

January 2025

# Torque



South Leicester MG Club

Founded 1990

Remember AGM

February 4th

2025.



# Inside this months edition,

Next cub meeting 4th February and AGM

Next Ratae meeting 10th February

Car parts to sell or wanted.

Messages from around the club.

What went on in January.

2025 Dates for your diary.

Who's who.



## South Leicestershire MG Club

A.G.M

Tuesday 4<sup>th</sup> February 2025

8.00pm.

White Horse, Broughton Astley

### AGENDA

1. Apologies

2. Reports

Chairman -	Graham Dorman
Secretary-	Alan Griffin
Treasurer-	Stuart Armston
Membership Secretary-	Colin Kingsbeer
Events-	Derek Everitt
Ratae-	Kieran Hall
Monthly Raffle –	Glenise Bowyer

3. Accounts

4. Nominations and Election of Committee

Chairman

Secretary

Treasurer

Membership Secretary

Events Co-Ordinator

Social Media

Torque Editor

Committee Member

Committee Member

6. A.O.B

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
Rear lights	MGTf rear lights, left and right complete.	£10	Graham Poole.
1972 MGB Roadster	Immaculate condition. Colour Red / Maroon with wire wheels.	£13,500 ONO	George 07792118396
MGB	Radiator shroud ( Centre fill )	£25	Andrew Munro
Meccano	Large selection of Meccano bits including an electric motor, 2 windup motors and a selection of gear-	Make me an offer.	Graham. (Chairman )
MGB	New: Pair of stainless Threshold plates GT	£15 Pair	Graham. ( Chairman )
MGB	Starter motor ( very little used )	£25	Andrew Munro
MGB SU	Fuel pump ( very little used )	£25	Andrew Munro
Wanted MGF	Hydro gas n/s unit for 1999 MGF.	Wanted.	Paul Howard 07745369256

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

# 2024 Boxing Day trip out.

We set off in the MGF at 9am in foggy weather to a car meet held at The Kings Head, Sutton Bonington.



Arriving early at 10am the weather cleared, only a few cars had arrived so we were able to park on the pub's carpark.

Nicky found a circular walk alongside a canal so she and Abby disappeared for one and a half hours leaving me to browse and talk with many likeminded petrol heads.

By 11am the carpark was full of various classics, even more having to park in the street.

A steam calliope organ was playing giving a great atmosphere plus the pub

staff were very friendly and were serving hot food. My bacon buttie went down a treat.

When Nicky and Abby eventually got back we were surprised to see Alan Heeley with his two grandsons.

Also Peter and Alison Wheelton were there in their Midget.

A most enjoyable day out after the busy build up to Christmas day.



Please notice we're out and about advertising our 2025 Rates, hope you are all doing the same!!

Best wishes

Graham.

(Chairman of the SLMG club)



# 2025 Membership

JUST A REMINDER TO EXISTING MEMBERS, YOUR 2025 FEES ARE NOW DUE!

TO GET YOUR BENEFITS FOR THIS SEASON DON'T DELAY, DON'T BE LEFT OUT IN THE COLD. IF YOU CAN, IT'S VERY EASY TO SEND YOUR REMITTANCE BY BANK TRANSFER.

SO PLEASE GO TO THE WEBSITE ,OBTAIN DETAILS AND GET USED TO USING IT.THERE'S LOTS OF INFO AND ALSO DON'T FORGET OUR FACEBOOK PAGE.

LOOK FORWARD TO SEEING ALL AGAIN AT THIS YEAR'S EVENTS

BEST WISHES AND KIND REGARDS....

COLIN

Remember you also get 20% discount off food when you eat at the White Horse on club nights, all this for £10 membership per year.

Bank Details.

Sort code. 30-98-97

Account 87393860

Account name. South Leicester MG Club.

Reference box. Please use your Surname/new

£10

## Maurice's Story

The story behind my becoming the current custodian of “Maurice” the black MGB GTV8 (OJF 654P) is one that goes back some 25 years or so.

