



West Cheshire
Owners Club



May 2024



Newsletter

May 2024

Welcome to the May newsletter..

Its time for the CANDLES RUN, hope to see you all there.

April was certainly a busy month, started with the rolling road which caused smiles & grimaces in equal measure, Neil has done a write up for us, I'm still looking for the horses that have escaped from my Midget.

This was followed by Drive it Day, a really good turn out, a coffee to start with, if you were early enough and then an excellent route to Bala for a coffee and then onward to Bryngwyn Estate. Many thanks to Steve & Amanda for organising not only the route but the good weather, we had our roof down the whole time (and the heater going at all times). Report & Photos from Steve later.

Look out for Phil Roberts extra birthday present that turned up a couple of days after the drive!

Looking forward, the car show season is now open, as a club we will be attending only a few, but ask around if there is one you want to go to as many of our members like to attend the odd show.

Also let us know if there is one you think we should go to.

The evening runs have also started again, Steve & Amanda have organised the May one, details on following pages.

Oulton Park Gold Cup 26-28 July. Book at

<https://displaymyvehicle.msv.com/calendar/oulton-park/2024/july/gold-cup/apply?group=ce7186f8-ccf6-4175-8439-98fce4148152> Our code is 8912, see Mike for more details.

Looking forward to seeing you at a meeting. Stay well, and good tinkering on your cars.



GALLAGHERS MG CHESTER

The New MG Cyberster is arriving at Gallaghers this July
VIP list email nick.hodge@gallaghers-cars.co.uk

2024 ROLLING ROAD DAY

West Cheshire MGOC first started a rolling road day in 2017, at A B Garage, Deeside, and apart from the “Covid years” has been held every year since. Adrian Blandford, ably assisted by wife Karen, has dealt with the many interesting issues presented by members’ cars during that time, and also provided a range of refreshments along the way. In fact, the event has also become something of a social occasion, not only with non-participants turning up to watch but also to hone our collective bantering skills.

Saturday 6th April this year was no exception, with not only 8 cars presented for testing but also several interested visitors to see the results and of course comment where appropriate (or inappropriate depending on outcomes). Members bring their cars along to either reaffirm everything is OK, or perhaps to help identify a problem they’ve been unable to solve. Adrian is, after all, a master at homing in on obscure causes such that most of the participants go home happy with the adjustments Adrian has made. In some cases, the outcome is less positive – on the day at least – with one or two members departing with a list of things identified for rectification later. Either way, the outcome is always worth the modest fee Adrian charges for his expertise.

The cars presented this year were 2 T-Types, 3 Midgets, 1 MGF, and 2 MGBs. After testing each owner was presented with a printout of the final torque and BHP curves and where appropriate suggestions for improvements to be made later. These curves are based on power at the wheels in 3rd gear, so can’t be directly compared with the original Manufacturers data (which is obtained at the flywheel on a dynamometer). Some identified problems are usually resolved there and then by Adrian, and the test run again. Those cars also previously tested could compare previous results with current for comparison, which gives an idea of, say, any deterioration in the intervening time. This is very useful information. Some cars also had their exhaust hydrocarbon emissions checked, which in itself is a useful guide to mixture control at the carburettors.

Outcomes this year were varied, to say the least. Two booked cars weren’t able to attend at the last minute, one failing to proceed (wouldn’t start) and the other where a work shift change intervened. Of the 8 remaining on the day, one couldn’t be tested at all due to an inconvenient fuel line fracture in the engine bay whilst on the rollers, and one with, in effect, a badly worn distributor fitted with a “Hall effect” electronic conversion but still relying on spinning weights for timing and the usual mechanical points for the power to plugs. The remaining cars’ results were up to or exceeded owner expectations, so that would have been very satisfying for those concerned. The highest outcome was 98bhp at 6000rpm (MGF) and the lowest was 39bhp at 4000rpm (MG TF1500), whilst most were in the low 40’s bhp.

All in all a very good event, with the target of ensuring our cars are “match fit” achieved.

