

Chairman's Chat



The WESSEX MG CLUB
At the Bell on the Common Broughton Gifford

Hi to you all.

During the last month and into May things got hectic. Verity (My daughter) broke some bones in her feet and was laid up 10 days before the Spring Weekend trip to North Wales. With quite a lot of extra things to do, panic set in but all worked out ok.

The prod and poke last month produced a very good turnout of cars, and the good weather made it a great evening.

The Welsh trip was a challenge but everybody turned up on time! we set off 10 mins late but what the hell we were on holiday, no breakdowns, good roads and we got there in good time. See Roger's report - where he found the names from I've no idea - he must have been on a high.

BERTIE received a birthday present of a bright shiny bumper, much overdue. Exhaust was also rebuilt after many miles of excessive noise as a result of no baffles in the mid box. and I fitted new mountings.

BREAKING NEWS. GED is now an MG owner again.

Finally, many thanks to those that made a certain day great!

Vic Wright, Chairman

For your diary in the coming month

June

5th – Club trip to Cotswold Wildlife Park.

19th – Club outing Calne Show.

27th – Club Night, BBQ

July

3rd Club Summer Picnic.

For details see page 10

Llandiddlydoo to Betsy Co-Ed - and all points in between.

The secret birthday cake for Vic had been safely despatched to the hotel by Saga Express Deliveries, cars were polished and gleaming. Oil was topped up and we were ready to rumble... and over the melee that was the Burger King car park on Friday morning, June's voice was heard to shout - "Jeff, take me north to Carmarthen" ... and with that we were off on the start of The Red Dragon Run.

So eighteen brave souls, passports in hand, tops down and route details firmly gripped between their knees, ventured forth into Wales, first to the M4 and on to the Severn Estuary.

"We'll keep a steady speed on the motorway" said Vic taking the lead. So passing every moving car on the motorway we headed west. After 12.5 miles my speedo died from shock and never recovered for the rest of the journey. Not an excuse any speed cop would accept I suspect however.

So on to the Severn Bridge, only to see the toll signs go out one by one as we approached, only Vic's lane computer functioning until the last moment, when it too went down. Toll free we escaped England and roared on. Suddenly the roads became traffic free; potholes disappeared, and smooth curves aplenty and sunshine! MG's rule OK!



The first stop was for coffee and buns, the first of many and all cars in tact we moved off again towards our lunch spot, which just happened to be opposite an accountant's office called MGB Accountants. Just how long did it take Vic and Jeni to find the place? Lunch was absolutely excellent, providing the most delicious chips eaten in a long time, and outside an aerobatic display from some wild red kites to watch.

After another mid afternoon tea break we finally reached our destination, The Eisteddfod Hotel at Cyril by the Sea, in northwest Wales. Comfortable and welcoming this was to be our home for three nights and despite our best efforts, the owner still seemed relatively sane when we left, though the other guests had all gone out and bought earplugs.

Next day we were off to the Ffestiniog Steam Railway for a great trip up the mountains to some old slate mine where it rained. A really enjoyable trip however, even if some of the ladies let themselves down lusting after the conductor Brian, the one with the nice smile and big feet!

Returning safely we were pleased to hear that the ticket girl's predicted lightning strike that would almost certainly hit our Wessex MG banner left in the car park, had not materialised in our absence. So on to lunch, most of us going to Portmerrydown, scene of the famous Prisoner series.



Again excellent grub and a really enjoyable look round a really interesting place. Dinner and games back at the jolly old hotel but not before we had stood and watched dolphins at play just in front of the hotel!



Sunday looked as though the weather would be awful, but in the event was excellent and so we all went our separate ways exploring the countryside and the coast. Lynne and I found an amazing place, beautiful blue sea, seabirds and seals aplenty... oh and a good pub and hotel for lunch as well.

Sunday evening was rather raucous I'm afraid despite Jeff's best efforts to keep us under control during his quiz. The room fell apart with Jeni's charades version of Colditz, pointing to freezing female extremities.