During 1997 we purchased an unloved 1975 rubber bumpered MGB GTV8 (OJF 565P) and over a period of around six months was restored to a useable standard and used as our everyday vehicle.



Roll on to 2000 and the need arose for a more practical vehicle as Sue had changed jobs and was covering a significant number of miles. This is probably the only car I truly regret parting with. I often wondered what has happened to the car as I cannot find any records on the usual sites. Maybe a job for another day.

Fast forward to 2024 and following an eclectic selection of vehicles/toys including Westfields (both road and track) and motorcycles (modern/classic) I still missed the MG. Sue had suggested a winter project that perhaps didn't involve two wheels, so I began to consider a classic car of sorts. Spurred on by episodes of Bangers and Cash, Wheeler Dealers etc. I was actively looking at options.

In the middle of September, Hinckley Town hold a car show where the entire centre of town is turned over to the classic car/bike fraternity. After a few hours perusing the show, we were making our way back to the car in order to head home when Sue spotted a black MG with a similar registration to our original car. First thought was it was our old car (I couldn't remember the exact registration number).

We started talking to the owner Jeff who explained he had had the car since 2006 and now he was struggling with health issues which meant he may need to pass the car on to a new home. My interest was piqued especially as it was a V8. We left our contact details and said if the time came, let us know. Well, the time came, and I ended up being Maurice's 12<sup>th</sup> caretaker in November 2024



This is the continuing story of classic MG ownership with all the joy's, trials, and tribulations.

The car was basically very good, especially the bodywork which is paramount on a car of this type and age. Sometime in the past the colour had been changed from Tahiti Blue to black and the car had been converted from rubber bumpers to chrome. There was evidence of many new parts being fitted backed up with a massive history file.

Driving the car back home was a bit of a challenge as it wasn't running at its best to say the least. A plan was beginning to form to make Maurice drive as well as he looked.

Firstly, all the paperwork was collated and put into some semblance of order. One folder containing receipts for parts and work, another for history and miscellaneous documentation.

### ***History***

I recently applied for a heritage certificate from the British Motor Heritage Trust based at Gaydon in Warwickshire. This details the car as a 1975 model built between 10<sup>th</sup> February and 5<sup>th</sup> March of that year finished in Tahiti Blue with a black interior. The dealer it was destined for was Dutton Forshaw in Newcastle Upon Tyne.



# BRITISH MOTOR INDUSTRY HERITAGE TRUST

## CERTIFIED COPY OF A FACTORY RECORD

BMIHT certifies that the details given below are a true copy of an entry in the original factory records for the vehicle with the chassis number quoted.

This Certificate does not constitute verification of the present condition of a specific vehicle. These are the details of the car as it left the assembly line. Cars were sometimes modified by the manufacturer after production and prior to shipment.

**Certificate Number** 2024/4820  
**Make & Model** MGB GT V8  
**VIN** G2D1/2262-G  
**Engine Number** 4860-2063  
**Body Number** Not Recorded  
**Specification** RHD, Home Market  
**Exterior Colour** Tahiti Blue  
**Trim Colour** Black  
**Hood Colour** Not Applicable  
**Date(s) built** 10 February - 5 March 1975  
**Date despatched** 7 March 1975  
**Destination (dealer)** Dutton Forshaw Limited, Newcastle-upon-Tyne  
**Other numbers** Key numbers FS.891, 2513  
**Details of Equipment** Cast alloy wheels, Overdrive  
**Other information** Registration mark OJF 654P (quoted by you)  
**Issued to** John Fisher  
**Date of Issue** 17 December 2024

**Signed on behalf of BMIHT**



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The earliest history I have regarding Maurice are copies of paperwork from the supplying dealer and an application for a vehicle licence in 1976 by a Mrs. Christine Watson of Whitley Bay. The car was registered as KJR 1P at this time. I'm not sure if this would be a private plate or the original registration number. Perhaps Mrs. Watson was the first owner?