Neil Wallace

April 2024.



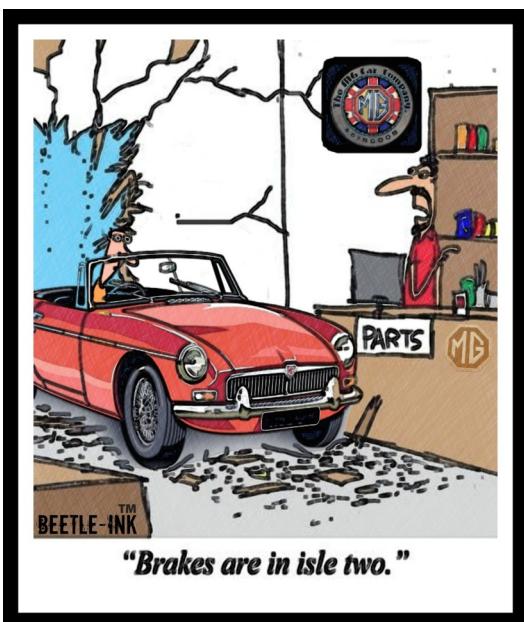
May 2024 - Evening Drive

Following on from the success of Drive It Day held last month, May sees the first of our popular evening drives. The drive will be held on Wednesday 29 May 2024 and we will be meeting up at 6.15pm for a 6.30pm start at the Halfords car park on Caldy Valley Road, Chester, CH3 5QZ. The normal format will be followed with a drive of about 20 miles and then a meal at our end point which is The Hanging Gate Pub, Sandy Lane, Weaverham, CW8 3HG.

Please see the Facebook post on this event, where you can express your interest and provide meal choices. Alternatively, you can let us know if you wish to come at the May club night or you can text me on 07798 922548.

Meal choices are required by Monday 20th May.

Steve



For Kim & Jennie, I hope you managed to fix yours and we will see you on the evening run..





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The Flying Scotsman but not as you know it.....

Many of you will remember during lockdown Guy Woodcock from HERO-ERA gave us a talk, via Zoom, on his work with this global and historical motoring events company.

HERO-ERA organise and run rallies through some of the most spectacular and awe-inspiring scenery across the globe. Their historic rallying events include London to Lisbon and Peking to Paris. The premier event that they hold in the UK is the Flying Scotsman Rally. Normally a three day event passing through the Lake District and ending at the prestigious Gleneagles resort in Scotland. The start point varies from year to year and it just so happens that for this year's event, held in April, the start point was the Carden Park Hotel just outside Chester.

It was great to wander down with Phil and take a look. All vehicles have to be pre-1948, so you can imagine that from the 66 entrants there were some fantastic cars on view. These included two MG's the first being a 1933 L1 Magna Tourer and the second being 1938 TB Super charged model. Looking at the entry list, there was to be a MG K3, which I would have loved to have seen, but unfortunately this didn't seem to have made it to the start line! However, the other entrants included Bentley 3 Litre and 4.5 Litre cars from the 1920's, a 1930 Bugatti 44, Several Rileys, a Jaguar SS100 and some very nice Aston Martins from the 1930s to name but a few. I love the Bentleys and being a Coventry kid an Alvis Speed 20 SA and the Jaguar SS100 particularly took my eye. Phil was taken with a Rolls Royce 20-25, that to me, looked like a Morris Minor Traveller on steroids - a real 'woodie' if ever I saw one! This car had an interesting past as well. Apparently in its day, it was used to tow the Moss family horse box and it subsequently towed the early racing cars of Stirling Moss once he had started to race - so some tow truck! The whole entry list was like a real life interesting and constantly moving museum of pre-war cars and there was some serious money on view.

