

February 2026



Torque

South Leicester MG Club

Founded 1990



Inside this months edition,

Next cub meeting March 3rd

Car parts to sell or wanted.

Messages from around the club.

What went on in February 2026

Dates for your diary.

Who's who.

Next Ratae Meeting March 9th

URGENT

We need your help

Do you know anyone who has a business and would like to put an advert in this years 2026 Tulip guide ?

A full page A4 is £80

Half page landscape £40.

They will be helping this years charity LOROS.

Get them to contact me on graham.poole@homecall.co.uk and I will do the rest.

Any parts or bits you might have lying around and would like to sell.

Cars, spares, etc.



Rules.

Its between the seller and buyer only. The club holds no responsibility for anything sold through the Torque magazine.

When sold please tell me.

Item	Description	Cost	Contact
MGB	12 Volt Battery Box. As new	£25	Andrew Munro 07703274865
MGF	5 Alloy wheels for MGF	?	kevinbarry23@yahoo.co.uk
1972 MGB Roadster	Immaculate condition. Colour Red / Maroon with wire wheels. (no reasonable offer refused)	£13,000 ono	George 07792118396
MGTF	Extremely well looked after 2003	?	Melvyn.
MGB	Radiator shroud (Centre fill)	£25	Andrew Munro 07703274865
Meccano	Large selection of Meccano bits including an electric motor, 2 windup motors and a selection of gearing, cogs and wheels.	Make me an offer.	Graham. (Chairman)
MGB	New: Pair of stainless Threshold plates GT Roadster	£15 Pair	Graham. (Chairman)
MGB	Starter motor (very little used)	£25	Andrew Munro 07703274865
MGB SU	Fuel pump (very little used)	£25	Andrew Munro 07703274865
Wanted MGF	Hydro gas n/s unit for 1999 MGF. paulrfhoward@hotmail.com	Wanted.	Paul Howard 07745369256
WANTED	Set of HT Leads for MGTF	Negotiable	Graham 07763084294

Please feel free to bring any small parts or bits for sale along to the meetings.

Event No 04

Coffee / Lunch Run

A nice lunchtime start 12.00 at White Horse.

Tulip guide at the ready and off we go.

A lovely drive around all the lanes (and pot holes) weather not being kind to us at all.

Arriving at the Everard's food center for a spot of lovely lunch.

Thanks Derek for another interesting event.



South Leicester Coffee and Cars meet.

Feb 8th 2026

Carlton Business Park.

Great turnout for the time of year. Fortunately a dry morning.

A few classic cars plus modern sports cars and future classics were parked up for viewing.

There was a lot of interest in the Ratae Advertisement Board, plenty of leaflets taken and given out.

Nicky found a nice dog walk in the area.

I hope at the next meet, Sunday 8th March, a few of us can meet up so we can display and

present our club and push the Ratae event.

Please let me know if you are interested in this local event.

Graham



Why not bring your car along, and we can group together as a MG club.

Next meet March 8th. Text Graham if interested so he can grab a bigger spot.



Event page Derek

March

Tuesday 3rd	Monthly meeting starts 8pm or come early and enjoy a meal with 20% off with your membership card. White Horse. Broughton Astley
Thursday 12th	Coffee Lunch Run
Sunday 22nd	March Hare Sunday Lunch

April

Tuesday 7th	Monthly meeting starts 8pm or come early and enjoy a meal with 20% off with your membership card. White Horse. Broughton Astley
Thursday 9th	Coffee Lunch Run
Sunday 18th	Pride of Longbridge
Sunday 26th	Drive-it-Day

May

Sunday 3rd	Donington Historic Festival
Tuesday 5th	Club's AGM starts 8pm or come early and enjoy a meal with 20% off with your membership card. White Horse Broughton Astley.
Thursday 7th	Coffee Lunch Run
Sunday 10th	Misterton Hall. Plant-Craft & Food fair
Sunday 17th	Classic Wheels
Sunday 24th	Pageant of Motoring (cancelled)

Please can you try and plan ahead for your Events, this helps me to know the level of interest in each event, so I can let the organisers know the number of vehicles that we have attending. There is no need to pay for the events that you plan, until the closing date.