The next item of documentation is a copy of a transfer of ownership from Mr. James Watson (Whitley Bay Motor Co.) to a Mr. Anthony Conley of Houghton-Le-Spring (Tyne & Wear) on 5<sup>th</sup> January 1977.

On 18<sup>th</sup> June 1977 the car changes hands again to a Mr. Peter Gascoigne of West Boldon. I deduce that the first three owners were:

Mrs./Mr. Watson of Whitley Bay (possibly Whitley Bay Motor Co.)	1976 - 1977
Mr. Anthony Conley of Houghton-Le-Spring (Tyne & Wear)	1977
Mr. Peter Gascoigne of West Boldon	1977 -?

From here onwards the documentation is mainly bill/receipts for work and not official DVLA records and the trail of owners goes cold until the 1980's

There are some handwritten invoices for work in 1980 -1982 to a Mr. Paul Spokes of Hinckley. Maurice is subsequently acquired by a Mr. Paul Carpenter and soon after a Stanley Barrett of Market Bosworth. The copy of the vehicle registration showing Stanley Barrett as owner gives the previous owner as a Mr. Paul Carpenter of Hinckley acquiring the vehicle on 20<sup>th</sup> May 1984.

Mr. Paul Spokes of Hinckley	1980 - 1984
Mr. Paul Carpenter of Hinckley	1984 - 1985
Mr. Stanley Barrett of Market Bosworth	1985 - 1995

I have an interesting article featuring Mr. Barrett and the car – still Tahiti Blue and KJR 1P registration talking about retirement and his interest in Maurice. Unfortunately, it's reported that Mr. Barrett passed away in January 2015.

I also have the original advertisement for the car purchased by a Mr. G Sowersby of Hinckley from Newbold Verdon Garage for £3000 on 24<sup>th</sup> November 1995. (Tahiti Blue)

Mr. G Sowersby of Hinckley	1995 - 2006
Mr. Jeff Colkin of Hinckley	2006 - 2024
Mr. John Fisher of Barlestone	2024 -?

As you can see from the history, there are three owners unaccounted for. I suspect that this would be around the late 1970's early 1980's.

So now back to the plot of returning Maurice to his former glory.

As mentioned previously, the car has at some time in its history been repainted in black and converted to chrome bumpers and had mini-lite wheels fitted. I suspect that this happened during the time the car was with Mr. Sowersby as there are a lot of invoices around September 1996 for body panels and references to Paynes Bodyshop in Hinckley.

The bodywork/paint on Maurice is very good, I just needed to sort out some mechanical issues.

Once at home the first thing to investigate was the rough running engine. I was informed that the carburettors had been serviced/overhauled but decided to start there. Once stripped, it was obvious that some work had been carried out, but not very well. I have concluded that modern workshops/garages do not understand older cars with carburettors and clockwork ignition systems. Perhaps it's because faults/issues have to be investigated, diagnosed, and repaired. There are no "modules" on Maurice that can be "swapped out" or ports on SU carburettors when a diagnostic laptop can be plugged in. Old skills are dying out.

Anyway, I digress. New needle valves, "O" rings, gaskets and seals were used in the rebuild and all was well. The choke actuating trunnion was a bit of a mess, so I machined a new one and fitted this. The choke mechanism now worked properly. Attention then turned to the throttle cable which someone had managed to fit back to front (i.e., the end designed to fit to the carburettors with a special bolt/fitting had been cable tied to the throttle pedal!)

Sue helped me install the proper cable guide to the inner wing/bulkhead and all was working well with the throttle. New fuel pipes and filter were installed in the engine bay for completeness.

Next task was to look at the ignition system. I did toy with the idea of fitting a fully integrated electronic ignition system that did away with the contact breakers (points), but in the end decided to go with a points triggered Sparkrite system and accompanying coil. This gave me a back-up option if ever the electronics failed whereby, I could switch back to purely points operation. The engine now ran a lot better and significantly smoother with the bonus of much easier starting.

