

Chairman's Chat

My first duty this month is to give notice of the Club AGM on the 23rd November, and elsewhere in this Newsletter I have published a provisional agenda which will give new Members an idea of the format for the evening which changes little from year to year. This is the opportunity to propose a motion for consideration by the Members and to vote in a new Committee. Anyone who wishes to put themselves forward to join the Committee or to nominate someone else can do so by notifying me on or before the AGM. Please seek the prior agreement of anyone you nominate. I have reproduced a nomination form elsewhere in this Newsletter for you to use if you so wish.

So far as my own position is concerned however, I am happy to stand again as Chairman for 2010, but this should certainly not dissuade other nominations from being made as in fact it would be healthy for the Club if there was competition for all the officers' posts on the Committee. At this stage I am unaware of other existing Committee Members thoughts about standing again but this can be clarified on the night.

I am also conscious that a

WESSEX
MG CLUB
AT THE BELL ON THE COMMON
BROUGHTON GIFFORD



substantial number of Members may not have seen a copy of the Club Rules which were originally drafted some years ago. It is a six page document so not convenient to include in the Newsletter, but I will bring a few copies along to the next meeting for those who are interested.

On the lighter side of the evening there will be the presentation of awards and the photo competition. Please bring along an MG Club orientated photograph for display on the evening and for a ballot of the best picture.

A quick update on my MGA. Thanks to the much appreciated help of Vic and Paul Warn, the new gearbox and reconditioned engine have been successfully installed leaving the auxiliary bits and pieces to attach. Fingers crossed not too long before I can press the starter button and it will burst into life!!

Gordon

For your diary in the coming month

October

26th – Club night, start 8.00pm.

30th - Halloween Line Dance, Edington Village Hall

November

7 & 8th - Footman James Autumn Restoration Show.

13, 14 & 15th - Classic Motor Show.

23rd – Club AGM, start 8.00pm

My MG – MGA Mk2 CBF 986

I have long had an affection for MGs having learned to drive in my dad's favourite ever car, a red MG 1100. MG had always stood for something to me from an early age, speed, sporty performance and those blond mini-skirted girls in their 60's ads...But I never owned one and have to say had no yearning for one when I set off on my Honda VTR 1000cc twin pot for a ride down to Devon.



It was a cold day when I called in at Thornfalcon Garage for petrol and a group of classics in their showroom lured me in with the promise of warmth. Two cars really stood out, a Morgan three wheeler and a green MGA all polished and shiny, and new into the showroom, a labour of restoration love by a guy in Bridgewater. I sat in it and was hooked. I had no plan to buy another car but, it was soooooo nice. I needed a plan!

The plan was to collect my camera, call in again a week later, take photos, explain to Lynne that I had just seen a lovely car and why didn't we go for a ride down there to show her and have lunch! But on arrival with my camera the car was missing and some swine had come down from Birmingham with his wife to look at it and was out on a test drive! The car returned and with husband stroking the bonnet and drooling, his wife suggested they go for lunch and talk about it as did they really need another car!

The couple departed I sought a quick test drive before it disappeared off to Birmingham. 5 miles later I stopped the car, in love. "So are they buying it?" I asked. "Looks like it, they're are coming back after their lunch" "So if I wrote you a cheque now for the full asking price would you sell it to me?" "Err I suppose I would" "OK who do I make it payable to?"



Back to the garage and a gleaming faced husband!!!!... But I couldn't stop to chat with them I 'er had an urgent appointment to get to and got out of there fast. Then the reality kicked in... my plan foiled... I had to explain to Lynne that we had just bought another car and her car now had to live outside rather than in a warm garage. Two days later she spoke to me again. Something like why do we need another car?



I collected the car a week later and on its first journey the brake slave cylinder failed and I was travelling along towards a junction with just a hand brake and a brake pedal to the floor! Not a good omen. But in truth the "A" was one of the best things I have ever bought and Lynne loves it too as does my son, for it now disappears every time he comes home along with a young lady at his side... Finding the Wessex MG Club was also a great bonus and we have had so much fun over the years with a crowd of really nice people.

