



Newsletter October 2019

Recent Postings on the Website:

MG in The Algarve

El Midget

As you may know, Jackie and I were recently in Spain, touring the central region around Madrid, a lovely area in superb weather. We stayed a couple of nights in Salamanca, a beautiful old town, and on one of our walks around the town, we discovered a Motor Museum, so we naturally went inside. It turned out to be a most interesting collection of cars, predominantly Spanish-built, as you would expect, but there was also a lot of French cars, especially an exhibition to mark Citroen's centenary. There were also several Hispano-Suiza concept cars, of which I had previously known nothing, that caught my eye – one of which, the



Hispano-Suiza HS21 - A Veyron by any other name



Jackie and El Midget

HS21 from the year 2000, seemed to me to have been a styling exercise eventually resulting in the Bugatti Veyron (when Bugatti went into liquidation in 1963, the company was bought out by Hispano-Suiza). Interesting to reflect that the Veyron might have actually been manufactured as a Hispano-Suiza....

We then turned a corner and saw – a lovely bright red MG Midget!! Apart from a Rolls-Royce (every motor museum has one!) and a couple of Jaguars, it was a lonely but welcome representative of a now defunct English motor industry, and a treat to see. If you are in Salamanca, I recommend that you pop in and see this fascinating museum.

Brake Fix

I include this note about a modification I made recently to my MGA because a similar fix is almost certainly applicable to the MGB as well.

The issue was lazy brake lights on the A - it required a hefty shove of the right foot to operate the brake lights, although the braking affect was as normal. The reason for this was readily apparent – the switch is an hydraulic one, operated by the pressure in the brake lines, and the valve in the switch was requiring more and more pressure to activate and turn on the lights. An obvious solution would have been to source and fit a replacement switch. But the switch is an integral part of the braking system, and it is attached to the chassis in a particularly inaccessible position. And besides, following replacement, I would have had to bleed the brakes, a messy and time consuming task that I was reluctant to do, and the replacement parts (probably made in China) are of notoriously iffy quality these days.

Having mused on the problem for a while, I decided that the best solution would be to fit a switch operated by the movement of the pedal, as is found in modern cars. A search on eBay turned up a suitable 12 volt microswitch for £1.85. I made up a bracket (after first making a template from stiff card) which is held in place by the nut on the end of the pedal stop shaft, and which locates the microswitch on the driver's edge of the pedal in such a way that in the resting position the micro switch is off, and slight movement of the pedal switches it on.



Microswitch in place and connected up

All that was then needed was to run a two-core cable through a suitable grommet in the



bulkhead and fit two lucars to connect up the microswitch at the pedal. As I intended to connect the new circuit in parallel to the existing one, I fitted two piggy-back lucars to the new cable at the engine bay end, and attached these to the existing terminals and leads on the hydraulic switch.

A cheap and very effective fix, requiring an afternoon's work.

Upcoming Events (more on our website: www.aylesburymgclub.org.uk)

Just a few more events before the end of the season.

September 27th - 29th - Club Weekend Away in The Cotswolds

This now imminent! Booking closed now for one of our major events in the year Dave Barton has circulated the itinerary to attendees, and has collected the moneys owing from members (apart from Friday evening's meal and drinks at the hotel) in the Club bank account, and menu choices have been submitted for the evening meals.

Meet at the cafe in Bicester Tesco at around 10.30 if you want a sociable breakfast before we set off. I have prepared a suggested overland route which Jackie and I plan to take and which avoids major roads as far as possible. If you are happy to take this route we can travel to Stow in convoy. I include below a copy of a map indicating the suggested route for those that either want to travel separately by this route or who have become detached from the rest of the convoy on the day. Print this off and bring it with you on Friday.

...And pray for better weather than last year!

October 8th – Club Night

Normal Club Night at The Lion from 20.00 – menu attached if you want to eat there beforehand.

November 4th – Club Night

Again, normal Club Night.

December 2nd – Annual Quiz Night

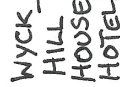
With Mine Hosts David and Julie Lloyd. Includes buffet and raffle, so looks to be a great fun evening..... Bring a raffle prize if you can.

And Lastly:

... Don't forget to use our Amazon portal for all those on-line Christmas purchases ...

Adrian Bennett

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Suggested Picturesque route From Bicester to Wyck Hill House Hotel, Stow on the Wold, GL54 1HY