



November 2023 Torque Magazine



Inside this months edition,

Next meeting 7th Nov

Next Ratae meeting 13th Nov

Car parts to sell.

Messages from around the club.

What went on in October

2023 Dates for your diary.

Who's who.

WANTED

Raffle Prizes

We know its early but have you any gifts,
pledges or donations for our
2024 Ratae Charity Raffle Stall.

*Please bring along to any meeting or hand
over to any committee member .*

Thanks.

MG Owners Day Run

Tamar Valley ,MG People and Places.

In September we spent 10 days in Devon and Cornwall – the first weekend with my daughter in Dawlish, before moving on to Looe.

While we were in Dawlish Linda found out, via Facebook, that Paul and Jean were also there to go on the Torbay MG Cream Tea run. We met up with them on Monday morning and had a coffee and a chat sitting outside a cafe in Dawlish. A very pleasant couple of hours. When we left them we set off for Looe.

The weather was ok most of the week and the hood was down every day except for the last day when we went on the Tamar Valley MG People and Places run starting at Yelverton Golf Club. When we got to the golf club, in pouring rain, we bumped into Rich and Kath Hall and chatted with them before setting off. The rain was torrential. We stopped for lunch at Start Bay where the Allies rehearsed the D-Day landings. At that stage I decided that, with the rain as heavy as it was, it was unwise to carry on down narrow country lanes and single track roads. We, therefore, took the main road to the next town - Totnes. We then went to Dartington Hall and also to the Dartington Cider Press. When we left I put the satnav on to take us to the endpoint at the Two Bridges Hotel. That reduced a 40 mile route to 18 miles, and helped us avoid potential problems on narrow roads. On Dartmoor visibility was so poor we were traveling at about 20 mph and could not appreciate the views which would have been there on a good day. We reached the Two Bridges Hotel about 3:30 in torrential rain. We had a nice cream tea and chatted again with Cath and Rich (and others) before leaving for the journey back to Looe at about 5:30. We won the award for furthest travelled.

The weather cleared as we left the Two Bridges Hotel, the rain stopped and the sun came out. Typical!!

Stuart

Is this a MG or a boat ?



Quick Stuart.. the tide is coming in !!



Stuart and Linda received the plaque for the furthest travelled.



Article sent in by Peter Martin

Buyer Beware!

Local enthusiast saw a MGB for sale – really good bodywork but in bits, just need to put it together! Exchange of money and delivery from north Scotland to Hinckley and in the sober light of day the enormity of the task becomes apparent. The buyer approached us to rebuild it for him, so we accepted the challenge and set to work.



First task to fit fuel tank, pump and fuel lines. Only problem no tank, no pump. On list to be bought. Next brake hydraulics. Nice new reel of copper brake pipe but no screw-in connectors, no rear 3 way junction and no front 4 way connector. Also put on list. Luckily rear drums and cylinders are fitted ok, but front calipers seem to be on upside down (and on wrong side). No flexible hose at rear.

Wiring fits ok, but all switches in dash crumble due to age. No wiper motor or mechanism. More for the list! No heater box or fan. We do as much as possible while we wait for the parts.

Time to check the engine.

Engine number shows it to be North American. Off comes the head and we see a blown gasket across cylinders 1 & 2. Underneath this the block and a deep score also going across cylinders 1 & 2 – block is basically scrap.



Replacement engine rebuilt and painted.

Before engine is fitted the new heater box is reconditioned and fitted, various other engine bay parts also fitted.

New clutch fitted to engine and gear box offered up – surprisingly goes straight together as smooth as silk. Engine hoist connected to top of rocker box and up she goes. After tilting to get gearbox into tunnel all goes well and engine mounts line up.



Engine in and mounts lined up and bolted.

Note the old rocker cover used while lifting the engine to protect the new alloy one.



Dash waiting to be fitted – need wiper motor and mechanism first



Rear gearbox crossmember needs attaching and the engine/gearbox are finally fitted!

All that is need is to fit starter, exhaust, carbs, connect remaining wires, radiator and hoses, fill with engine oil and numerous other small tasks and it should start and run!



Rear telescopic shockers.

Will it run? See next months Torque magazine.

Jean and Pauls trip out with the Torbay MGOC

September 2023

Called “ Cream of Devon Run.”