The "A" was a labour of love by the guy that restored it. And what a great job he did. No expense spared and meticulous in detail. His objective was to produce a showroom standard car and apart from the brakes I think he achieved it. The car came with all the restoration receipts and correspondence and when I added up the bills he had spent £12,000 on it! The car had been £600 to buy new in 1961.



When she is running well (usually after Vic has played with it) she is a delight to drive and generates smiles and comments from passersby. Stop at a pub and the boys and girls drop by reminiscing about their own experience with "A"s or asking questions. Even more smiles when Sadie the flatcoat sits in the passenger seat riding shotgun nose well down behind the windscreen.

"A"s have had many roles from girl-puller to police car to racing car to daddy's best girl's 21st birthday present. For Lynne and I it is just fun all the way except in the rain when the hood just doesn't stop very much at all. But this is just a minor problem for a car that you only need to use in the dry.

So for sure one of the best things WE have ever bought and I think my kids would be happy for us to sell the houses and clear the bank accounts so long as the MG gets left in our Will...

Thanks everyone for being such an important part of our MG experience and I think my dad would have been very envious if he had ever seen the green "A"

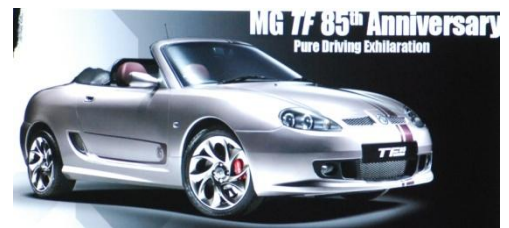
Roger and Lynne

A new option – MGTF 135 & 85th Anniversary Models

Continuing the theme I started last month of including later MG models into the newsletter, I received the following road test as part of some promotional blurb for the latest MGTF models - completely unbiased of course.....

"Known throughout the world, MG is regarded with warmth and affection - and even a degree of proprietarily concern from the British motorist, who is always keen to perpetuate tradition. But in today's twenty first century technological whirlwind, tradition has a hard time of it.

I was eager to find out what the new £15,664 [TF 85th anniversary](#) model was like on the road and particularly wanted to find good things to say about it. I'm naturally warmly inclined towards the historic marque which, against the odds, has survived - unlike many others - a multitude of vicissitudes, been through many a dark tunnel with the threat of extinction looming, but has emerged, one hopes, still smiling, with the sun gleaming on its fresh paintwork.



I wanted this car to be good, and I suspect you, dear reader, want to be told that the very latest model is the best yet and able to cock a snook at the `wet behind the ears` interlopers in the traditional sportscar market. Current promotional publicity highlights the `fun` factor. How far is this evident? Is `fun` really back?

My mission was to point the car at every variety of road I could entertain during my short - and if I may say, sweet, without giving the game away - acquaintance. Driving down highways, byways, motorways and country lanes, straightways, twistyways, gradients up and gradients down, the sole purpose was to chase down that elusive elemental quality - joy!

I was familiar already, as we all are, with the pleasing yet understated appearance of the model. Without resorting to corny retro gimmicks, the smooth design harkens back to former times, while signaling quite decisively that it has all four rubber boots firmly in the twenty first century. Nothing strains for effect and it is all the more effective for it.

My particular model, resplendent in aubergine, was inviting to the eye from the tip of its neatly tailored hood (Our acquaintance was formed, unfortunately, during an unseasonal downpour) to the firm-footed treads of the purposeful tyres. The eye catches though, through the interstice in the sculptured alloy wheels, a glimpse of scarlet from the hefty disc calipers. The door opens smoothly and the nostrils are assailed by the warm odour of rich leather: this is a solid and reassuring first acquaintance like a firm handshake.

The cabin seems to me to be `spot on` in its all round appeal and I defy anyone to say they wouldn't feel at home here. The instrumentation, thankfully, is bereft of modern interplanetary nonsense, so you can absorb all you need to know at a glance. Slide in behind the wheel and its like putting on a comfortable, well made, good quality - shall I say - sports jacket.