Some of the wiring behind the grill left a little to be desired. The twin cooling fans that are fitted draw a lot of current in producing the howling gale necessary to cool the big V8. Scotch-Lok connectors are not an ideal solution. This was rectified and now the harness was not in immediate danger of becoming a bar-b-que.

Whilst the grill was removed, I took the opportunity to make a better job of the mounting bracketry and the bonnet release system.

Another niggle was the fact that the rear quarterlights had separated at the lower joint of the stainless-steel frame. The quarterlights were removed from the car, stripped and new lower "L" brackets made and fitted with brass 2ba screws.

The tailgate had been a bit stiff and awkward in operation. This was a simple case of adjustment and lubrication. All good now.

Attention then turned to the fact that the two splash plates were missing from the front wings. A pair were obtained along with the necessary sealing rubber and fitting kit, and they were fitted and given a couple of coats of underbody sealant. Why they were left off is a complete mystery as this protects the wing/door/chassis section from continually getting wet from road spray from the front wheels.

The interior was again in good condition with cream leather seats being installed along with cream door cards, capping's, and trim panels. One thing I didn't like was the cream gear lever gaiter. This was swapped for a black one to match the black centre console. There was a hole in the centre console where a radio was meant to be installed but had been left out. A blanking kit was purchased, and some brackets manufactured as the supplied ones would never have fitted properly.

Another issue was with various switches. The heater blower switch was fitted upside down! the hazard warning switch and heated rear window switch were installed in the opposite locations. All these issues were sorted along with the installation of a cigarette lighter to allow me to connect the battery to my Optimate conditioner charger.

Whilst the dashboard was being worked on the fresh air vents were removed as the chrome-effect trim had been abraded away. A chrome effect paint-stick pen and Sue's steady hand soon sorted that problem out. Whilst the vents were removed, I could tighten up the choke cable pull behind the dashboard which meant that it didn't rotate when locking the choke control in operation.



The passenger window regulator was playing up with the glass being able to be raised to a height that it jumped out of the runners. Rectification of this involved stripping out the door (removing winder, door pull, door cards etc.) to gain access to the mechanism. The glass was re-fitted in the runner and adjusted correctly. It was then I discovered that at least half of the bolts that held the mechanism in place had been left out and the regulator stop was missing meaning the glass could be raised beyond its limits. These problems were soon resolved and now all appears OK. I took the opportunity to refit the door striker plate along with the correct shim (not the three washers placed behind the fixing screws!). The door now shuts with much less force and the window appears to seal better.

The issues regarding the window regulator stops and door striker were also apparent on the driver's door where the same solutions were repeated. So, doors/windows/fittings completed – I felt I was making progress. However, Maurice was not giving in easily.

Turning back to the mechanics, I decided to flush out the cooling system and replenish with the correct Bluecol coolant. This was duly completed, but I had a bit of an issue getting the thermostat housing to seal. I had booked the car into Custom Chrome in Nuneaton for them to have a look at the front section of the exhaust as this was a bit of a bodge. It looked like the front down-pipes were designed to fit the original cast-iron exhaust manifolds. However as tubular manifolds had been fitted the down-pipes had been “adapted” to fit, but not very successfully! The left bank of cylinders was blowing badly.

Whist on the subject of exhaust systems, two manifold retaining bolts for cylinders 6 and 8 were looking a little odd. Turned out that someone had screwed in two M10 bolts, but when the bolts started to bind in the thread in the cylinder head, they had screwed nuts on and tightened them up to the manifold flange – another unsightly bodge. These were soon swapped for the correct 3/8” UNC bolts. However, I was a little worried that the original bodge was done to cover up stripped threads in the cylinder head, but the replacement bolts pulled up okay.

The drive over to Nuneaton was eventful. First off, the indicators decided not to indicate – cue hand signals that I would think most other drivers on the road would not understand. Once at Custom Chrome, the thermostat housing decided to be incontinent again. Car booked in for exhaust rectification, we made it back home OK.