Two years ago, while on an MG Coast to Coast trip, Paul and I met some lovely people from the Torbay MGOC who told us of their annual charity event which was called “The Giant Pasty Run” and included a very large pasty for sharing between driver and navigator. This sounded fun so we booked for 2022. The event was planned to start on Teignmouth Sea Front but they were unable to fulfil all of the council required Health and Safety rules so the event had to be cancelled. To avoid such issues again they changed the event to the “Cream of Devon Run” starting and finishing at a hotel at Dawlish Warren so we transferred our booking to this event.

In early September 2023, we checked into a hotel in Dawlish for 5 nights. It is a lovely little town with a fantastic park alongside the small stream that runs down to the sea. The park is famous for having Black Swans which were gifted from Australia many years ago and have thrived here. The town is also famous for the railway that runs along the sea-front. It was sadly destroyed in places in 2014 after a storm hit the south coast. Although the railway was repaired and trains resumed 8 weeks later, the sea defences are still being repaired and strengthened but it is now possible to walk from Dawlish to Dawlish Warren. This railway is part of the mainline between London Paddington and Cornwall and a lot of trains pass through.

The weather was fantastic during our visit and we found a pub with a balcony overlooking the railway where we sat during the very warm evenings watching the trains. We became experts on understanding the railway signals and were able to predict when the next train would arrive and whether or not it would stop at Dawlish.

We also took a return trip along this scenic line from Starcross to Newton Abbott, along the River Exe, the Dawlish and Teignmouth Coastline and River Teign but the trains were severely overcrowded and it was not the pleasant experience we had hoped for.

The good weather continued for the Cream of Devon Run. Around 40 cars met at the Langstone Cliff Hotel where coffee was served prior to the run. After we had studied the route directions we set off along some very narrow, rural roads before entering Dartmoor, near to Moretonhampstead. The scenery from there on was stunning. There was not too much traffic about and we were able to stop now and again to take in the views and watch the Dartmoor ponies and other animals. We drove through Postbridge and Two Bridges before getting to our half way stop at Princetown, within a stones through of the infamous Dartmoor Prison. The route continued eastwards and through Dartmeet and we left the National Park at Ashburton. We then made our way to Teignmouth and back to The Langstone Cliff Hotel where a Cream Tea awaited. We were treated to a cup of tea and 2 very large scones with jam and cream. The big question was – which goes on first? Jam or Cream. We went with the Devon way which is cream, then jam We found that we had travelled the furthest for the event but didn’t get anything more than a round of applause. After chatting to other participants we left and made our way back to our hotel in Dawlish.

A couple of days prior to the run I saw a post on a social media site stating that Stuart and Linda Armston were in Dawlish at the same time as us. We made contact and found that they were staying with relatives ahead of travelling to Cornwall for an MG run the following week. We met up on the Monday morning and had coffee and a nice catch up before we went on to explore Teignmouth and Stuart and Linda left for Cornwall.

We left Devon the following day and spent a few days in Swansea and the Gower Peninsula.



Good turnout.



Some of our Cream of Devon Run pictures.



Mooove over then.



Okay...what's for lunch?



The lookout.



I've got neck ache



Where have all the MGs gone ?

Article sent in by
Jean and Paul

Article sent in by Derek.



MGF buyer's guide

The MGF is still a bargain modern-classic sports car but prices are on the rise. Here's how to secure a great example

Words: Aaron McKay

The idea of a new MG sports car had been floating around design studios and management desks for more than a decade before the MGF actually came out in 1995. While the MG EX-E and MG F-16 concept cars had given the public suggestions but no promises, Mazda swept in and got in first with the MX-5.

Finally, Rover Group could give an emphatic, if somewhat late, green light to the MG roadster as a production model. Following the F-16 concept rather closely, it kept the general profile, including provision for a mid-mounted engine, but the nose was changed to something more evocative of the MGB.

On release in 1995, the MGF was available in two forms: a standard 1.8-litre, 115bhp model, and a high-performance 143bhp model that featured a clever variable valve control system allowing the Rover K-series unit to rev to 7200rpm. Equipment levels were pretty generous, although early non-VVC models made do without standard power steering.



