a solution, because when I refitted the electronic R106, it still behaved the same as before. The wretched thing is now back in the “learned experience” box of good ideas that weren’t quite so good after all. The conclusion was: not all electronic conversions are a good idea!

After that I had the same article published by the MG Octagon Car Club in its Bulletin, requesting suggestions as to what the problem might be. This drew several very positive responses and quite by chance a possible solution. The Bulletin published a follow-up article late last year, which is partially reprinted below.

“The February 2023 edition of the MGOCC Bulletin carried a report about the problem experienced after fitting a modern solid-state RB106 regulator cut-out in 2019, to complement the existing CSI programmable distributor and electronic SU fuel pump.

The problem was discussed with the manufacturer and the unit was re-tested by them, as was the dynamo, and no problems were found. The wiring loom was only a few years old, too. The problem was raised during an open forum discussion at the 2022 MGCC “T” Register workshop day, and the only new suggestions were possibly an RF situation (radio frequency interference), or heat related in some way. Suppressors were fitted to dynamo, coil, and battery, changing nothing. After publication of this report in the Bulletin, an Octagon member offered to put the new regulator on his TC, fitted with an electronic ignition conversion, and see if it worked on his car in road conditions; it did, without fault. It was suggested that there might be an intermittent fault on my dynamo, by way of an internal short circuit, possibly between terminals D & F, as the engine bay heated up (It can reach 80°C easily in summer).

Whilst the new regulator was on the TC my TF dynamo failed, due to the tachometer gear drive shaft shearing off and jamming the dynamo. Of course, this happened a few days before our own Club’s spring tour in North Wales, and I had to fit a new dynamo in a hurry. If nothing else, this change removed any concerns about a dynamo short circuit causing the problem. Later, the returned new regulator was fitted to my car. Initially the new regulator worked correctly, except that after about 20 miles it would, yet again, suddenly shoot to +30 amps. The difference now was that it didn’t remain that way for long, and if I then coasted out of gear (i.e. tick over) correct control amps was restored. The tester of my RB106 (on his TC) said to me that if the problem was actually RF interference then it would likely be radiated (through the air) or conducted (through the wiring).

During a discussion at our local North Wales Octagon Club natter, we reviewed the entire situation and all the inputs received as well as all the checks carried out. The key points were that everything on my car worked as it should, especially if I re-used the old electro-mechanical regulator, and the new regulator worked properly on another car. Therefore, we concluded, whatever the problem was it was confined to something on my TF - but what? Finally, it was suggested that perhaps the problem was with the spark plugs. I use Champion N9YCC, so I changed to resistive plugs instead - RN9YCC. Since then, I have driven over 1000 miles, including on our Club Autumn tour in the Derbyshire Dales. No problems at all during some of the hottest weather this year, climbing hills in lower gears, very hot engine bay, in fact all the adverse operating conditions you could (not) wish for. The problem has not recurred either!

Problem solved, guys, it was the spark plugs after all. Now, would that be radiated or conducted RF?”

Neil Wallace

January 2024

Poster Boys and Cars

Tony, one of my old school friends back in Coventry, now deals in vintage original posters which can sell for good money so I'm told. Most of what he deals in are connected to the film industry - so original promotional material of James Bond films or Steve McQueen in *The Great Escape* - that sort of thing and these days all highly sort after. However, he also comes across some automotive posters and over Christmas he managed to source me an original poster of an MGB. Unfortunately, it's not in my favourite colour - Old English White, but it looks to be in my second favourite colour - Iris Blue. And at least it's not in Red as I wouldn't have heard the last of it from Phil! The poster was printed around 1961 by Nuffield Press Ltd of Cowley for BMC, which in its self is an interesting story.

William Morris set up a press, publisher and printing company as part of his Nuffield organisation in 1925. At this stage it was called Morris Oxford Press and located in the old college buildings in Cowley near to the main car factory. It was set up to support Morris Motors and the other companies within the Nuffield organisation, including the MG marque, by designing, producing and publishing promotional material.