Indicator issues are a common fault with the circuit incorporating the hazard warning switch as a live feed to the indicators. The contacts within the hazard warning switch “fur up” so these were cleaned and lubricated. Indicators are now working (for the time being). The thermostat housing was removed again, machined flat and a new, thicker gasket manufactured. All seems well in that area (for the time being).

I had issues with the passenger seat fore/aft adjustment being limited and stiff. Decision time to remove seat from the car and investigate. I was expecting a struggle and Maurice did not disappoint. The mechanism was cleaned, de-rusted and lubricated. It appeared to work like a charm. Next problem was re-fitting. Cue about 45 minutes of fiddling to get bolt holes lined up and fixings fixed. Seat back in place, it now moved much more smoothly on the runners, but still would not go to the farthest rear position. It seemed like it was coming in to contact with a “stop” of some sort.

Sue spotted the problem. Sometime in the past new seat belts had been fitted and the “tulip” (the part that the belt buckle locates) had been fitted with a spacer that too thick. This was removed, machined to correct size and re-fitted. Seat now has full range of movement – happy days.

Sue spent quite some time cleaning the interior, vacuuming, treating the leather, ironing the carpets. Maurice was looking as good on the inside as he was on the outside.

Time for another road test. A quick trip to fill up with fuel (Super Unleaded E5 – only the best for Maurice) sees the car start off OK, but develop a miss-fire and poor running, eventually not wanting to idle. A strong smell of fuel had me suspecting a sticking needle valve in one of the carburettors. As it turned out, it was the right hand one. So off with the carburettors again – this is maybe the fourth or fifth time now, only to reveal a small piece of rubber lodged under the needle valve seat. All I can think of is it may have come from one of the new fuel lines where I’ve trimmed it. System rebuilt and re-fitted. All seems well (at the moment). The joys of a 50-year-old car.



Now whilst all of this has been happening, when I first purchased the car, I didn't like the mini-lite wheels. I managed (fortuitously) to get hold of a set of four original V8 composite rims. These are a bit unique in construction as the outer band is chromed steel, whilst the inner centre is alloy.



The steel band tends to suffer from the ravishes of time and road salt and these particular rims required some attention. Specialists would have split the rims and carried out the required rectification and re-finishing to each component. However, these specialists no longer exist. I took the wheels to an alloy wheel restorer for him to take a look. The plan was to media blast the chrome off the outer band, powder coat this in a silver finish, whilst paint the centres satin black, diamond cut the details and then lacquer. I bet he wishes he'd never seen these particular rims. They have been at the workshop for almost a month now with slow progress. Still, he's confident he will get in right and it's not like I need them urgently.

Regards.

John Fisher

# The Derek Everitt Award.

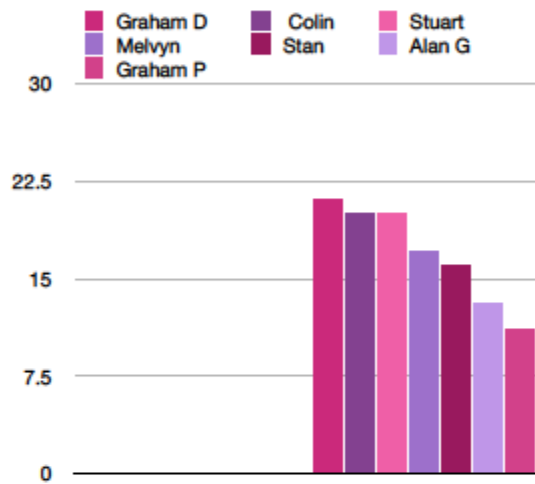
This is an award for the highest number of attendances organised by Derek for the South Leicester MG Club thought-out 2024.

