

NEWSLETTER



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

CHAIRMAN'S CHAT

What a terrific turnout we had on the boules evening. I have never seen as many people at a Wessex Club meeting. We were joined by no less than twelve new faces some of whom joined on the spot or had joined very recently during my absence on holiday. I would like to extend a warm welcome to them all. They are Malcolm Barrington & Tracy Warne, Lionel & Marcelle Tonizzo and Andy & Lynn Hole, as well as Ginette Koonjean. Other guests that evening are thinking about joining and perhaps will attend a few meetings before taking the plunge.

The boules evening was a great success thanks to Jeff for organising proceedings on the night. This was our last meet at The Bell on the Common because in August we are gathering at Tom's field (*details elsewhere in this issue*), and then for September we move to The Bell at Seend. The rapid expansion of the membership numbers has caused us to re-locate to a bigger meeting room; I only hope after such a long and difficult search that we will be comfortably accommodated.

You may well have heard a rumour that there is to be a change of tenancy at our new venue. That has now been confirmed, the new tenant taking over from the 3rd Sep-

tember. But all the existing arrangements that I have made for the Club I am advised will be honoured. I will be getting in touch with and hope to meet the new tenant as soon as possible to confirm this and to expound the advantages to him of Wessex MG Club taking up residence there.

Coming up in September we have the trip to Bletchley Park, a walking Treasure Hunt in Frome and the MGB50 Event at Blenheim Palace. The Club Night for September falls on the 24th and will be the inaugural meeting at the new venue. No specific topic for the evening has been arranged because the Committee thought it would be beneficial to have a natter and circulate particularly as we have so many new Members, and get used to our new surroundings.

On the horizon in November is the AGM to be held (*for which formal notification will be published in the Sept. Newsletter*) when a new Committee is formed. With so many new Members this is a great opportunity for there to be an injection of new blood so give it some thought. This could be a milestone in the Club's history what with a new meeting place and unprecedented membership numbers exciting times are ahead.

For your diary in the coming month

August

20th - Club Night - Fun Auto Test & BBQ, See page 13 for directions.

September

9th - Bletchley Park
16th - Walking Treasure Hunt
23rd - MG50 Event, Blenheim Palace.

For details see page 11.

And finally..... Just two examples of how a student achieved 0% in an examination.

Q. *In which battle did Napoleon die?*
A. *His last battle.*

Q. *Where was the Declaration of Independence signed?*
A. *At the bottom of the page.*

Keep smiling,

Gordon.

We are moving!!

To "The Bell Inn" at Seend



Bell Hill, Seend,
Wiltshire SN12 6SA

Tele 01380 828338 - <http://www.thebellseend.co.uk>

Our first meeting at The Bell Inn, will be the 24th
September club meeting.

Summer Picnic 2012

“Did’nt we have a lovely day, the day we went to Studland.....” Yes, for the first time for many

years the Summer Picnic was a trip to the seaside with the notion that

we would play beach games and perhaps

for the hardy to go

for a swim. Following

three or four weeks of

terrible summer

weather things took a

turn for the better as

the day approached, and

by Sunday the 23rd July we

woke to a glorious blue sky

which stayed all day. The majority of

the group of some 9 or 10 cars, set

off from Warminster services and

Sandra and I joined in at Shaftes-

bury to lead the platoon via

Spread Eagle Hill and onto the

Blandford Forum Bypass. The

views across Dorset from the

top of the hill, near Compton

Abbas airfield were far-reaching

and as good as you will ever get. After a

short drive along the bypass we took a left turn

and followed the River Stour along to Spetisbury

where tranquil river views could be seen from

the bridge.