For the timid, there's the reassurance of solidity and a host of safety factors: for the sporty-minded there's the immediate message that this is a `place of business`. This is not a `flash boombox` of a car, but its poised so perfectly on the cusp of fashion as to be welcome absolutely anywhere. And it is

to its credit that this smart compact machine is robust and willing enough to tackle anything, within reason, that comes its way.

Start her up and even at standstill the 1.8 mid-sized engine that drives the rear wheels sounds willing, without undue ostentation. As a driver, you find that pedals are well placed and the steering wheel is pleasant to grip. All that remains is to get on with the business of conducting the machine on its way.

Select the first of the five gears - a satisfying experience in that the chunky lever executes its manoeuvres without fuss: allow the light and positive clutch to take up the drive and - guess what: a smirk begins to form on the lips.

Let me say that in my view, fun depends on a number of important boxes being ticked very decisively. No fun is to be had, for instance, where excess performance is achieved at the expense of comfort and reliability. (extensive British re-engineering and re-design has more than laid to rest yesteryears gremlins, so reliability should be top notch.). Equally, anodyne respectability will raise no chuckles.

So - the perfect fun car is one you know is not going to let you down; is not going to be grotesque in appearance; is not going to be as spartan as a night on a bare mountainside and is not going to require the resources of an MP's expense account at the filling pump. (You'll get around 36 mpg.) In short it needs to be like an old friend who you can trust, but one with a twinkle in the eye who has a delight or two 'up their sleeve' so to speak.

And my goodness, does the new MG tick all the right boxes. One struggles to find even the most minor fault - and believe me - I am fastidious. When the driving is dull, as on the motorway, the creature comforts keep one quite content: it's pleasant sitting in comfy seats to feel the road unwind below a chassis that is doing its job unfussily and so successfully.

On narrow twisty lanes, response to input is immediate and gratifying: there's no drama. The car goes where you want it to; is nimble on its Goodyear tyres and feels 'the complete package'. Handling is so beautifully poised that traction control would be rendered superfluous. This model, with its slightly lower suspension and Bilstein dampers, is on rails. No longer might you be caught out by exciting 'lift off' oversteer. You can exploit the handling to the full with no unexpected surprises and there's benign behaviour at and beyond the limit of grip.

When driving through heavy rain with standing water on the road the car felt solid and safe - and yet even in those conditions - rewarding to drive. Transform the weather, throw down the sun's golden rays, peel back the top, glue down the toupee and it's another thing entirely: as close as you'll get to bliss as finding an extra toffee in the corner of the packet.

Other road users regard you with respect, as someone sensible enough to bet on a sure thing, and on one excursion down a narrow lane, I pulled in close to the hedge to let the oncoming Land Rover pass by. The buxom farmer's wife might have been admiring the car, but I indulged myself in the thought that I was the focus of her interest.

As I pressed on - the years having fallen away - I realised that this is what FUN is all about. Perhaps some might say slightly suspect in politically correct terms, but undeniably bracing. I felt like saying 'moo' to a goose!

MG TF motoring can start at the very attractive price of around £13,500 should you choose the 'entry level' [135 model](#) (Just £11,500 if you trade in, under the 'scrapage scheme) - but forget about 'entry level'. This model is an exceptional value package that is the key to the doorway to freedom.



Just as Cecil Kimber gave cars a more sporting character all those years ago, the tradition lives on. The MG motto 'Safety Fast' is as true today as it was then: MG still 'Makes it Go!'

Syd Taylor, Automotive Journalist, Midlands Group of Motoring Writers

The Goodwood Revival

This country is blessed with some of the best Historic and Vintage car events in the world. Three worth a mention are the Silverstone Classic (which I mentioned last month) the Goodwood Revival and the Vintage Sports Car Club's Annual Hill Climb at Prescott.

This short piece is about our trip to this year's Revival and in particular two examples of MG that we found, one pre and one post war. I know a number of our club have been to both the Festival of Speed and the Revival and have had such a good time, as we have since the first Festival in 1993 and Revival in 1998. However, to be a little controversial, (Anne thinks I'm becoming a boring old fart) from my perspective, over the years the Revival has progressively placed too much emphasis on the period theme of the event which is reflected in the huge number of people attending the event in fancy dress...