*This year the Award goes to Graham Dorman.*



# Registration for Events 2024.

The South Leicester Club ran 27 event's throughout 2024  
Data from Derek the event Co-Crdinator shows that our Chairman  
Mr Graham Doorman attended the most events in 2024 with 21 attended Events  
Stuart Armston & Colin Kingsbeer came second with 20 attended events.y







# MG Club Indoor Golf.

## January 16th 2025.

14 Members turned up to try their luck at indoor golf. The teams were established, clubs handed out, and coloured golf balls distributed, then we started to tee off.

Quite a few kept their balls within the course, but some did manage to exit the boundaries ! Was it the lack of light or the weird jungle noise we were experiencing? ...

18 holes were completed and some holes in one were achieved! A few of us though did go over 6 attempts at the hole (whoops)

At the end, everyone had the chance to win a free game, which 3 people managed, well done!

The winner for the 2025 MG Golf competition ...

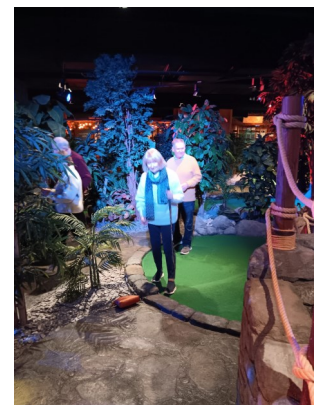
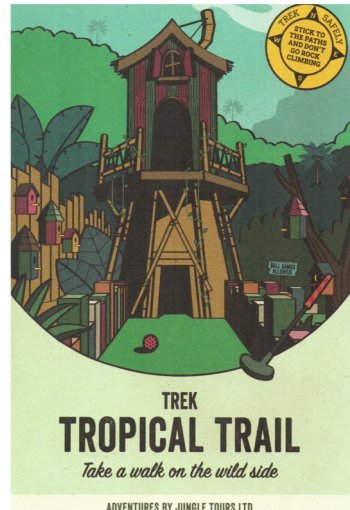
Alan Heeley

Coming close second...

Alan Griffin.

Prizes curtesy of Derek.

A big thanks goes to Derek for a fun afternoon.





# 2025 Events Calendar



	<p>Tuesday 4th February 2025.  <b>This will be our AGM night.</b>            Monthly meeting 8pm start.            Come early and enjoy a meal &amp; a chat.            32, Station Road, Broughton Astley. LE9 6PT</p>			<p>Event No 4</p>
	<p><u>MG &amp; Triumph Spares Day</u>. Sunday 9th February 2025 at Stoneleigh Park. Warwickshire. Classic car enthusiasts can explore a wealth of traders and service providers showcasing their wares. Also some of the UK's largest MG &amp; Triumph car clubs exhibiting their members machines. We will endeavour to take part this year.TBC</p>			<p>Event No 5</p>
	<p>Sunday 16th February 2025. <u>Valentine Sunday Lunch</u> Run. Winter social event. A Satnav road run to our end venue where you can enjoy Sunday Lunch. Drive any car you like depending on our weather. Drive any way your Satnav takes You to our end venue. Sunday Lunch from £15.00. Closing date 7th January 2025.</p>	<p>£5pp deposit payable to the club</p>		<p>Event No 6</p>
	<p>Thursday 27th February 2025. Our 1st regular <u>Coffee</u> morning run for you to get out and about and have a chat with friends over coffee, Tea or brunch. Drive any car you have, no need to bring the MG. Starting at White Horse, Broughton Astley 10.30am</p>	<p>No payment needed</p>		
	<p>Tuesday 4th March 2025            Monthly meeting 8pm start.            Come early and enjoy a meal &amp; a chat.            32, Station Road, Broughton Astley. LE9 6PT</p>			
	<p>13th March 2025  <u>Coffee Cake or Brunch Run</u> our 2nd run out for a chat over coffee. Tulip route guild and drive any car you wish. Leaving White Horse Broughton Astley at 11am</p>			<p>Event No 7</p>
	<p>Sunday 23rd March 2025. A Tulip Route Guide run through some lovely countryside keeping your eyes peeled for the <u>March Hare</u> arriving at our end venue for a fabulous Sunday Lunch.            A deposit will be required to book your place for lunch.</p>	<p>Deposit Required</p>		<p>Event No 8</p>

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Vintage Stony. New date Sunday 2nd March 2025.