I have also tried to help you gauge the number of entries of an event, and the closing date for payment on a separate page in this Torque Newsletter.

Derek

Event end dates

Number Interested



Pride of Longbridge

In need of interest



March Hare Run

Don't forget to pay your deposit before 3rd March 2026



Drive-it-Day

Don't forget to pay your deposit before 26th March 2026



Donington Historic

In need of interest or will be cancelled



Classic Wheels

Closing date 17th April 2026



Pageant of Motoring

Cancelled



MG's in the park

Pay at venue



South Leicester MG Club Holiday 2026



The Balmoral Hotel Torquay has among the most distinctive and unique locations of the numerous hotels and bed and breakfast establishments located in the Torbay area. Positioned in the spectacular and most picturesque conservation area of Meadfoot, you can take in the glorious views of the sea from our extensive sun trapped landscaped gardens or stroll down to relax on the quiet blue flag beach just minutes' walk away. Benefit from the peacefulness and tranquillity of Torquay's very best kept secret yet stroll into the town harbour in ten minutes.

£175 per room per night based on Cosy Double or Twin Double.

Upgrades available :

Cosy double with garden and part sea view +£5 per night.

Cosy king-size +£10 per night.

Premium super king or twin room +£15 per night

Premium super king/twin with garden (and part sea view +£20 per night.

Premium super king/twin with garden (Bay window) and part sea view +£25 per night

5 course Dining, Bed & breakfast.

£100 per room deposit, Balance payable at the Hotel. A great time we have on our club Holiday with a couple of organised road trips if you wish to take part or just do as you wish.

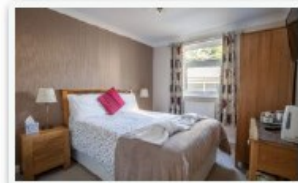
Some of the upgrades have already been taken so do not hesitate if you wish to join us.

Please let Derek know ASAP and he will send you all the booking details. derek details are: phone or Text 07831390270 or e-mail derek.everitt@me.com.

More information on the web site.

Regards

Derek



Maurice's Story Part 6

January 2026 arrives along with some parts returned from machining. The cylinder block from Paul Exon and the crankshaft from Wards Engineering in Rugby. I am most impressed by both companies with regard to their quality of work and costings.

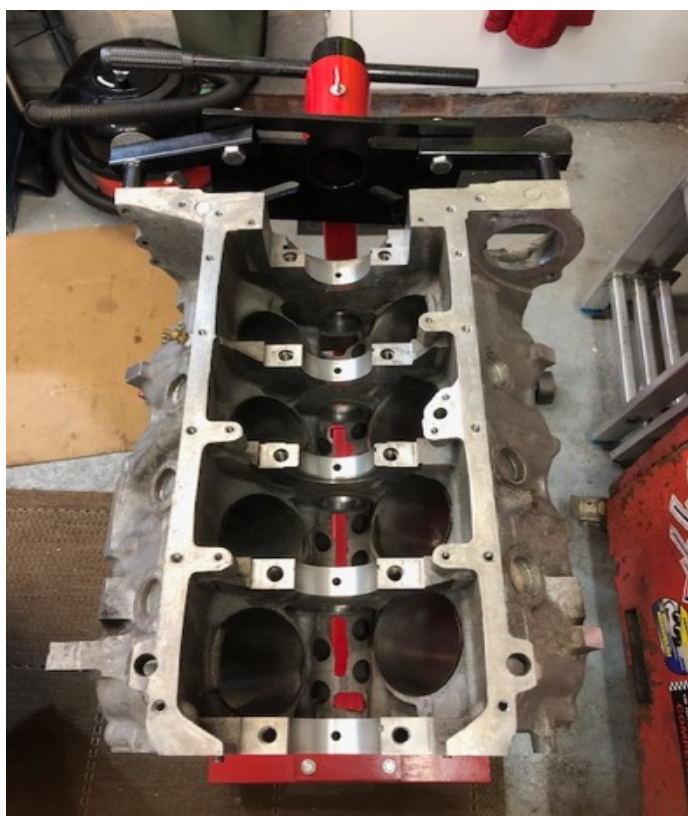
I also receive a call from Gary at Heathrow Transmissions to say that my gearbox/overdrive had been overhauled and will be shipped to me shortly. The gearbox was in great condition so all that was needed was replacement of bearings and baulk rings.