The big mystery of the weekend was however Jeni's hypothesis that a duck's quack does not echo (goodness knows how that came up in conversation!). The theory was to be put to the test by the purchase of a quack-sound-maker and lowering June into the dungeon of Caponarvon Castle, but she ultimately chickened out.

Not to leave the issue unresolved, the experts at the Osprey Centre were asked for their opinion and sure enough Jeni was right. Still unconvinced, this remains a mystery to many and to be put to the test at some later date!



Monday proved rainier but didn't stop everyone exploring once again and taking in wild osprey watching, visiting a copper mine and tripping to a slate mine before setting off on the journey home. Unfortunately I had to depart early to make a meeting at Ross on Wye, and Lynne kindly was given a lift back to Wiltshire by the Ged and Kevin duo.



Once again a brilliant trip enjoyed by everyone (except the other hotel guests) and many, many thanks to Vic and Jeni for all their hard work in planning and making all the arrangements and once June had turned the map upside down, the instructions all seemed to make so much more sense!

Thank you everyone for good company and good fun.

Roger and Lynne

The Coventry National Transport Museum

On Sunday May 15th, nine cars and 18 members met at the Chippenham Esso station for a trip to The Coventry National Transport Museum. We set off in fine weather and stayed pretty much together until we stopped for coffee on the Warwick bypass.



Suitably refreshed we continued our journey to Coventry, where we were met by a member of the museum staff and directed to our own parking area. We had a guided tour of the museum which lasted for about an hour and was very enlightening. I'm sure that none of us knew the extent of Coventry's contribution to the transport industry, starting with the likes of the Penny

Farthing Bicycle up to the car that took the world supersonic land speed record. The photos show a Standard Swallow and the Thrust SSC holder of the Land Speed record driven by Wing Commander Andy Green.



After the tour we partook of some light refreshment in the museum café. Some of us wandered around the old and new cathedrals, very interesting too and others returned to the museum for another look around. Those that were left took a leisurely ride home.

Many thanks to Gordon and Sandra for a very pleasant and educational day.

Ged

The Early MG Society – and more

Last year Ron and I went to the Bristol Classic Car Show. I wrote a short account for the newsletter of our trip and the discovery of the Early MG Society who were displaying a few of their cars. This year



Keith Herkes – a former president of the society – phoned a couple of days before this year's show to say that he had read the story in our newsletter... and that they would be displaying more cars this year and would I be coming along. I had no plans to do so, but I so enjoyed seeing the cars last year that I changed our plans for the weekend and went down.

I met up with Keith on their stand and had a long chat during which he asked me if I would right a short account of their display and arrange to have it published in *Enjoying MG*. Putting a few words together for the newsletter is one thing but writing for someone else is quite another. Anyway I agreed to do it and sent it to the magazine. What follows is that story.

For those not familiar with the Early MG Society here is a brief history. It was formed in 1992 to support the owners of 14 and 18 horsepower MG cars built between 1925 and 1932. Apparently only 101 examples of 14/28, 14/40, 18/80 and 18/100 models survive today. The aims of the society are to foster friendship between current, past and future owners, to assist owners in keeping their cars working, to keep records of the history of these rare vehicles, and to promote their existence.

The society also provides help with obtaining parts and providing technical support in order to keep these cars on the road and to bring more back to working condition. It issues a magazine twice a year and has an archive of photos, manuals, drawings and sales literature. The Society organises events both within the UK and on the continent. Most of the cars on the stand are used regularly on UK and European tours. This year the display was bigger and not hidden away! I met up with Keith on the stand. He had motored down from Bedford in his cream 1931 18/80 Sports Six Mk 1 Speed Model. The 18/80



first appeared at the 1928 London Motor Show. Of the 500 Mk1's built, this is one of only 30 that remain worldwide; Keith found this example in Australia where it had been restored in the 1980s and is now kept in immaculate condition. He is currently restoring another 18/80 which he has brought back from the USA.

