



WESSEX MG CAR CLUB

THE OLD BEAR INN STAVERTON



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DIARY

Club Night Start time
8:00pm unless otherwise
stated.

NEXT CLUB NIGHT:

21st MARCH

Club Website

<http://www.wessexmgclub.org.uk>

CHAIRMAN'S CHAT

Hello All,

For the second month running I have the pleasure of welcoming two prospective new members. Jim Rees and Mark Bouch I hope they will enjoy the club and our activities.

The beginning of the month Ron and Anne offered to take Jane and me to Reading to pick up our TF. (A little different from the B) We arrived on time and sorted the paperwork out and stopped for an evening meal on the way home.

We used the car for a few days before we realised that we were driving around illegally. Because we have changed the registration we have to wait for DVLA to sort out. The old plates had to be put back on.

Now the B has been serviced and MOT`d successfully she has been

garaged until May for our trip to France.

Hopefully all who wish to take part in the skittles evening on the 19th, have let Vic know so that the numbers for the buffet have been passed on to the landlord.

The committee meets again on 7th April so if anyone would like to bring any topics up please let one of us know, so that it can be discussed.

This month`s meeting on the 21st will be a "beetle drive" A week early this month because our club night would otherwise fall on Easter Monday. Once again I look forward to seeing you all there supporting your club.

Graham





Winter Walk - in the Footsteps of King Alfred

John Bishop

Tuesday 16th February was one of those crisp bright winter days. A hard frost had frozen the muddy paths making it a perfect day for an outing: sixteen intrepid walkers and two dogs assembled at the George at Longbridge Deverill to learn more about an important, but seemingly overlooked, date in our country's history. Following an engaging introduction from Roger, we drove on to the church at Kinston Deverill where we put on our hiking boots and woolly hats.

We followed the path up King's Court Hill, stopping

at an ancient tumulus to



admire the views and to take the obligatory group



photo. On the other side of a row of trees was The

Park where the Bath Wilts and North Dorset Gliding Club fly from - for many years I took groups of school children gliding there as part of their Activities Week. We were standing by a row of trees which mark the western boundary of the airfield and which you overfly as the last part of your circuit of the airfield. It's always fun on final approach in a glider but it's not a great idea to get too low.... After another half a mile or so Roger decided that we all needed some refreshment and magically pulled out a thermos flask with enough



mulled wine in it for a nip for everybody - delightful touch which we all appreciated.

Having suitably fortified us, Roger explained that we were standing on the spot where King Alfred assembled his troops before encountering the Danes and giving them a good whipping. It was the original site of Egbert's stone. Various stones seem to be involved and are believed to be the remains of a chambered mound, with the back and cap stones assumed to have been nabbed by a farmer. And on that theme, a Wiltshire Archaeological Magazine of 1877 states "certain large stones were examined: they are called 'Egbert's Stones' or

'King's Stones' and are spoken of by the Saxon Chroniclers; they were



brought by a farmer from King's Court Hill, where King Egbert is traditionally said to have held court..."



We then descended the hill, taking in the excellent views of the downs and

surrounding valleys. towards the pretty village of Kingston Deverill. Roger further explained that several associated stones had been brought down to the village before the days of conservation - some had been broken up by local farmers or used as stepping stones in the river but one remains. We found it standing forlornly in a farmyard where it seems clearly unloved and largely unknown, but has one admirer in the form of a goose which guards it fiercely and enjoyed honking loudly at us.





MOLLIE'S MAKEOVER PART 5 Ken Binstead

After a rather depressing end to January, February has progressed at a better rate, although I am sure Paul keeps bringing the date forward for submission and the months are getting shorter. The frustrations of the offside wing were forgotten as I decided that I wasn't making any progress so I decided to stop that and start the near side. This proved to be a good move as although advancement was slow, there was at least some progress to talk about. After building up the inner wing and applying protective treatments, the day arrived when I

could finally fit an outer rear wing. They are rather fiddly and require patience and numerous fittings to get right but I got there in the end.



Welding it is also rather tricky. The previous wing had been held on with pop rivets (you never know what you will find until you

look) but the new one was welded along the trim joint and spot welded elsewhere. The metal is quite thin though so extra cooling was required to avoid too much heat getting into the panel and causing it to buckle, an old towel soaked in water did a reasonable job. You can only use small bursts of weld as well otherwise you risk blowing lots of holes in the metal. Anyway despite a few kick backs along the way I finally got both wings attached to Mollie whether she liked it or not. It was interesting in that the side where I had trouble with fitting the sill, the wing went on



easier than the one where I had less hassle!