Displaying your vehicle really couldn't be easier. All you need do is turn up on the day.

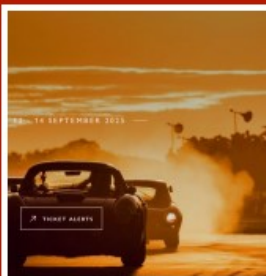
All Motorcycles and Pre-war vehicles should head for the Market Square and all Post-War vehicles' please make their way to Cofferridge Close or the High Street. Our team of volunteer marshals will be on hand to help point you in the right direction. For more information please visit. [Vintage Stony web site.](#)



March 21st-23rd 2025

Witness live restorations by 150+ car clubs, providing invaluable tips and visual learning experiences. Our restoration workshop features live demonstrations and personalised advice from experts. With 250+ exhibitors, discover everything you need for classic car restoration.

For more information please visit [NEC Restoration Show Website](#)



Good wood Revival. 12th-14th September 2025. The only historic motor race meeting to be staged entirely in a period theme, Goodwood Revival is an immersive celebration of iconic cars and fashion. Revive & Thrive is the modern community that drives Revival forward, inspiring us all with creative ways to rethink, repair and re-wear. For more information, please visit <https://www.goodwood.com/motorsport/goodwood-revival/>



Sunday 1st June 2025. Classic Stony. NThe Stony Stratford Classic Car Festival – now known as 'Classic Stony', has grown in stature over the years and now attracts an incredibly varied display of vehicles from concourse to 'well used'. For more information, please visit. [Classicstony.co.uk](#)


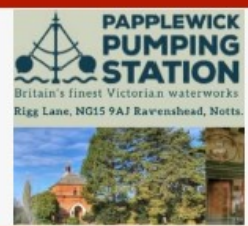




Stratford Autojumble. Interesting cars, bikes, commercials, kits and customs are welcome at the event and can park in the display area on the showground. (Vehicles must be 15 years or older to be displayed in the Classic Car Park.) Members of the public who arrive in a classic vehicle will be able to gain entry to the show at a discounted rate. Classic vehicle entry tickets are only available on the day and cannot be purchased in advanced. May 11 & September 07, 2025. More information visit [stratfordautojumble.co.uk](#)



A47 Auto Jumble. 100's auto stalls at anyone time, with items for sale such as parts, tools, collectibles and vehicle refurb's including our very popular wanted and for sale boards. Dates. Monday 21st April. Monday 5th May, Monday 26th May & Monday 25th August.

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	<p>Sunday 29 June 2025 from 09:00-16:00</p> <p><b>BIG DAY OUT</b> all day with Coleshill auto breakfast @Triumph factory visitor centre</p> <p>Public • Event by Gary Posby Byrne and Coleshill Auto Breakfast Meet</p>
	<p>Papplewick pumping station. We have got some fabulous events planned... looking forward to seeing you this year! Visit our website for more details: May 4th &amp; 5th Vintage &amp; Classic Vehicles.</p>
	<p>Monthly Car and Motorbike Meet of all types of Cars and Motorbikes if it's your pride and joy then bring it along. We do also have public parking available. Price is £2 per Vehicle and £1 per Motorbike. On entrance you will get your hand stamped, this will give you half price entrance to the Donkey Sanctuary. There is a cafe selling breakfasts and lots more, the cafe also sells drinks and will be selling alcohol for those that would like one as well.</p>
	<p>Celebrate your love for classic cars at the ultimate season finale! Whether you're a collector, enthusiast, or simply appreciate timeless design, discover an incredible array of marques and models, each with its own story. Join us for an unforgettable celebration of all things classic. 7th-9th November 2025</p>

# Re-occurring Car Events



Welcome to the South Leicester Cars and Coffee page. On the second Sunday of each month, we'll meet at the new Jenno's Coffee House at Carlton Park, Narborough Leicester LE19 OAL from 9.30am for as long as anyone wants to stay! Any type of car from any era is welcome!