I have no specialist knowledge of MGs other than a passion for the marque, but I do have a particular interest in its racing history. So with apologies in advance for any errors, I would like to describe the

range of cars on display for those that missed the event.

One of the earliest cars on show was a very elegant Bullnose Super Sport Saloonette. The 'Super Sports' range was available in two and four seats and this example, the Saloonette was produced as a small two door saloon. This very rare MG is the only surviving model of probably just six that were made in 1925. It has been meticulously restored by Fred Body - as had other cars on display - and by retaining or repairing as much as possible of the 1925 construction, makes it the oldest surviving original bodied MG.



Cecil Kimber was very much at the mercy of whatever model Morris was in production at the time. In 1926 the Bullnose Morris was discontinued and replaced with the

Morris Oxford. It had a heavier chassis and a flat rather than rounded radiator of the Bullnose. This chassis/flat radiator configuration became known in the hands of MG as the 14/28 Flat-nose as opposed to the previous 14/28 Bullnose.



This new development was represented at the show in the form of a silver/burgundy 1927 14/28 MG Super Sports 4 Seater Tourer. The '14' was the last MG to be built around a Morris chassis and this particular model the last to carry the MG/Morris badge. Only 21 of these cars have survived out of something like 491 14/28 models built.

About 150 had the 4 seater open sports body fitted as seen in this example. The 14/28 evolved to become the 14/40. On display was an immaculate 1928 14/40 Mk 4 Sports 2 Seater, now sporting the octagon MG badge. It was around this time that Cecil Kimber gained permission from William Morris to build a separate factory. MG now had a facility with its own production line and in 1928 The MG Car Company was registered as a separate operation.



Now Kimber wanted to move his cars up market together with more performance. The 14 didn't cut the mustard with its side valve 1.8 litre engine; nor was it the ideal time, as Europe was entering an economic depression. But despite everything the newly formed MG Car Company had for the first time a stand at the 1928 London Motor Show and new cars to show.



The first car built as an MG rather than a modified Morris – the MG Six or 18/80 Mk1, was launched at the 1928 show complete with a new 2.5 litre six cylinder over head camshaft engine. It also had a

chassis designed in house, with a new 'face' in the form of a specially designed and imposing radiator, with the MG octagon sitting proudly on a crested nose piece – a design that would continue for some years to come. I have to say I get a little confused with the 18/80 production, the Mk 2 was introduced in late 1929 but the Mk 1 would continue in production alongside it.



The society had a number of 18/80s on display – amongst which was Keith's 1930 Mk1; a 1930 Mk2 saloon, one of only 3 Mk2 saloons surviving, this one originally registered to the Napier family; also a red Mk 2 two seater registered in 1930, which was tested by 'Motor' magazine in 1931.

But for me the most interesting car on display was a very impressive 1930 18/100 Mk 3 Tigress complete with its 2.5 litre dry sumped engine, duel ignition and external exhausts – the first competition MG.



Five examples of this car were built specifically for the 1930 Junior Car Club Double Twelve race at Brooklands. In the event only one was entered. The Double Twelve was the British equivalent of the Le Mans 24 hours, albeit organised over two twelve hour sessions on consecutive days. According to a report in the June 1930 edition of 'Motor Sport'

magazine: –

"The new MG in the hands of L.G.Callingham started off in a very promising manner. It showed a good turn of speed.....but had however to come out of the running owing to the butterfly valve of the carburetor coming loose and a screw getting into the works, causing considerable damage."

Although the Tigress retired from the race, it was in any event too heavy and as a result not fast enough to compete successfully. The 1930 Double Twelve would be the car's first and last official competition appearance. The car on display is only one of two complete examples of these cars still surviving. The specification for the 18/80 model was great value for money at around £400-£500; but you still had to be fairly well off to afford one. However potential customers were suffering as a result of the economic depression and considering a move to smaller and more economical cars.