From there we

crossed over the A350

and followed the ‘B’

road to join the A31,

then after a short dis-

tance, at The Worlds End

Inn, turned onto the ‘B’

road, crossed the A35 and

passed through Wareham

Forest to Sandford. From

here on there was no choice

but to use the main road around Wareham and onto Corfe

where we turned left to our destination. There was a shortish queue for the car park, but once

parked up it was picnic baskets and chairs out, shorts on (*don’t you see some*

funny sights when you’ve not got your shot-

gun), and a tramp up the beach to find a

spot for our large group. A phone

message from Tom who with his fam-

ily had travelled independently, told

us he was on a different beach and

was well and truly settled in.

The beach was so full that we had

to lug our kit for some distance before settling

on the edge of the water, but with an ebbing tide

our territory soon expanded. A large circle of

chairs was formed except in the

case of Philip and Gina

who had a kind of small

tent affair – perhaps

they thought about stay-

ing the night. Food and

wine was devoured with

some gusto and it wasn’t

long before a few were

tempted into the water for a

paddle and a cooling off,

though it looked to me that

Vic’s motives were somewhat dif-

ferent as he faced out to sea in his

shorts and hat. He looked might-

ily relieved as he returned to the

beach!! Peter on the other hand

took a full dip and at one point

was seen striking out for the

Isle of Wight but sight of the

rescue helicopter encouraged

him to return to the beach

declaring that the water was

wonderful. Andrea also made brave

moves into the water but that was fairly short-

lived. Can’t say I blame her.





Beach games were considerably curtailed by the close proximity of families around us, but as promised, a sand castle competition took place which I understand was won by Tony and Jenny but I failed to witness the event because I had been standing in a long queue for ice creams.

A number of the group then took a stroll along the waters edge in the general direction of the nudist beach to admire the view, but that was a long way off and disinclined we returned to our temporary encampment by which time the party was beginning to break up and make tracks for home. Four couples decided to head for the chain ferry across to Poole but after queueing for a while we decided the wait was too long only to return via Corfe where there was probably an equally long queue.

After this delay it was decided that rather than the planned tea and cakes en route we should go for a pint and a meal. So we had a pleasant journey back to Shaftesbury where we stopped off at the Half Moon and enjoyed a pleasant meal.



It was the conclusion to a very successful and enjoyable day out with unbeatable weather and good company. Many thanks to Jeni for putting it together. Shame I was deprived at showing my great prowess at beach cricket but maybe that can be saved for another day.

Gordon.

Whealy's Oily Rag

Relays are the pits

Last month I had problems starting my MGB GT, checking the usual suspect the battery I found the voltage to be 13 volts it did not drop too much when the headlamps were turned on and the motor not running. The cable from the battery to the starter solenoid had connections at both ends and the earth straps at the battery and engine end were both sound. Having fitted a new club starter motor not too long ago, there were two suspects left the ignition switch and the starter relay. The ignition switch was found to be innocent,

I have had problems with starter relay arc when the key is turned to time pits the contact faces in the them, eventually limiting the current causing intermittent or total

Deciding to get a new relay from salesman that the new relays said they had not heard of any tongue and purchased a new one. starter motor at the first twist of

Being an ex Vulcan avionics technician I decided to take the relay apart and teach it some manners. The Vulcan bombers electrical system, designed in the 1940s utilises thousands of relays, mostly of type. They are reasonably reliable in aircraft they are a nightmare. I am sure that no Vulcan was ever 100% serviceable; there was always some circuit or other not working. The cure for the relays was to clean the offending relay contacts with a techy carried (I still have mine and nicely), and spray with WD40 or



The MGB Starter Relay



so it was the pesky starter relay.

relays before; the contacts in the the start position. This arcing, over rely causing high resistance across rent flow to the starter motor sole-failure.

the MGOC I mentioned to the seemed a bit of a weak point, he problems with them, so I bit my After replacing the relay the the key; fault rectified.

nician I decided to take the relay The Vulcan bombers electrical ises thousands of relays, mostly of type. They are reasonably reliable aircraft they are a nightmare. I am serviceable; there was always some cure for the relays was to clean the small diamond file which every will show it to you if you ask me Duc Oil.