A meeting of Classic, Vintage and Sports Vehicles gathering at the Market Harborough Innovation Ctr, third Sunday of every month.



Moira Furnace Museum invite you to Cars at the Furnace Lots of variety, a nice relaxed atmosphere and a lovely setting, next to the canal. Vehicles arriving from 6pm. No booking required, just turn up. First come, first served. Starts Tuesday 8 April 2025.



Shardlow Marina, London Road, Shardlow, United Kingdom



The Hook Norton Classics car meet takes place on the second Sunday of the month from **January to October** at Hook Norton Brewery in Banbury, Oxfordshire. The meet is open to all classic cars, bikes, and scooters



Stonehurst Classic Cars Shows are **BACK** for 2025! Join us for classic & vintage cars from all eras, bar & hog roast, music and a great atmosphere, all whilst raising money for a good cause! No booking required - entry is a donation on the gate to Rainbows Hospice. Spring Afternoon Car Show from 1pm. Summer Car Nights - Last Monday of the month, from 5pm.

- 26th May, 30th June, 28th July, 25th August
- Sunday 28th September - Autumn Afternoon Car Show

# 2025 Events Calendar

**Important Notice** about events in 2025, Starting in January all events will be numbered, If you would like to attend an event then add your name to the list under the poster for that event as normal.

Please look out for the instructions on the event page regarding payment, If the payment instructions say pay in full or deposit required please pay the Treasurer (Stuart) on the same day or by bank transfer to:

Bank Account Name. South Leicester MG Club  
 Sort-Code. 30-98-97  
 Account Number. 87393860  
 Reference. Please add your Name, and very importantly the event number. Example. Derek & Val 2

## **Bank transfer preferred on all events**

<p>Saturday 25th January 2025. Winter Social event. Come and enjoy the joy's of Indoor Bowling at the <a href="#">Barwell Bowling Club</a> for a 2 hour session under the guidance of a few friendly volunteers from the bowling club to show you how it's done. Closing date 3rd December 2024.</p>	<p>Full Payment required £15pp</p>	<p>Event No <b>2</b></p>
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Event details & Closing date.

Payment Instructions

Event Number

**Sunday  
8th June**

# RATAE ROAD RUN

**Open to all Classic Cars  
And modern Classics**

**2025**



**End venue Lamport Hall & Gardens**

**Only  
£35 per car  
includes  
passenger. extra  
passenger  
chargeable  
@£10**

**Start White Horse Pub,  
Broughton Astley.  
Leicestershire LE9 6PT**

**Entry includes free admission to the gardens**

Early bird Hall entry £10pp. On the day £12pp.

Free breakfast roll  
(bacon or sausage),  
tea/coffee on arrival  
Also  
Tulip Route guide &  
Rally Plaque.

Supporting local  
charities

**Including  
half way  
coffee stop**



An established and well-organised run  
See web site for full details. [www.slmg.club](http://www.slmg.club)  
Organised by the South Leicester, MG Club.



# 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 Group**

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

### Club Logo



### Flags and Banners

### Ratae Logo

*Awaiting conformation*



# CLUB INFORMATION



## Chairman

Graham Dorman

07713249726

chairman.slmgc@gmail.com



## Joint Secretaries

Sue and Allen

secretary.slmgc@gmail.com



## Treasurer

Stuart Armston

01455 271064.

treasurer.slmgc@gmail.com



Peter Martin

Web Editor

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## Membership Secretary

Colin Kingsbeer

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Events Co-ordinator

Derek Everitt

07831390270

events.slmgc@gmail.com



Kieron Hall

Committee Member.

ratae.slmgc@gmail.com

**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 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.