The overdrive, however, was a little more involved. The main casing had to be replaced due to excessive wear of the rollers in the uni-directional clutch. This wear was so bad that a couple of the retaining circlips had fallen out. Possible disaster averted there! Also, the rear drive flange had worn excessively and had to be sleeved to bring it back to standard.

All-in-all it I think considering the condition, I had got away lightly. Again, cannot praise Gary and Pete at Heathrow Transmissions for their workmanship and time take to turn around the overhaul. Really impressed.

This part of the saga will deal with the assembly of the engine in preparation for the installation.

The block was given a final clean off and all the oil and waterways were blown through with compressed air to ensure everything was scrupulously clean and free from any swarf/debris.



The upper main bearing shells were installed and oiled ready for the crankshaft to be placed in the block. Again, prior to installation the crank was cleaned, and all oil ways blown through with compressed air. Once in place, the main bearing caps could be fitted and torqued up



Next on the to-do list was for the pistons to have their new rings fitted.



Assembly of the bottom end could now progress. Installation of pistons/rods.



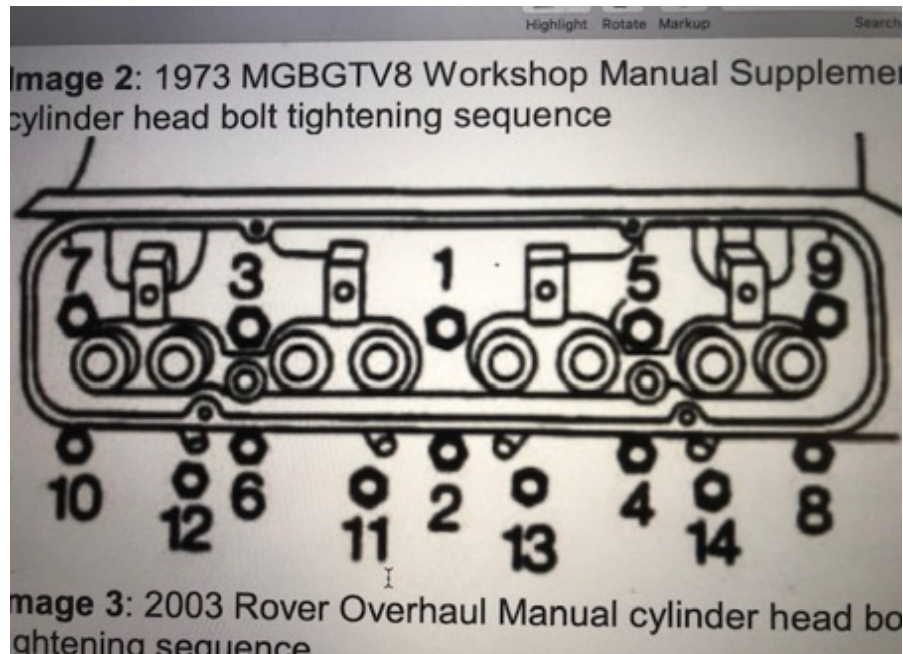
Timing the camshaft
using DTI to find TDC



Fitting the front
cover/oil pump
assembly.



The next stage of the build process involved fitting of the heads, valve gear and final assembly.



The tightening sequence shown in the extract above is an updated version that takes into account knowledge gained with the V8 regarding the tow of 4 fixing bolts (11, 12, 13, 14). These have a tendency to “tilt” the heads leading to the possibility of bolw-by into the crankcase area (valley).

To go along with this amendment, updated torque figure were issued.