Miles Thomas who was in charge of sales & purchasing at Morris Motors headed the operation and one of the first publications were magazines for dealers and owners such as 'The Morris Owner'. This magazine alone reached a monthly print run of over 20,000 copies. Handbooks, repair manuals and model literature were also produced and by the early 1930's the company had staff numbers of over 50. In 1942 the company was renamed Nuffield Press following William Morris' elevation to Viscount Nuffield in 1938. During the war years Nuffield Press was used to produce literature to support the war effort as was the main manufacturing operations of Morris Motors. By the early 1950's the staff on the payroll had grown to over 170 due to the growth and popularity of the vehicles produced and that needed press and promotional support. At this time and at its peak the company was using more than 1000 tonnes of paper per year.

Nuffield Press continued as the Nuffield Organisation merged to become BMC in 1952 and continued to produce owner magazines, sales literature, manuals, diaries and promotional posters for the entire BMC range. Then in 1968 its role remained largely unaffected when it took on the same role as part of the newly enlarged British Leyland (BL) and then its successor companies Austin Rover Group and the Rover Group.

Within BL Nuffield Press became a subsidiary of the Leyland Special Products division and later SP Industries. By 1977 employees had risen to over 300 people on the Cowley site and it had a turnover of over £3 million, again a reflection of supporting the larger model range at that time.

During the 1980s Nuffield Press was starting to lose money and was sold off in 1986 by BL. The new owner was none other than the press magnate Robert Maxwell and his Pergaman Holdings Group. It later operated as part of Maxwell's Headington Holding company and the 170 employees left produced colour promotional and technical publications. Sadly they were all affected by the theft of the pension funds that emerged after Robert Maxwell's death in 1992. After the subsequent collapse of the Maxwell Group the company was again sold. This time to Reed Elsevier who formed a new firm called Coleslaw 210 Ltd before renaming it back to Nuffield Press Limited.

In 1994 when the owners of the Rover Group, British Aerospace, sold out to BMW, Nuffield Press Limited left the now BMW owned Cowley site after more than 69 years and relocated to Nuffield Way in Abingdon. A Management buyout occurred in 2000 but finally in 2011 the firm was placed into administration bringing with it another sad end in the BL saga.

So back to my new poster and all I can say is that Amanda was highly delighted (not) when I told her that I couldn't stretch to a Steve McQueen or even a James Bond but we did now have a 25" by 34" framed poster of an MGB in Iris Blue! I now just need to negotiate where I'm allowed to hang it. I was thinking in the living room above the fireplace but somehow I can't see that happening.....

Steve Brace





MG TF Poster - would look good on Neil's wall!



Morris 850 Mini Poster



RIMMER
BROS EST 1982



1982

40TH
ANNIVERSARY

2022

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MG MIDGET - MG ZR
MG ZS - MG ZT - MONTEGO - MAESTRO**



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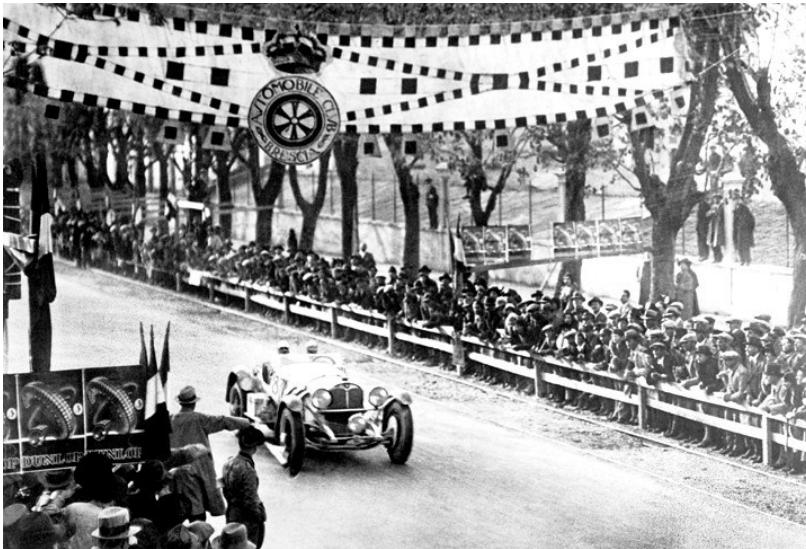


MILLE MIGLIA

This historic rally or long distance endurance race was started by the Italian Counts Francesco Mazzotti & Aymo Maggi and was/is run from Brescia-Rome-Brescia. The first race was ran 26-27 March 1927, it was run 24 times and the last race was 11-12 May 1957.