Luckily sharing the stand with the first 18/80 at the 1928 Motor Show was the MG Midget. The Midget probably saved MG. It was so popular that production had to be moved again to bigger premises in Abingdon. To underpin the popularity of the new car, the Midget was entered into competition. In 1930, a team of MG Midgets was entered in the same Double Twelve event as the Tigress mentioned earlier. The Midget was more successful and came away with the team prize.



By a lucky coincidence, the MG Car Club had a group of Midgets on display at the Bristol Show. One of which took part in the 1931 Brooklands Double Twelve where a Midget not only won the race but MG also took the class and team prizes – but that's another story. With thanks to Keith Herkes I didn't miss this year's show. The owners of the stunning MGs on the Early MG Society stand were really friendly providing a mine of information on their cars, as was Hamish McNinch on the MG Car Club stand, the owner of the 1931 Midget.

What more could an MG enthusiast ask for? The story of those early MGs through to their first successes on the track - all under one roof. What a great day out!

ED

An MG in Rhodes



Whilst on our holiday in Rhodes, we were wondering around Rhodos and came across this MG TF

ED

For Sale

My sister-in-law wishes to sell her MGF 1800VVC.

Details:

MGF 1.8 VVC, year 2000 (W plate), metallic red (I think it's called "Nightfire"), one owner, 62000 miles, beige leather, full service history, always garaged.

The rest is completely as standard (alloy wheels, stereo etc.). There is a matching hard top but the rear window is broken (it sound like it suffered a stress break when stored in the garage) MGOC quote £159.95 for the glass.

She is looking for around £2000 but this is negotiable!

The car is located in Emsworth, near Portsmouth.

If anyone is interested, please contact me for more information.

Kind regards.

David Whiteley

01380 828806

Photo Gallery

The Welsh Trip



To remember the Royal Wedding



The WESSEX MG Club 2011 EVENTS LIST				
Date	Event	Club Event	Venue	More Information
24-Jan	Club Night - Quiz Night	Yes	The Bell	Paul Adams
12 - 13 Feb	Great Western Auction & Auto Jumble	No	Shepton Mallet Showground	http://www.bristolclassicarshow.co.uk/
19-Feb	Valentine's Day massacre – Murder Mystery Dinner	Yes	George and Dragon at Erlstoke	Roger Binney- roger.binney@btopenworld.com - Invites have been sent out via e-mail.
20-Feb	International MG Show & Spares Day	No	Stoneleigh Park	
28-Feb	Club Night Getting Even' Suffragettes to Flappers	Yes	The Bell	Tom Strickland - strickland-to@hotmail.com
03-Mar	Committee Meeting			
11-Mar	Skittles Night	Yes	Cross Keys Rowde	See details below
06-Mar	Winchester MGOC Cobweb Run	No	Hursley Park	
28-Mar	Club Night - History of Grand Prix Racing - Part 3 -The Sixties	Yes	The Bell	Paul Warn - paul.warn@homecall .co.uk
10-Apr	MG ERA day Brooklands	No		For Info
18-Apr	Club Night - Prod & Poke	Yes	The Bell	Rescheduled from the 25th April to avoid Easter Monday
06-May	Spring Break Weekend - North Wales	Yes		Vic Wright
08-May	Abingdon Air Day			TBA
23-May	Club Night - Club Mystery Run	Yes		David Whiteley
05-Jun	Cotswold Wildlife Park	No		
27-Jun	Club Night - BBQ	Yes	The Bell	TBC with new owners of The Bell
03-Jul	Club Summer Picnic	Yes	Newark Park	Paul Warn - paul.warn@homecall .co.uk
03-Jul	Cotswold Caper	No		
17-Jul	Sherborne Castle Classic Car Show	Yes		
25-Jul	Club Night	Yes	The Bell	
22-Aug	Club Night - Boules	Yes	The Bell	
26-Sep	Club Night	Yes	The Bell	
24-Oct	Club Night	Yes	The Bell	
28-Nov	Club Night - AGM	Yes	The Bell	
10-Dec	Christmas Party	Yes	The Bell	TBA