ENGINE		
Crankshaft pulley bolt	270 Nm	200 lbf.ft
Timing cover to cylinder block bolts **	22 Nm	16 lbf.ft
Camshaft gear bolt	50 Nm	37 lbf.ft
Rocker cover bolts: + ****		
Stage 1	3 Nm	2.5 lbf.ft
Stage 2	8 Nm	6 lbf.ft
Rocker shaft to cylinder head bolts	38 Nm	28 lbf.ft
Cylinder head bolts - Engine numbers without suffix B: + *		
Bolts 11 to 14 - Outer row	60 Nm	44 lbf.ft
Bolts 2, 4, 6, 8 and 10 - Centre row	90 Nm	66 lbf.ft
Bolts 1, 3, 5, 7 and 9 - Inner row	90 Nm	66 lbf.ft
Cylinder head bolts - Engine numbers with suffix B: + */****		
Stage 1	20 Nm	15 lbf.ft
Stage 2	Further 90°	
Stage 3	Further 90°	
Lifting eye to cylinder head bolts	40 Nm	30 lbf.ft
Connecting rod nuts/bolts:		
Nuts:	50 Nm	37 lbf.ft
Bolts		
Stage 1	20 Nm	15 lbf.ft
Stage 2	Further 80°	
Main bearing cap bolts + *		
Initial torque - all bolts:	14 Nm	10 lbf.ft



Finally, the engine completed.



just waiting for the gearbox to be delivered and then the installation can take place.

To be continued, Final part in next months Torque.....

ATTENTION ALL MGF/MGTF OWNERS!

Back at the end of November I decided to go over to Mid-Wales for a short visit to see my great-niece, who at present is living not far from Brecon. A short visit to Shrewsbury was added, and a good family weekend was planned.

The journey as far as Worcester was good except that heading into the setting sun was a bit of a nuisance. Approaching Hereford, by now dark, the road turned to the right up a long gentle climb. It was along there, in quite surprisingly heavy traffic, suddenly there was a quite loud thumping sound from somewhere. I looked down at the instruments and to my horror saw that the temperature was “off the scale”. I stopped as soon as I could, got out and had a quick look, but on a busy main road, in the dark, it was impossible to see anything except for quite a lot of steam. So I decided to turn round and very gently more-or-less roll down the long straight, back to where I recalled seeing a place which was well lit.

In the light from a cafe all that I could see was that the header tank was dry, but no obvious signs of water on the ground. I got some water and after waiting for things to cool down I filled the header tank. The water than just sat there, and I remembered that when refilling it is necessary to bleed the air from the system. My thoughts were, of course, that the head gasket had failed. So at this stage, bearing in mind that the timetable had been carefully planned for the weekend, it was time to abandon ship. I rang the recovery outfit, and described the events, and the quite knowledgeable-sounding guy at the other end asked if I thought the problem was one capable of sorting there, at the roadside. I replied no, and so it was agreed that the car would be recovered back home. As it was going to be some time before they could attend, he suggested that I leave the key on top of the nearside front tyre and I make my onward way by means of a lift.

I headed off, had a great weekend in Brecon (the mid-Wales R & B club was superb, as was the outdoor museum at St Fagans, near Cardiff). The car arrived home the following Wednesday. To my slight surprise the header tank was now empty, which I guessed was due to the air purging itself from the system due to being, as James Bond would say, shaken and stirred during the journey. So I filled it up and then ran the engine, and then had a very careful little drive to see what happened. Nothing! So I had a rather longer drive, again nothing. No signs of leakage, no excess temperature.

It was at this stage that I mentioned the strange events to a friend over in the West Midlands who has an MGF.

He said “Oh I had a problem like that, and the problem was the plastic cap on the header tank”. I listened, politely but thought it very unlikely, and forgot it.

Then a week ago I took the car to Matt Parker in Nuneaton, and he did a careful look at everything, and came to the conclusion that the filler cap on the header tank had become very soft, allowing coolant to gradually escape. A new one was fitted, plus a new bleed screw for the radiator, and as of today, everything seems to be OK.

So for all who drive MGFs and MGTFs, I would recommend that you carefully look at the filler cap, and if it is not absolutely hard plastic, but a bit rubbery, change it immediately. For a very small outlay it could avert a major disaster.

Article sent in by Alan Healey



How to send pictures and write-ups for the Torque Magazine

Using your phone.

Take picture with your phone camera

On your phone go to Photos

Select the photo you want to send

Bottom left hand corner you will see a share icon

Press it and then select Gmail.

A new window will open and (To) will be flashing

At that point type graham.poole@homecall.co.uk

Subject now flashing. Type in description of photo.

Top right of screen press arrow button (send)..

That's all there is to it.

For the write-up

Open up Gmail

Press compose

In the To Box type graham.poole@homecall.co.uk.