After setting off local interest centred on two brisk tests at Bolesworth and then on the rally track at Oulton Park before making their way north for an overnight stop near Ambleside. Day two took the cars further north and up past Ullswater and a further six regularities to contest on the day. Then crossing over the Scottish Border for an overnight stop on the shores of Loch Lomond. The third and final day took in more tests and great driving through the Scottish scenery before finishing at Gleneagles. Most cars had faired quite well after the 750 miles covered in the three days. However, there had been a few casualties with 10 cars from the 66 that started failing to finish. The first three positions went to a Bentley Derby in 1st, a Lee Francis Hyper in 2nd and a Bentley 3 Litre in 3rd. So what about those two MGs, well unfortunately they were both part of the unlucky 10....

Steve Brace



More Tractor News!

Steve's notes last month reminded me of another slightly tenuous link with MG and tractors – in this case BMC, Nuffield, and the Mini.

Did you know that there were two versions of the Mini in the 60's?

One the ubiquitous Morris/Austin little car – the other the Nuffield 9/16 Mini.

Yes – it was a tractor! With a 0.9 litre 4 cylinder 16hp diesel engine, it wasn't for heavy duty work – but a bit like the 'Little Grey Fergie'

Here's a pic of one spotted at Mathewsons, the car auction people. You can just make out the Mini badge on the front.

Mike H





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Fuel economy and CO₂ results for the MG MG3 (MPG 37/74 (combined) / 99g/km (CO₂)) (not applicable). MG5 (17/34 (combined) / 199 g/km (CO₂)). Fuel economy and CO₂ results for the MG ZS (MPG 31/70 (combined) / 20.0 (172) to 42.7 (65) g/km (CO₂)). Fuel economy and CO₂ results for the MG5 EV Long Range (MPG 31/100 (combined) Not applicable. CO₂ emissions: 0 g/km (Electric range)*. 210 to 360 miles. Fuel economy and CO₂ results for the MG6 (EX MPG 35/70 (combined) / 169 g/km (CO₂)). Not applicable. CO₂ emissions: 0 g/km (Electric range)**. 210 miles to 360 miles. These figures are as claimed after the battery has been fully charged. The MG5 EV and MG5 EV Long Range electric vehicles require mains electricity for charging. This is a claim for CO₂ and electric range figures. The electric range figures are achieved using the test cycle procedure. The figures shown are for completeness purposes. Only compare CO₂ and electric range figures with other cars tested in the same test cycle procedure. *Fuel economy for use in ECO mode. MG5 (approx. 170 miles to 360 miles). **Fuel economy for the MG6 (approx. 160 miles to 360 miles). The MG5 EV with Electric Charge function uses 100% EV on the road. The MG5 EV (MG5 EV with Electric Charge function) uses 100% EV on the road. The MG6 (MG6 EV with Electric Charge function) uses 100% EV on the road. The MG5 EV (MG5 EV with Electric Charge function) uses 100% EV on the road. The MG6 (MG6 EV with Electric Charge function) uses 100% EV on the road.



Get More

Drive It Day - Afternoon Tea with a Lady

The Federation of British Historic Vehicle Clubs created Drive It Day to celebrate the drive in 1900 by 65 cars from London to Edinburgh and back to London to prove the viability of the motor car - a journey of over 1000 miles. From London the route visited Bath, Bristol, Gloucester, Cheltenham, Worcester, Birmingham, Lichfield, Matlock, Buxton, Manchester, Preston, Lancaster, Kendal, Keswick, Carlisle, Moffat, Peebles, Edinburgh, Berwick, Newcastle, Durham, Northallerton, Thirsk, York, Leeds, Harrogate, Bradford, Huddersfield, Sheffield, Worksop, Lincoln, Nottingham, Loughborough, Northampton and back to London.

The event was organised by The Automobile Club of Great Britain and Ireland which later became The Royal Automobile Club. The event threw up many challenges and petrol stations as we know them today did not exist. However, petrol could be purchased from village blacksmiths and convenience stores.

Today the aim 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. It takes place each year on the nearest Sunday to 23 April, which was the date of the original run back in 1900.