I now have a spare serviceable starter relay, it's a keeper and should yours fail I will try to fix it with my trusty 30 year old file.

Paul Wheal

The Class of '62

Hmm, what were we doing and what were we driving in '62?

Well 1962 was the year I took a wage cut and left school for work. Whilst I was at school, I had a network of part time jobs and was pulling in a respectable income. My mother never took any money off me. Her philosophy was that they provided everything to enable us to go to school, including basic clothes. However, if I wanted anything more elaborate such as winkle pickers or drainpipes, then I bought them myself. On starting my engineering apprenticeship my income was reduced, added to which my mother took half my wages as 'keep'. Drastic times! How was I supposed to chase girls and put petrol in the tank on such reduced means.

My first motorised transport was a 1952 Francis Barnett motorcycle with a 197cc Villiers engine. It was given to me during my last year at school by the father of girl at school who I was trying to impress. It was a bit bent as he had fallen off it and couldn't face getting back on.

That was sorted, hand painted and put on the road as soon as I turned 16. The girl appeared to be highly religious and regularly went to church and the church youth club. She was referred to by her own father as 'the heavenly body'. I later found out that the attraction at the youth club was another guy from our school called David Graham. Mean anything to anyone? He became, at one point a member of

'The Four Pennies'. He took over from Fritz Fryer and left when Fritz returned. I was also, years later, introduced to David Graham's sister, who was the landlady of a pub in Reading. She was lamenting his untimely death due to drugs. Definitely a child of the sixties.



Villiers engines, referred to above, powered (if that's the right turn of phrase) a lot of British contraptions of the era. I owned a Bond Minicar which had one bolted to a cradle attached to its single front wheel. When the wheel turned, the engine went with it. Its internal starting mechanism was a lever under the dashboard, connected through the bulkhead to the kick-starter on the engine by a steel wire. The



main drawback was that if the engine didn't start cleanly, which it rarely did, it would backfire and either take your arm out of its socket or pull your face into the dashboard. The safest way was to get out, open the bonnet, stick your leg in and kick start the engine. Imagine, when you stalled the engine at the traffic lights! A further Villiers powered monstrosity that I owned was an 'AC Petite', basically a wider version of their 3 wheeled invalid carriage. This was transverse mid-engined, like the 'F'? Although it only had one cylinder, the crankshaft lay across the vehicle, so technically it was transverse (or is that perverse?). Now, you have to remember Paul that this power installation was marginally different from a Ferrari GTO that you aspired to, at that time.

The engine was a 350cc industrial unit, usually used for powering saw-benches and the like. This drove a separate Burman motorcycle gearbox, via triple rubber V-belts. This gearbox was then connected to a differential unit by way of a chains and sprockets. This then drove by way of Hardy Spicer shafts out to the two rear wheels. You certainly got a variety of drive systems for your money. It cost me £8 but needed a lot of work doing to it (I pushed it home). Another connection to characters of the era was that I sold the Francis Barnett to and bought the AC Petite from Chas Buckler. He was the son of Derek Buckler, the Sports and Hill Climb car maker referred to in one of Paul's earlier mystery car competitions.

Their works were in Caversham Road, Reading, my home town. We lived close by and one of my brothers' worked there for a time. Chas took over when the old man died. They also did general car repairs and engine machining and sold second hand vehicles. Chas got me to deliver the bike and I was invited in. He was married to the sister of the late, legendary Mike Hailwood and the house was smothered with pictures of Mike, racing his bikes. My brother is still in touch with the Buckler brothers, both of whom live on the Isle of Man and is kept up to date on the Buckler Owners Club. Interestingly, looking at the Buckler Register site, there is reference to Peel on the Isle of Man (another of Paul's mystery cars, supplying bodies to Buckler) and a question as to whether Bucklers supplied space frame chassis to MG?