They started the race as they were a little put out about losing the Italian Grand Prix to Monza.

The route was a figure of 8 starting and finishing in Brescia going via Rome and was 1500km or 1000 Roman miles, although later races took different routes at different miles. The first race was only open to unmodified production cars and the entry fee was 1 Lira. There were 77 entrants, all Italian, of which 51 finished, the winner, Giuseppe Morandi, finished the course in 21 hours 5 minutes an average of 78kmh/48mph.

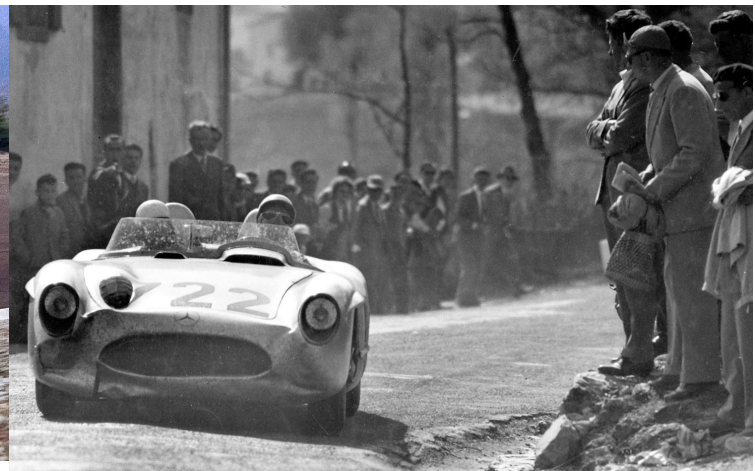


The Mille Miglia was different from some other rallies as it set the slowest, smallest cars off first to the quickest last, This meant that the marshalls weren't on duty for so long and the roads could be opened again sooner. This may be part of the reason that there were so many accidents, the worst of which was in 1938. Ten people were killed of which 5 were children and a further 26 were injured, when a car went off the road into spectators. A young girl had already been killed earlier in the race. Mussolini banned the race after there was uproar in Italy.

The race restarted in 1940 under the name of Grand Prix of Brescia and was held on a 100 km (62 mi) short course in the plains of northern Italy that was lapped nine times. It was then stopped during the war and restarted again afterwards in 1947.



1955 was Sterling Moss's year, he was the only British winner (with British co driver Denis Jenkinson) of the event. He won in a Mercedes—Benz 300 SLR in the record breaking time of 10 hours 7 minutes (the route was 1597km 992.33 miles long) an average speed of 158kmh/99mph, he was 32 minutes ahead of his team mate, Juan Fangio, who was in 2nd place. His car number was 722, this was the time that he started the race, all cars were numbered with their start times that year. (Juan's car was 658)



The last race was in 1957, and yet again there were several accidents and many were killed and injured, the Italian government had had enough and banned racing on public roads.

TODAY

The Mille Miglia is run every year now, but as a road run not a race, it is open to cars pre 1957 and takes place over several days (this year 9-15 June 24)

The cost....take a deep breath Basic entry Euro 15250.00 up to Gold entry Euro 21960.00

Hotels only 3*

Or if you have the dosh & car - Platinum entry, so you can take 6 guests Euro 73200.00

Hotels 5*

So who wants to come!!

MG F 1998 For Sale

£2,500

Model – MG F

Year – 1998

Mileage – 55808

Owners – 5 (Owned since 2011)

Colour – Night Fire Red

Engine – 1.8 VVC 160

Features:

Gloss Black hard top with heated rear window, 10 Disk CD changer, ABS, Air Conditioning, Full Black Leather alpine Audio

About the Car:

I bought this car with my grandpa in 2011, creating wonderful memories together. However, since his passing, I must part with it as I also have a TF. The car has undergone recent upgrades, including the replacement of a stainless-steel exhaust and the replacement of three tires—two at the rear and one on the driver's side front.