So with all this in mind, our very own Drive it Day contingent met at Hawarden Estate Farm Shop. To me, sitting in the car park ready for the off, it really did feel like our classic cars were back for another year - especially as it wasn't even raining and heavens above some even had their hoods down! . A quick moment to firstly celebrate Phil Robert's birthday, who had let slip (on several occasions) that it was his birthday the very next day and a quick group prayer (on behalf of myself) for the mighty Coventry City playing in the FA Cup Semi Final that afternoon and then we were off. So 19 cars and 32 of us all made for a great convoy to our destination, Bryngwyn Hall, in Wales. The route took us out on the A494 around Mold and on to Ruthin. From Ruthin we took the fabulous B5105 on the edge of the Clocaenog Forest to Cerrigydruddion. Then a quick sprint down the A5 to pick up the B4501 again and on to Bala and out midpoint stop.

Coffee and snacks on board for some and we were off again. The B4391 through the Tenat Valley made for great driving. Brilliant views down into the valley and pothole free moorland roads seemed to be just right for an MG and a classic car driving experience. Then through Llangynog, Penbontfawr, Llanfyllin, and Bwlch-y-cibau to our finish at Bryngwyn Hall and our date with a Lady.



Lady Linlithgow proved to be all that we had previously been told about her and more. What an incredible and interesting host. Bryngwyn Hall came to Lady Linlithgow in 1987 in an almost derelict state and she has spent her lifetime restoring it to the stunning property it is today. On our house tour that she personally gave to us we learned how the house had come into her family in 1813. the family had made their money from the now rather un-pc ownership of sugar plantations in Jamaica and all that that came with it. The family also had other estates at Tay-y-Crwth in North Wales and Pant Howell in Carmarthenshire.

Bryngwyn was closed up 1929 due to financial constraints and the plantation in Jamaica and North Wales house sold in order to try and sort out the financial situation. During WWII the house was used for evacuees and then requisitioned by the Territorial Army and the Anti Aircraft Regiment. After war the house remained mothballed along with all of its contents and history. In the 1960's one wing had to be demolished. A decision that Lady Linlithgow always regrets because as she said, she could do with a pantry! Moving into the house in 1987 she began its grand restoration.

Time for a break and a fantastic afternoon tea ensued. Sandwiches, cakes and tea - loads of tea in fact. Her team of helpers really did do us proud. What better way to work that off than a quick stroll around the gardens. Another interesting tour personally carried out by Lady Linlithgow.

The gardens, park and lake have also undergone extensive restoration. The stone ha-ha built from fossil stones from the Silurian period and thought to have been excavated from Llanymynech was expertly reinstated. Trees and plants put in by previous generations supplemented the present ongoing planting programme and a new poison garden, with over 100 species of poisonous plants, has made for a great talking point and addition. Hopefully the future of the hall and grounds are now secure with its importance as the only surviving example of Robert Mylne's neo-classical design work in Wales now widely recognised.

So was it a good drive it Day this year? I think we can safely say that it was definitely a 'yes me Lady' and finally what about the fate of Coventry City? Well as I am sure you all now know they lost, but only just.....

Steve Brace







So Phil's extra birthday present, this lovely letter. Did anyone else receive one— Geoff & Betty, you were seen following Phil when he went off route? Let us know.



MR PHILLIP GEORGE ROBERTS

[Redacted address]

24/04/2024

Exceeding the Legal Speed Limit

Date and Time: 21/04/2024 11:46

Vehicle Registration Mark: WPY229J

Speed Limit: 20

Location: A5104 Pontybodkin, Sir y Flint/ A5104 Pontybodkin, Flintshire

Vehicle: MG

Speed Detected: 26

Dear MR PHILLIP GEORGE ROBERTS

Why are we sending this letter?

The above vehicle, which is registered to you, was monitored and found to be exceeding the legal speed limit as shown above.

The speed camera scheme was installed at this location for the purposes of reducing collisions on this road. Research for the RAC Foundation found that on average the number of fatal and serious collisions decreases by 36% after speed cameras are introduced. You can view the collision and speed history at this location on the GoSafe website.