Lotus were certainly on the up during that era. My friend who wrote off the Y type saloon (see March newsletter) had an older brother who worked on oil exploration (another budding industry of that time) and hence had lots of dosh. He had a Lotus Elite, the all fibreglass, no chassis concoction. It was involved in an accident and was sent away to British Aerospace in Bristol, for repairs. I don't know if they built the original bodies? Happy days.

Malcolm

For Sale

Terry Warder's uncle has this car for sale, his red MGB is in the background of this pic.

1974 MG Midget 1275cc. Round Wheel Arch, Chrome Bumpers, Wire Wheels.

Colour: Aconite.

Fully Restored to A1 Condition. £4100. Telephone 01225 760693.



MYSTERY CAR

A good question for the occasional mystery car feature, courtesy of David Whiteley:

**What is the connection between MG and the manufacturer of this car?
Crikey!**

There are one or two very knowledgeable members who I'm sure will come up with an answer for next month's newsletter. I will call upon David to arbitrate and provide a full explanation.



A Gathering of Classic Cars

When - Sunday 19th August

**Where - Camerton Nr Timsbury (South West of Bath)
For those with Sat Nav BA2 0NL**

How much - Free!

Time - 10:00am - 4:00pm

Contact - Ron Alderson - 01225 702132

BOY'S TOYS**What a Great Picture! Paul & Andrea Wheal's MGB GT**

The Aircraft is a Hawker Hunter fighter tail number XF300. It was built as an F.4 for the RAF and was delivered to 5MU on 9th January 1956. it served with 234 and 130 Squadrons.

The aircraft has been painted - as so many Hunters have been! - to represent the prototype in her F.3 guise with the intention of re-enacting the WB188 airspeed record flight on the 50th anniversary in September 2003, but sadly the aircraft was never made airworthy in time. Since then it has remained ground-bound and suffered a period of external storage at Exeter which did it no good at all. Moved to Delta Jets at Kemble in 2006, it was assessed for a restoration to flight but the amount of corrosion and water damage in the cockpit was such that this would be a very expensive proposition.

It was then stored/on display as part of the 'spare' Hunter line-up at Kemble for some time, and with Delta's collapse it left Kemble in late 2011. It's now on display at the Riverside MOT Centre in Melksham. As the nearby RAF Melksham had the real WB188 on display as a gate guardian from 1961 to 1964, it's an appropriate local attraction but it's flying days are clearly now well and truly over.

The real WB188 was the very first Hawker Hunter, prototype P.1067, and was the plane in which Hawker's Chief Test Pilot, Squadron Leader Neville Duke, flew to secure his world air speed record of 727 mph on the 7th September 1953. Duke took off from RAF Tangmere along a course between Bognor and Littlehampton to break the record. However the record stood for less than three weeks before being broken by an RAF Supermarine Swift on 25th September 1953.

I sneaked into the Melksham MOT centre one sunny Friday afternoon and just had to take the photo and apologise afterwards if necessary. In my opinion the Hawker Hunter single seater is the best looking jet fighter ever built and of course its British!

A pilot friend of mine had an agreement whilst serving with the Royal Jordanian Air Force, that if war broke out he would fly an old Hunter rather than his usual modern jet fighter into battle.

Paul Wheal

WHERE IS EVERYONE?

Whilst on holiday in France, we visited a couple of friends at their place just North of Saumur. On our way for an evening meal, we spotted this place - Auto Passion.



We returned the following day to find a real Aladdin's Cave of historic cars and memorabilia. We nosed around for about half an hour but no sign of anyone. It was adjacent to a car mechanic's premises but, whilst open, no people. Typical France. roam and no-one working!

All the cars and bits and bobs were for sale e.g. very nice MGA for €29000. It's amazing what you find miles (kilometres?) from anywhere...