The car has its full-service history, paperwork of all work carried out across our ownership and previous and the head gasket and cam belt changed in 2014

Contact:

Harrison C

07519099850

HCurry@gmail.com Please email or message if you have any questions or if you would like more photos.





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Events

We don't plan to have a designated events organiser on the committee, this is a joint effort! If any member wants to organise something, please go ahead! Just run it by Angie or Steve first to make sure it doesn't clash with anything else we are planning.

Forthcoming events

February	11	MG & Triumph spares day Stoneleigh
	13	Club Night
	28	Morgan Factory Tour (places available)
March	12	Club Night with a guest speaker.
April	4	Start of Thursday weekly classic car meet at Billy Jean Café just of A55 Holywell
	6	Rolling Road Day (places available)
	9	Club Night
	21	Drive It Day
May	12	Candles Run
	14	Club Night
	26/27	<i>Capesthorne Hall</i>
	29	Evening Run TBC
June	11	Club Night
	16-20	Llanerchindda Farm
	26	Evening Run TBC
July	9	Club Night
	21	<i>Capesthorne Hall</i>
	28	<i>Bodryddhan Hall</i>
	24	Evening Run TBC
August	11	<i>NCCCC Car Show, Claremont Farm</i>
	13	Club Night
	25/6	<i>Capesthorne Hall</i>
September	1	<i>Arley Hall , Cheshire Classic & Performance Car Show</i>
	10	Club Night
		North Coast 500

Plus evening trips or Sundays with meal; see website or Facebook page for details.

WANTED YOUR CAR PHOTO IN POTRAIT TO USE AS COVER PHOTO, OR YOU WILL HAVE LOTS OF MGC COVERS.....

Forward planning/possible events

2025

- Jun: Gordon Bennett & Ireland tour
- Sep: Fat Lamb & N Yorkshire tour

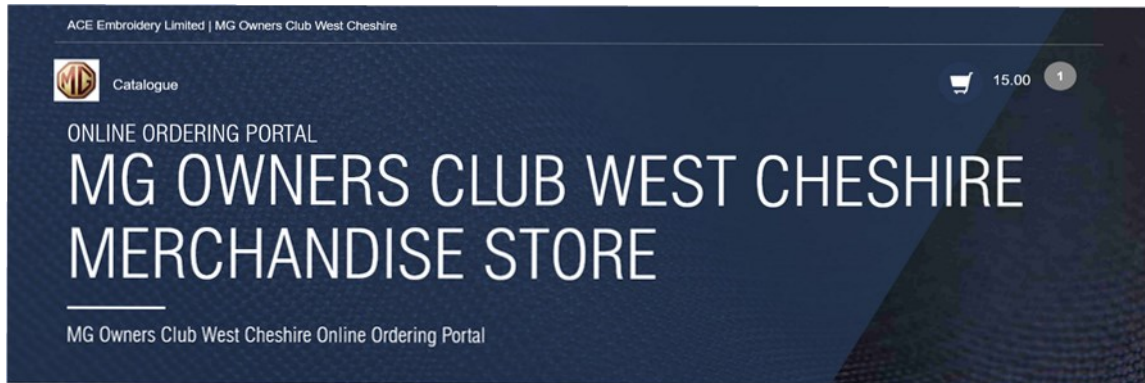
2026

- Jun: Irish Tour
- Sep: tbc

2027

- Jun: Mid Wales Tour - club organised
- Sep: IoM classic car event

<https://mgowes.ace-online.co.uk/catalogue>



Items include:

- Polo Shirts
- Sweat Shirts
- T shirts
- Caps
- Beanie hats
- Jackets – soft shell, parka etc
- and more !
- All in various colours and sizes

**Example – navy polo, size XL = £15 plus post £4.96
(order several items together to combine postage)**