In 1998 and 1999, two special models were introduced named the Abingdon and the 75 respectively, both with special trim and colour options. In late 1999, the whole MGF range was facelifted, and today it's these later cars that probably appeal most to prospective buyers. These cars featured higher levels of equipment, including new seats, extended interior trim design details, and a new six speaker stereo system.

The VVC models also left the standard 15" wheels behind for newly designed 16" items, wearing wider rubber. Mechanically, all these face lifted cars also benefitted from revised electric power steering systems and cylinder head designs, two of the biggest issues identified on the early MGF.

Introduced in 2000, the Wedgewood SE was another desirable special edition offering unique trim and a new blue paint colour. The Freestyle was introduced in 2001 and was the sportiest of the special editions, picking up on certain exotic details seen on the options list and some even from the Trophy 160.

The most focussed MGF, the Trophy 160 came out in spring 2001. This car featured a lowered and stiffer suspension, uprated brakes, special aerodynamic addenda, plus a fettled engine to bring power up to its namesake 160ps, or 158bhp. At the same time, there was a new basic version of the MGF featuring much less kit and a revvy 1.6-litre engine. For those who wanted a more relaxed MGF, a continuously variable transmission (CVT) had been introduced the previous year. Available from 2000, this was called the Steptronic, perhaps pinching some of the marketing capital earned by Porsche with its Tiptronic. In 2002, the MGF was overhauled and re-released as the MG TF.

Bodywork

Most MGFs still look good today, thanks mainly to devoted owners and effective rust-proofing from the factory. As far as rust goes, the worst areas tend to be at the leading edge of the front wings, along the sills, especially at the join with the rear wings, and on the boot lid near the number plate trim. Also look carefully at the air intakes on the side, where water and dirt can get trapped in between the bodywork and plastic mesh cover.

Underneath, things should be solid so don't be dismissive of any significant corrosion. If you see damage or rust on the front and rear subframes, it's probably worth walking away unless you're prepared to invest a good deal of time and/or money. It can also be worth checking under the front bonnet for signs of crash damage.

The paint quality on MGFs is good but can hide scratches and swirls from over-eager polishers, so try to inspect the paintwork under good light.



Engine and transmission

Under the rear boot lid lies the engine because of course the MGF is mid-engined. This location can present a variety of unique issues to consider. The restricted access can make replacing things like alternator belts, exhausts, and fuel delivery components that bit more time consuming.

Vents on the boot lid can let in water, often dropping directly onto the engine block and causing issues with the ignition system. Early cars are the most vulnerable because they have two coil packs serving two spark plugs each, with long leads, offering plenty of opportunities for water ingress. Post-facelift cars have coil packs on top of the engine and tend to be less vulnerable. Issues with the ignition system will result in difficulties in the engine starting, especially when cold, although be aware that this could also be a fuel pump on the way out.

When talking about the Rover K-series unit it is sensible to mention the risk of head-gasket failure. Many have since had overhauled cooling systems and multi-layer gasket upgrades, but it's still something to look out for.

*The story so far !!. Tune into next months
Torque magazine for part two.*



PRICING

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Adult **£15**
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For tickets go to www.mgandtriumphsparesday.co.uk

South Leicester MG Club will be there displaying our MG's

Events Programme & Information

Event No	Date	Information	Cost
	November		
	Tuesday 7th	Club meeting at the White Horse, Broughton Astley. Starts 8pm or come early for a chat and food.	
34	Sunday 12th	South Leicester MG Club anniversary run. Now moved from October to this new date. Please see notice board for more details. Limited Spaces.	
	December		
	Tuesday 5th	Club meeting at the White Horse, Broughton Astley. Starts 8pm or come early for a chat and food.	
36	Saturday 16th	Christmas Party Night at Ullesthorpe Court & Golf Club 4 course dinner starts at 7.30pm Dancing till 12.30am	Full

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Harborough Sports, Classic & Vintage

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Unmissable features like Silverstone Auctions, Meet the Experts Theatre, Pride of Ownership, Sporting Bears Dream Rides, HERO ERA Arrive & Drive, and a sensational classic bike showcase, all in the palm of your hands! Be part of the incredible community at our show as like-minded individuals come together to celebrate their love for all things classic!