David Whiteley



CLUB NEWS

The WESSEX MG Club 2012 EVENTS LIST				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
20 Aug	Club Night – Driving Test	Yes	Tom's Field	Tom Strickland. 01249 447125. Details to follow.
27 Aug	Bank Holiday			
9 Sept	Club visit to Bletchley Park	Yes	Bletchley Nr. Milton Keynes	Peter Hine. 01672 512847. £22 per head. See Peter's email 13 March Option 1.
16 Sept	Club Treasure Hunt Walking Treasure Hunt.	Yes	Frome	Tony Neale. 01373 465044. Details to follow.
23 Sept	MGB 50 MGCC/MGOC Event www.mgb50.com/MGB50/MGB_50_Home.html	Yes	Blenheim Palace	Details to follow. Make your own ticket application.
24 Sept	Club Night -		The Bell Inn at Seend	Natter and Noggin Evening
22 Oct	Club Night Richard Edmonds Classic Car Auctions http://richardedmondsauctions.com	Yes	The Bell Inn at Seend	Roger Binney. 01380 830524.
3-Nov	Roger & Lynne's Party	No	Edington Village Hall	Roger & Lynne 01380 830524 - details to follow
26 Nov	Club AGM	No	The Bell Inn at Seend	Formal notification will be included in the Sept & Oct newsletter.
8 Dec (Prov)	Christmas Dinner	No	Bromham	The Greyhound

SECRETARY'S SCRIBBLES

It is great to see yet more new members joining our club. I write this at the peak of Olympic glory and I can't help feeling the positivity all around. The BGT has now been sold and I am gutted and miss her already! The story of the sale is a good one.....

A chap was returning from Classic Le Mans and decided enroute that he would buy a BGT with his son. When they typed it into the computer, mine was the first to come up. They decided to Google me and when a photo appeared he realised he knew me (he is a RBL volunteer and I used to get the school's wreath from him). The chap stood next to me in the photo was a local historian and happened to be their neighbour and friend and yes he knocked at their door that very moment to ask for a hand to load his car up for an exhibition. Where was this exhibition - well with me at school of course!!! With all these connections it was destiny and both sides new the deal was essentially done.

I reported last month that I had had a Clutch slave cylinder bleeding issue with the B, well it was still not quite right and further bleeding made it worse and worse. In desperation I asked Vic to help and we went through possible air blockages, collapsed pipes etc etc and in the end we had to replace the slave cylinder which involved me racing to Moss in Bristol and just getting in, changed and bled minutes before the final viewing! The car has gone to Hillmartin and lives next to a red MGF in a nice comfy garage. The new owner is enjoying her and recently sent me some photos showing them out and about in her.

This month we are meeting on my field for some BBQ and fun auto testing - don't worry no one wants to damage their cars it is designed for us to enjoy ourselves. See advert below for directions etc.

Tom

August Club Night at Tom's Field

The BBQs will be lit at about 7pm bring your own food and drink

**All the auto testing will be safe for cars and not speed related -
this designed for fun not for seasoned pros so please do not be
nervous about participating**

Directions

We are on the A4 just beside Stanley Pk Sports Field on the Pewsham side of Chippenham SN15 3RW

There is a bus lay-by off set on each side of the road- look for our drive very close to these.

Tom's mobile 07789115523



Galileo clothing in Devizes are our club Regalia suppliers

At Galileo you can buy a polo shirt, fleece or in fact pretty much any type of clothing and then have our Wessex MG badge on. If you chat to the chap at the desk he will let



you look through the large brochure of clothing. Alternatively you can take in clothing of your own and get our badge put on.

The shop is on Estcourt st next to the British Lion pub - not far from Morrisons (probably the nearest parking).



Retail Outlet

10 Estcourt Street
Devizes
Wiltshire
SN10 1LQ

Tel: 01380 724 442

E-mail
sales@galileoclothing.co.uk

Opening Hours:
Mon - Fri : 9am - 5pm
Saturday : 9am - 4pm
Sunday : Closed