Having got that off my chest, the Revival does attract a fabulous range of period racing cars that would have been raced during the circuit's life time - between 1948 and 1966. This year was no exception, with the paddock even larger than in previous years. Aircraft enthusiasts are also well catered for with the usual array of 2nd World War fighter aircraft from Germany, USA and the UK including Spitfires, Hurricanes and Mustangs; period commercial aircraft; and the appearance of the Vulcan bomber that some of us saw at Lynham during the summer.

These days there always seems to be an anniversary to celebrate or commemorate. This year many of



you, dear readers, will be aware that this year is the 50th anniversary of the Mini and 100th anniversary of the Morgan. What you may not be aware of is that it was 50 years ago this year that Mike Hawthorne - this country's first F1 World Champion - was killed in a car crash. Mike was a contemporary of Stirling Moss and Fangio and in fact beat Moss to the World Championship Title in 1958 - by one point. It was a time when motor racing was extremely dangerous and drivers raced on rather than in the car. There were no effective crash helmets, no seatbelts, in fact Mike raced in a shirt and bow tie - see picture. His death was marked at the Revival with a fabulous mock up of his garage in Farnham with a selection of the cars he raced in the forecourt, including his 1955 Le Mans winning D Type Jaguar - number 6 in the picture.



There is so much to report, but I will keep to the two MGs mentioned earlier.

MG K3 - JB 1472



This MG was one of three works cars entered by MG for the 1933 Mille Miglia and was driven in the race by Earl Howe. The other two cars entered were driven by Count 'Johnny' Lurani and Tim Birkin. They won the team prize. Lurani won the 1100cc class and Earl Howe was 2nd after eighteen hours of continuous driving. Tazio Nuvolari won the race in an Alfa Romeo.



This car was subsequently entered in the JCC International Trophy 250 mile race at Brooklands in 1933 again driven by Earl Howe. Three MG K3s came in the top places, this car came fourth. Later in the year the car was taken to Shelsley Walsh in Worcestershire, for a hill climb event driven by Lurani and George Easton the then current World Land Speed record holder. Earl Howe raced the car again in Italy but crashed the car, which was then returned to the Abingdon Works.



In 1934 the car was raced extensively in Europe by Bobby Kolrusche. The car continued to be raced through the mid part of the 1930s including Brooklands, Donnington Park and the Isle of Man. Around this time the body of the car was changed for the body of the K3 that won the Ulster Tourist Trophy in the hands of the great Tazio Nuvolari in 1933. The car fell into disrepair during the 2nd World War and was discovered and restored 15 years ago. It has subsequently been raced in all the major historic race meetings including Goodwood, Le Mans and Monaco.

MGB 6 DBL

In 1963 the MG works at Abingdon prepared two cars to take part in one of the classic sports car races of the time, the 12 hours of Sebring which was a round of the World Sports Car Championship. They were numbered 6 DBL and 7 DBL, the two cars were identical. These were the first MGBs to be entered in competition by Abingdon. 6 DBL (the car seen at Goodwood) was driven by Christabel Carlisle and Denise McCluggage and for the record 7 DBL was driven by Jim Parkinson and Jack Flaherty. After the cars returned from Sebring, MG Abingdon decided to enter 7 DBL in that year's 24 Hours of Le Mans, driven by Paddy Hopkirk and Alan Hutcheson. The car was subsequently written off. 6 DBL was used as the development car for Le Mans and as part of the development programme was entered and raced in the Belgian Spa 500kms.



6 DBL continued to be raced by Alan Hutcheson throughout 1963, including the GT race supporting the 1963 British GP and winning the Sussex Trophy at Goodwood (it was entered in the same race at this year's Revival Meeting). It went on to win the Autosport Sportscar Championship in 1963. The car continued to be raced throughout the 1960s and 1970s. In 1990 it underwent a complete restoration back to the Works specification as raced by the Works in 1963.