Secretary's Scribbles

At the time of writing I am still eagerly awaiting May's MG Enthusiast magazine to fall through my letter box with my feature article in. I have seen a draft and I had been promoted to Chairman – I hope that they have amended it so that Vic doesn't come and get me. I may also need to apologise in advance for an Enjoying MG Secretary's round up that I did after a glass of Champagne and may contain many mistakes even with me reading it back very carefully with my face right up against the screen! I had been given the bottle by a parent as a thank you for taking their daughter away on my Battlefields trip – it went down very well!

It was fantastic to have such a great turn out at the prod and poke night last month and isn't it interesting how the different MG models that make up the club come and go in waves. When I first joined the club in 2000 it was dominated by BGTs, then we had a period when we had a lot of Midgets, then MG B roadsters were the force and now the F/TFs are beginning to emerge perhaps. I had a sit in Colin's TF and in Jackie's F and was surprised how comfortable the seat and seating position was.

Some breaking news is that the hard work we have all been putting in with Ged seems to have paid off as he has sold his Mercedes and is on the prowl for an MG again – hooray! I have heard a rumour that Gordon has sold his MGA – just as he has got it up and running properly! (Gordon I didn't see an advert) He is of course OK as he too has a beautiful red MGF.

On my Magnette I have been busy fitting Relays for the halogen headlights as I was getting increasingly worried by the number of articles etc advising that this should be done. Colin explained how and where to put all the wires etc and I was away. I am also hoping to get better brightness from a more direct power feed. I had been struggling to work out where to break into the wiring as the Magnettes light wires don't just go down one wing then cross at the front like an MGB instead they run independently down each wing from the main harness. What I didn't want to have to do was to have separate relays for each side – so what I did was to put the relays on one wing and then create my own wiring across the front to the other headlight. On my first test I had wonky lights, one on dip and the other on beam! That was rather amusing! All sorted now though!

Tom

Club Summer Picnic

I have arranged with Newark Park – a National Trust Property – to host our summer picnic on Sunday 3rd July. Newark Park is situated 1.5 miles east of Wotton-under-Edge, 1.75 miles south of junction of A4135 and B4058 on the edge of the village of Ozleworth.



Not all of us are members of the National Trust so I have negotiated **free entry** for those non-members bringing their MGs.

From its Tudor origins to today, the Park contains elements reflecting 450 years of history. The house is lived in and is furnished

with an eclectic mix of old and modern with fantastic views to the distant Mendips. The gardens are landscaped with pathways down to a beautiful lake.



I have included a couple of pictures of our visit last year.

Weather permitting, we have permission to park our cars on the lawn in front of the house – see top left pic - to have our picnic.

Please let me know if you would like to come so that I can provide numbers to the National Trust and also whether you are a member.

ED

Cotswold Wildlife Park

This is the content of an e-mail sent to you all on the 24th May from Tom about a club trip to the Cotswold Wildlife Park – **Note the date is Sunday 5th not 6th as written:**

Hi all - All those interested in going to Oxfordshire MGOC gathering at the Cotswold Wildlife park on Sunday 6th June. We are going to meet in the car park area at the SOHO Inn on the A4 between Calne and Chippenham between 9:30 and 10am. Please let myself or Vic know if you are planning on joining us - and if you change your mind.

Tom

Also

The Calne Show

This is the content of an e-mail also sent to you all on the 24th May from Tom about the Calne Show:

Last chance on the Calne show application - It is on the Sunday - 19th June

Currently have me, Paul and Danela, Kevin, Gordon and Sandra, Tony and Jenny Neale, Ken and Ann. Colin and Chris may also be joining us?

Have I missed anyone?

Tom