You can save £2 on your ticket by signing up for Lancaster Insurance Classic Motor Show [newsletters](#)

Make sure you keep up-to-date with all show announcements, club news, and more exciting surprises!



Vintage Stony
New Year's Day Vintage Car and Motorcycle Gathering.

News Years Day Sunday 1st January 2024
9:30am - 2:00pm

MARKET SQUARE, STONY STRATFORD, MILTON KEYNES MK11 1BE

The event is FREE for spectators and drivers but donations to Willen Hospice would be appreciated

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The Ratae Charity Road Run 2024

Driver	Navigator
Address	
Email	
Tel	
Make	Model
Year of Manufacture	Car Reg Number

£35.00 per car *(based on 1 driver and 1 navigator)*

Additional Passengers *(please tick. This extra charge incl. breakfast, entry to Statford, free train ride)*

Additional Passengers	Extra Charge	Please Tick
0	0	
1	£10	
2	£20	
3	£30	
4	£40	

Breakfast *(please tick per person e.g. 2 ticks for 2 people) - you will get a ticket when arriving to correspond with your choice*

Bacon Cob	
Sausage Cob	
Croissant	

Payment Method *(please tick one)*

Electronic Bank Payment (preferred method and used by many) Sort Code 30-98-97 . Account 87393860	
Or Cheque (payable to South Leicester MG Club)	

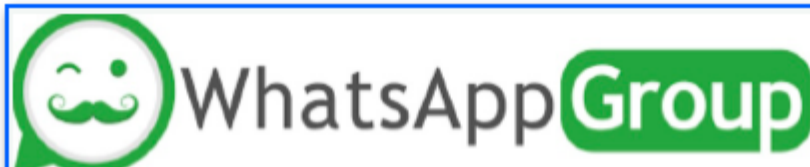
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GDPR Agreement <i>(please tick)</i> I consent to having this website store my submitted information so they can respond to my inquiry.	

Once your payment has cleared we will email you confirmation

Email: ratae.slmgc@gmail.com

Post: Ratae Run, South Leicester MG Club, 3 Netherfield Close, Broughton Astley, LE9 6XZ

MG: SOUTH LEICESTER MG CLUB.



WhatsApp chat room for members only.
Apply to Derek & Colin to join.



mg:southleics.mg club
Members only
Your photos of events,
Times & meeting place for all
Events



Web Site
[www. mgleicester.org](http://www.mgleicester.org)
All the information you need.
Events, Torque Newsletter, Photos &
Contact details.

Ratae Charity Run 2024

Please could you all put your heads together and think of a local charity that would benefit from our next years 2024 Ratae Run.

It could be a charity close to your heart, or a charity you think needs our help.

Any ideas you may have, please pass onto any committee member so that we can discuss it at our next meeting.

Regards.

Graham D.

Chairman of the South Leicester MG Club.

Lost.

At the last meeting Mike left his new MG hat behind, he went back to the White Horse and asked if anyone had handed it. The answer was no. So does anyone know where Mikes hat might be. ? If found please give to Mike Tomkinson or any committee member .

Thanks.

Regards Graham P .

Editor for South Leicester MG Club.

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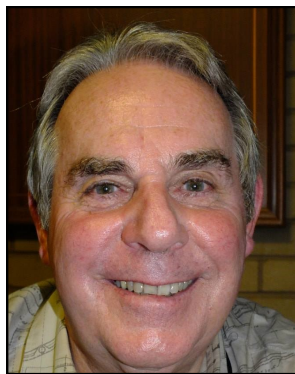


Torque Editor

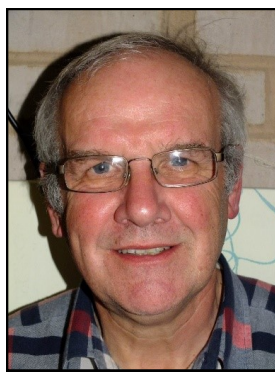
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Kieron Hall
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www.mgleicester.org

South Leicester Monthly Meetings

Membership open to all, so why not come along and meet like-minded people and enjoy the magic of the marque.

We meet on the first Tuesday of each month at the White Horse Inn, Station Road, Broughton Astley, Leicestershire. Family membership is £10.00 p/a, payable in January. For further details contact the Secretary.

Meetings are held from 7.30pm with members forum 8pm.