Click on Subject, then type what's it all about.

Compose box, start your message.

Then press send.

If you want to use WhatsApp

Select Graham Poole

Take photos and add caption then send

Write-up do the same, (don't attach the write-up to the photos.)

I do have a Gmail account ,but having problems getting attachments etc into Publisher at the moment, and photos from your phone are better quality.

Thanks for your help.

Graham

DO YOU KNOW?

You never know when you might need this.
Keep a copy in your phone or glove box.

CPR: Step by Step Guide



1 Call 999 or ask someone else to



2 Lay the person on their back and open their airways



3 If they are not breathing, start CPR



4 30 chest compressions



5 Two rescue breaths



6 Repeat until an ambulance or AED arrives

South Leicester MG Club logo

Your MG Logo can be added to any items of clothing that takes your fancy

Just call in, Shop and ask for the clubs logo to be added. Examples below.



Printer Prime Ladies Softshell



Printer Prime Ladies T-Shirt 180g



Ladies Classic Polo Shirt 220g



141 Kustom Kit Mens S/S Poplin Shirt



Everyday Heavy Cotton T-Shirt 180g



B218 Polycotton Two Tone Polo Shirt

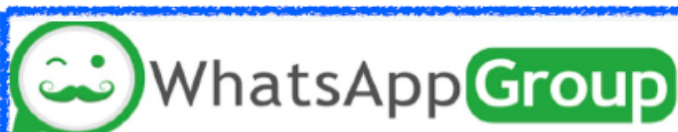
£15 from the clubs treasurer. Stuart Armston.



All available and many more top quality hard waring clothing. Available from.
Enterprise Workwear Ltd
Units 1, 2 & 3 Teal Business Centre,
Dodwells Road,
Hinckley, LE10 3BZ

MG: SOUTH LEICESTER MG CLUB.

How to get in touch.



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. Times & meeting place.

Remember

*All South Leicester MG members get
20% off food orders on club nights.*

South Leicester MG Club

Moving Forward in the 21st Century

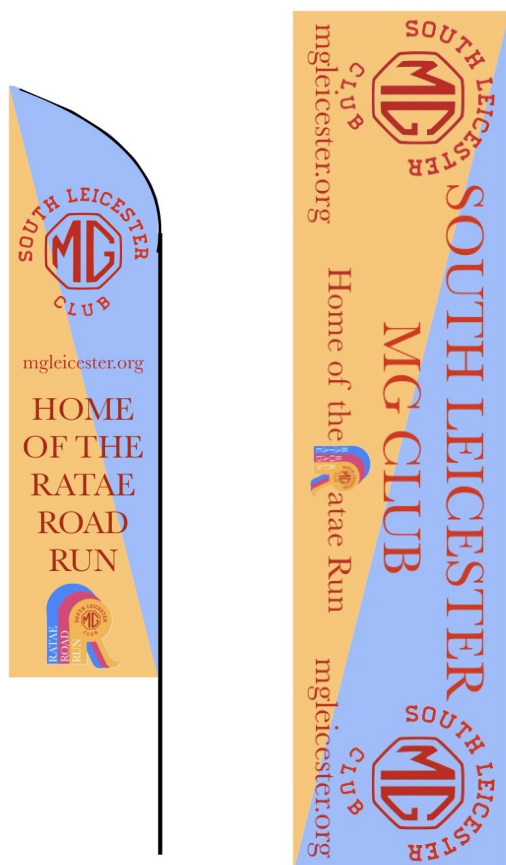
Club emails.

Graham	chairman.slmgc@gmail.com
Sue & Alan	secretary.slmgc@gmail.com
Stuart	treasurer.slmgc@gmail.com
Derek	events.slmgc@gmail.com
Colin	members.slmgc@gmail.com
Kieron	ratae.slmgc@gmail.com
Pete	it.slmgc@gmail.com
Graham	torque.slmgc@gmail.com
Web address	www.mgleicester.org

Club Logo



Ratae Logo



Flags and Banner

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South Leicester MG Club monthly meetings.

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

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.

20% off food orders on club nights.



Kieron Hall

Committee Member.

ratae.slmgc@gmail.com



Alan Healey

Committee Member.