One area of progress has been with the quarter-lights and their frames. You may recall that the frames had cracked at the corners so they were sent away to Calne engineering who did some lovely stainless TIG welding to bring them back up to standard. The other problem was that the quarter-light fixings had been eaten away by the rust moth so they had to be dismantled and new parts fitted. Getting the glass out was the first issue but a bowl of boiling water managed to expand everything so that the glass came out of its frame and seal intact. I am now awaiting a delivery from MGOc containing numerous spares including parts for the quarter-lights, so hopefully more progress next month.

Rear valance fitting was an entertaining task as it is a Sebring panel and therefore fibre glass. It is attached by bolts that fitted through into the boot but they have to be

fibre glassed onto the valance itself. After trial fitting once or twice I have managed to get the panel up tight against the rest of the body but some filling will be required.

Almost all the welding has now been complete and there is just a few areas that require minor repairs. The picture shows all the



bits that have been cut, removed, rusted off of Mollie so from now on it should be adding to her and not taking away. All the rustproofing underneath has also been finished. Mollie did enjoy several days out in the sun this month but only to have her rear flanks rubbed down in preparation for paint. It was easier to control the dust coming out of my orbital sander this way otherwise my garage would take forever to clean up

prior to spraying. Thankfully when she did come down off jacks there were no ominous cracking or groaning noises where welds had broken. Maybe she is keeping those for the road when I can't hear them. A last gasp attempt has also started to make her look almost like a car again as I have managed to get both front wings and the front valance into final position and bolted on. Progress.

One thing that I did notice though was that the nuts that hold the door hinges to the A post were both missing on the drivers side. Nice to know the door can be held by the small hinge screws alone!

So we are definitely moving forward but disappointingly we won't be making the Gaydon trip as she still has an awful long way to go. Fingers crossed for France!



THE MARCH MYSTERY CAR.

**THANKS AGAIN TO
STEVE TODD**



Answer to Steve Todd's February Mystery Car

Malcolm T correctly identified Steve's mystery car:

"Steve's mystery car is a Cord 810 or 812 of 1936/7 vintage. It was America's first front wheel drive car with the gearbox ahead of the front axle, ah la Citroen Traction Avant. The hidden headlights were modified aircraft landing lights and were hand cranked. The display area looks suspiciously like Haynes Motor Museum.

The Cord 810 was a sensation at the 1936 New York Show, with its front wheel drive and pre-select gear change with an electrically operated gearbox.

The 4730cc, V8 Lycoming engine made it the first American production saloon to achieve a genuine 100mph.

Its styling, which included retractable headlamps, proved too innovative for the more conservative buying public and this, coupled with early teething problems, killed off the car after only 2,320 had been made.



1935 Cord Beverly



FURTHER TO THE MYSTERY CAR.

PAUL WARN



Coincidentally, I have been sorting through our old photographs to digitize them and in theory throw the originals away - the reality of course is completely different...

During my sorting, I came across pics that we took whilst holidaying in the USA in the mid-eighties.

What does this have to do with the mystery car? Well, in the small town of Auburn Indiana, is a world-class museum dedicated to arguably the definitive American classics - Auburn, Cord and Duesenberg.

A quick piece of over simplified America automobile history and I'll let you get on!

A likely lad named Errett Lobban Cord, left school aged 15 to get involved in the boom times of the American motor trade. By his twenties, he had earned a certain notoriety as a smooth operator. At this time, the Auburn Automobile Company based in Auburn Indiana, was going through a bad time and employed ELC to shift their unwanted stock of cars. He blinged the cars up and with the help of an effective advertising campaign, moved all the stock and at the same time earned himself huge bonuses with which he bought the company.

Now in 1926 the Duesenberg company was also going through a bad time. It made high performance, quality cars but was lacking business acumen and was losing money. So our man Cord bought that as well.

If that wasn't enough, he completed the triad by establishing his own company - Cord, the model numbers were prefixed with the letter L for Lobban of course. The Auburn and Cord cars were built in Auburn and around locations in Indiana which had a well-established car industry.

The depression loomed and unsurprisingly hit the car industry hard. So ELC used his creative and visionary talents in his dealings in the stock market which led to serious legal problems. The result was the eventual closure of all Cord's car-making concerns in 1937 and the passing of Auburn, Cord and Duesenberg into classic car legend.

These days, the Auburn, Cord Duesenberg Museum occupies the original Auburn office buildings - restored to its original Art Deco style. The building is recognised on the roll of America's National Historic Landmarks.



Saturday 4th June - Vintage Nostalgia Show - Warminster

Hi All.

I have provisionally booked 8 places for the Vintage Nostalgia Show on Sat 4th June, Classic car + 1 person £5, Classic car + 2 persons £10, can book more if wanted, tickets can be booked on line, this is a Show worth going to, all who went last year really enjoyed it. If we don't get 8 or more classic cars it will be pot luck as to where you can park.