Since its restoration it has completed in many historic races, Sir Stirling Moss has raced the car on many occasions including the Coy's event at Silverstone in 1996 (now known as the Silverstone Classic) He also used the car on the Tour Auto in both 1999 and 2000. The current owner Dave Saunders, raced the car in the June 2001 Le Mans Classic, finishing 26th of 62 cars entered. The car is often seen at the Revival meeting, including the Fordwater Trophy in 2001 and the Gentlemen's Drivers series of races.

Ed

Guess What?

Whilst on holiday in Cornwall during the summer, Roy and Sue McDine came across this car. Its MG related. Does anyone know what it is? Send your answers for the November newsletter.



Caption Competition

"Look its down there in the small print, it says that my head massage is at your own risk, so don't blame me if your hair fell out!"



Many thanks to Roger Binney, for this month's caption.

Photo Gallery



The pictures are of the Duxford event. The main theme was to honour the women of the ATA who ferried replacement and damaged aircraft during the war two of whom were present and gave some account (very modest) of their amazing contribution during WW11.

In line with the theme there was a display by two lady pilots Anna Walker who flew the Hawker Hurricane and Carolyn Grace who owns and flew the Spitfire. **Ged**

Club News

WESSEX MG 2009 EVENTS LIST			
Date	Event	Venue	Details
26/10/2009	Club Night	The Bell	Games night....!
30/10/2009	Halloween Line Dance	Edington Village Hall	See Below
7 & 8 November	Footman James Autumn Restoration Show	Royal Bath & West Showground	For information but see below
13,14 & 15 November	Classic Motor Show	NEC Birmingham	For information
23/11/2010	Club Night	The Bell	AGM - See below
12/12/2009	Club Christmas Dinner	The Bell	Details TBA - Theme Gangsters & Molls

Halloween Line Dance

Lynne and I are hosting a Halloween Line Dance at our Village Hall on Friday 30th October for our village and MG friends
Colin is kindly doing the calling.

If you are able to come then please let us know so we can ensure there is enough worm and beetle stew available. If you are unable to come then there is no need to reply. It does appear that we will be a little crowded this year! Email is fine as we are out of the country for the first two weeks of October

Appropriate Halloween dress is compulsory, I believe we have a pumpkin coming! We will be putting on supper but any pudding contributions would I am sure be very welcome

Parking is either in the church yard or the car park adjacent to the village hall 100 yards up the hill from Edington church.

Roger

Footman James Autumn Restoration Show

I received an e-mail from the organisers of this show; the e-mail included the following description of the show...

A wealth of restorers and classic car clubs will run live displays, and offer advice to restorers or those contemplating a restoration project. The 150-stall auto jumble will also provide motorists with everything they need to restore and maintain a car. Visitors can buy or sell a classic car at the on-site auction, accessed by catalogue, which is managed by leading classic vehicle auctioneer, [Charterhouse](#) of Sherbourne. Amongst the vintage and classic cars, motorbikes and automobilia going under the hammer will be a 1960 Oldsmobile Dynamic Rocket 88 Pillarless Coupe and a 1958 Studebaker Silver Hawk Coupe.

Ed

Annual General Meeting (AGM)

The club's AGM will take place on Monday 23rd November. A provisional agenda for the AGM is included below together with a nomination form for posts within the club. I have had a look at the Club Rules and find that it is a sizable document running to 6 pages. Therefore I have decided to run off a few copies and make them available on Club night.

Gordon

Provisional Agenda for AGM on Monday 23rd November 2009

- 1. Apologies for absence.**
- 2. Approval of minutes of 2008 AGM.**
- 3. Chairman's address.**
- 4. Treasures report.**
- 5. Consideration of any motions received.**
- 6. Election of Committee for 2010.**
- 7. Presentation of Awards.**
- 8. Arrangements for 2010 AGM.**

Any other business.

2010 Nomination Form	
Chairman.....	
Vice Chairman.....	
Secretary.....	
Treasurer.....	
News Editor.....	
Ordinary member(s).....	
<i>Hand or send to Gordon; email gornew@yahoo.co.uk</i>	