This letter has been sent as an alternative option to prosecution in this instance as it is hoped that it will afford you the opportunity to adjust your driving behaviour, for the benefit of making the roads safer. Our aim is to reduce speeds by achieving compliance with the set speed limit.

What do I do if the driver wasn't me?

If you were not the driver at the time, or the vehicle is registered to a company, please forward this to the driver at the time of the incident. If you are no longer the Registered Keeper of this vehicle, then please inform the DVLA that you are no longer the keeper as required in law.

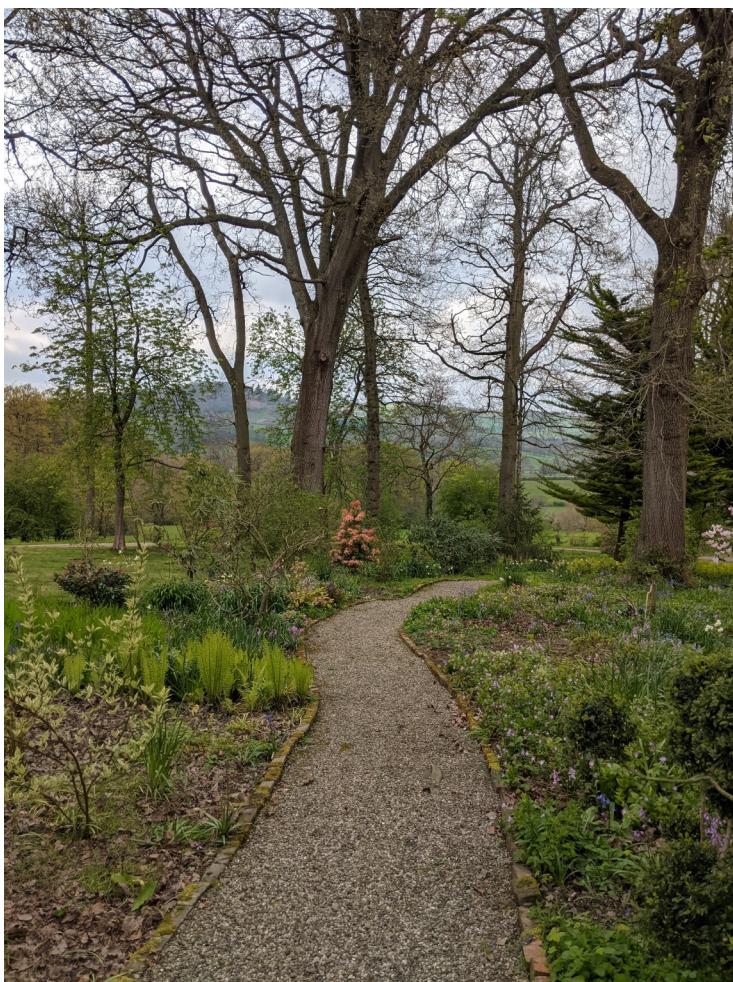
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This letter is the **first and final written warning** you will receive. I must advise you that **details of the above vehicle are held by the police** and any subsequent exceedance of this speed limit will result in the police prosecuting the offence of speeding according to the Road Traffic Regulation Act 1984. However, we hope that if you were the driver of this vehicle, this letter will encourage you to adhere to the speed limit in future and help us to improve safety at this location.

For more information, please visit the GoSafe website: www.gosafe.org or submit any queries you may have to: gosafe@dyfed-powys.police.uk

Yours Sincerely,

Chief Constable Amanda Blakeman





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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.

May	12	Candles Run
	14	Club Night
	26/27	<i>Capesthorne Hall</i>
	29	Evening Run
June	11	Club Night
	16-20	Llanerchindda Farm
	26	Evening Run
July	9	Club Night
	14	Caewys Car Show Club Stand
	21	<i>Capesthorne Hall</i>
	28	<i>Bodryddhan Hall</i>
	24	Evening Run TBC
	26-28	Oulton Park Gold Cup
	28	Frodsham Car Show
August	11	NCCCC Car Show, Claremont Farm Club Stand
	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.

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