Will keep you informed nearer the date.

Thank You

Tony



Sunday 1st May - Abingdon Air and Country Show



This is a Country Show combined with an Air Show with many things to see, including a large classic car section.

I will book a Wessex Club stand and organize a Club-run to the show which starts at 10:00am to around 5:00pm. By taking a pre-booked classic car we get admission for driver and 1 passenger of £5 per car. The normal entrance price is £12 per person. I have included below, details taken from the show website.

To take advantage of the pre-booked deal, I need names before 4th April of members who wish to attend.

Regards

Martyn 

RAF Abingdon traditionally held big annual Airshows until 1990. The Army took over in 1992. Neil Porter the main organizer (a Landscape Gardener) had an idea in 2000 & so the show was born. The committee comprise four working & two retired staff. Our volunteer run event is now one of the largest regional charity events on the calendar . We thank you all for supporting us. We have been voted as one of the top events to attend in & around Abingdon

Secretary's Scribbles

I seem to remember promising to do a bit more MG this month - well that is a fail!

I have tiled my hall though! I have also completely gutted our big living space in the house so that some parts of the walls could be damp proof re-injected. We are currently living in the Kitchen and trying to cope with two wild children and dust. We need some plastering, redecoration and new carpets before we can return to normal.

I have also just got back from the my annual Battlefields trip with the year 10 students - things are 'hotting up' on the Somme for the big commemorations this coming summer. Some of the sites are being sanitised with wider paths and unnecessary whizzy

visitor centres which I think is a shame. If you were planning a trip out for the first of July I am afraid that you have missed the boat as you had to enter a ballot to get tickets. There is going to be a massive exclusion zone with park and ride links into the area. Belgium was slightly quieter as a result of the links to the Paris attacks and not being so famously linked to 1916.

I hope that everyone else has managed to get their MGs out this month - especially since the sun has shown occasionally. See you all soon

Tom



PICTURE GALLERY



A Winter's Walk



SKITTLES EVENING

I would like to welcome all members to an evening of entertainment - Skittles! The alley is reserved at the Cross Keys Rowde for Saturday 19th March with the first ball thrown between 7:30 and 7:45 pm.

Supper will be included. The cost will be around £6 per head - depending on numbers - in any event a bargain!

I need to know ASAP if you would like to join in so I can finalise arrangements with the pub.

Please phone/email [01225 704685](tel:01225704685)/vic@devizes-domestic.co.uk

Vic



2016 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
19-Mar	Skittles Evening	Yes	Cross Keys Rowde	Vic Wright
21-Mar	Club Night - Beetle Drive	Yes	The Old Bear Inn	Jane Bennett
25 -28 March	Easter Bank Holiday			
7-Apr	Committee Meeting	No	The Old Bear Inn	Paul Warn
17-Apr	Club run to Gaydon - The British Motor Museum	Yes		Martyn Lucas
25-Apr	Club night - Prod and Poke	Yes	The Old Bear Inn	
1-May	Club Run to Abingdon Country Show	Yes		Martyn Lucas
16 - 19 May	Club Spring Tour Normandy	Yes		Roger Binney
23-May	Club Night (Mystery Run)	Yes	A Mystery	Ken Scott
4-Jun	Vintage Nostalgia Warminster	No		Tony Neale
18-Jun	Club Run to Beaulieu	Yes	Beaulieu	Terry and Sue Warder
27 Jun	Club Night - Battle of the Somme talk by Tom	Yes	The Old Bear Inn	Tom Strickland

2016 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
TBA	Summer Picnic	Yes	TBA	Paul Warn
25-Jul	Club Night - BBQ	Yes	The Old Bear Inn	Paul Warn
22-Aug	Club Night - Boules/ Games	Yes	TBA	Vic Wright
28-Aug	Action Day	Yes	Tom's Field	Tom Strickland
11-Sep	Club Run to Toddington Steam Railway	Yes		Martyn Lucas
16/19 Sep	MGB CC Register weekend	No	TBA	Ken Scott
26-Sep	Club Night - Talk on Wiltshire Transport - Invited speaker	Yes	The Old Bear Inn	Graham Bennett
24-Oct	Club Night - The Racing Life and Times of Sir Stirling Moss. Talk by Paul Warn	Yes	The Old Bear Inn	Paul Warn
TBA	Pre AGM Committee Meeting	No	The Old Bear Inn	Paul Warn
28-Nov	Club AGM	Yes	The Old Bear Inn	Formal notification will be included in the Sept & Oct newsletter.
10-Dec	Christmas Party	Yes	TBA	TBA

NB The last column includes the committee member responsible for the event. If you need to contact them, you will find their details on page 10. Just click-on their email address or give them a call.

ED