

# NEWSLETTER

## CHAIRMAN'S CHAT

**WESSEX  
MG CLUB**
  
 AT THE BELL INN SEEND



A warm welcome to our new invest in a new sun/rain members, Bryan & Heather shelter.

Perrin and Frank & Pamela Fletcher.

This months chat will unfortunately be a little short - my hands are worn out! I have invested most of my spare time on a kitchen/diner/utility room rebuild and "silly me" put a time frame on the project. But all is well, it's in and almost fully functional with a few small jobs still to be done.

This is definitely the last time for this sort of job! until that is the garage extension is started... Plans now ok and passed.

Anyway enough of that. The Sherborne Castle show was good, except the organisers had doubled the entry fee - £5/person - last year it was £5 per car, but a good show all the same. The weather was very hot, time I think to

Once again the Boules Evening proved very popular at our old meeting place The Bell on the Common in Broughton Gifford. The evening was going to be a bit of a challenge with an odd no of boules but another set was found in time.

Our next event is the visit to Marlborough College on the 19<sup>th</sup> see inside for details. There is also another event you may be interested in. Every year there is a large gathering of cars and vehicles of all descriptions at CAMERTON south of Bath. It's on 18<sup>th</sup> August and its free - bring a picnic! There is still time to enter the Walking Treasure Hunt, contact Tony on 01373 465044.

Well it's time to go, the Project Manager calls.

**Vic**

For your diary in the coming month

### August

**19th - Club Night 7:00pm**  
Marlborough College

**25th - Wessex MG Action Day**

### September

**1st - Bath Classic Car Show**

**8th - Walking Frome Treasure Hunt**

**23rd - Club Night**

**Club Night start time 8:00pm unless otherwise stated**



**See pages 9 & 10 for details of events.**

## MGB Power Assisted Steering

In September 1962 when the MGB was launched, power steering was only available on expensive larger cars. In those days the target market would have been the fit young things with either a



Photo 1

good job or a benevolent 'daddy' and just accepted the steering as normal and in line with most other cars. With the passage of time, the change from cross-ply to radial tyres, and generally of a larger profile, has increased steering effort required. This has also been exacerbated if an aftermarket steering wheel of smaller diameter than standard has been fitted. Today these cars are driven by older men, and women, who refuse to grow up and accept the frailty of old age. Today all cars have power steering. For this reason I decided to have the MGOC PAS system added to my car.

The 40th anniversary weekend at MGOC HQ in Swavesey seemed an appropriate opportunity to have the work carried out and so it was booked into the workshop for the Thursday afternoon and was completed by Saturday afternoon in time to attend the celebrations on the Sunday.

This is not a DIY project as the front crossmember has to be modified to take the new rack. Having removed the old rack, a jig is bolted to the mounting brackets and new brackets are welded to the cross member and then the original mountings are cut off. The cross member is then cleaned up and painted, see photo 1. Although there is an electric system, this is only used on the RV8. The mechanical pump is mounted on brackets from the top water elbow and the alternator. A double pulley is fitted to the alternator to enable a second belt to be fitted to drive the pump, see photo 2.



Photo 2

I am very happy with the work carried out and for fitting it into a very busy weekend schedule.

The driving experience is transformed and it is now a joy to drive without any loss of feel and I just wish that I had gone ahead with it sooner.

**Ken Scott**

## Le Puy Notre-Dame 17eme Grand Prix Retro

We are on holiday in the Loire in France and I had noted an event mentioned in Practical Classics during the winter so we went along to have a look.



We drove toward the town of Puy Notre-Dame and then just followed the locals..... We parked along a strip of grass alongside a vine field then tramped into town. We kept following the crowds until we hit straw bales. The noise had been getting louder and louder as we got close.... tyre squeal, raspy exhausts.



As we reached the bales we found ourselves on the outside of a bend and bearing down on us were MG J2s, Qs, TAs and an early Mignette. There were a sprinkling of Rileys in the mix but it was an MG affair. It was fantastic seeing this race around the narrow streets with only Hay bales between us and the action. This must be what racing was like in the 30s and truly impressive it was! There was a race later for even older cars that included M types and J types some with superchargers thrashing Austin 7 specials and Amilcars. This was like the Goodwood revival but without distractions and it was totally free!



A great event and if you are in France for the last weekend in July in the future you should slot it into your itinerary.

**Tom Strickland**



## What a Dipstick

Mata Hari (My 2002 'F') has been playing up recently.

Because I have had various jobs done, the only thing she needed for a service this spring was an oil change. I had enough of the correct grade of oil left over from various previous vehicles, so I only needed a filter, £5.

What a struggle! The oil just didn't want to go into the engine. It kept blowing back and blowing bubbles! But I persisted and eventually succeeded.

Recently, in preparation for a run, I went to check the oil level. That's funny, that's not where I left the oil filler? On closer inspection, I could see that the oil filler and dipstick module sits on top of a narrow dipstick tube and is (was) bracketed to the engine, to keep it in position. The bracket had sheared across the bolt hole and the module was flapping around all over the place.



Hmmm, sits on top of the dipstick tube? Things are stirring in my mind and I notice (belatedly) on top of the access hatch a warning to remove the dipstick before filling with oil!! That explains

the reluctance of the oil to go and lubricate the engine then.

I can't understand how such a substantial bracket serving such a menial task could have sheared. The only answer must be vibration? I took the bracket to my local garage and got it welded back together.

The next attempt to get her to shift her backside was thwarted by a flat battery. I think I may have left an interior a spin, I am paying close attention to every squeak and rattle. While she drives OK and sounds good from inside, from the outside at tick-over she sounds decidedly rattly. Maybe the signs of vibration?

I am in the middle of other pressing tasks at the moment, so have shut her in the garage and thrown the key away until I have more time.



**Malcolm**

## August Mystery Car

I took this pic the Prescott Speed Hill Climb. The make is too obvious - what is the model?

ED



## Prescott Speed Hillclimb - An Annual Pilgrimage

The Vintage Sports-Car Club has been organising the Vintage Hill Climb at Prescott since 1938 and it has grown to become one of the largest hill climb events in Europe. The definition of Vintage being pre-1931 cars. For competition purposes, Post Vintage Thoroughbreds if in good condition are accepted based on a list which starts with AC and Alfa Romeo and ends with Voisin and Wolseley Hornet. In all cases cars must have been manufactured before 1941.

If you want to wallow in nostalgia and bring to life pre-war British sports cars then this is the place to be. Whatever your favourite British marque - MG, Morgan, Riley or even Bugatti or Alfa Romeo. It's a great place to be, come rain or shine and on this occasion the Sunday was raining - not heavily, I didn't need a brolly just a shower proof top.



Prescott is of course the home of the Bugatti Owners' Club (BOC). The club was established in 1929 with the express objective of promoting motor sport and the pastime of motoring. The BOC purchased the Prescott estate in 1937 and commenced converting the muddy, rutted drive into a speed hill climb ready for the opening event in April 1938, when the then current Club President, Earl Howe, opened proceedings by driving his Type 57 Bugatti up the hill.

If you can drag yourself away from the orchard car park where VSCC members and anyone with a pre war car, can park their car - the sound of supercharged MGs and Rileys warming up for the climb helps - then an even bigger treat is in store on the hill.



This year is the centenary of the Aston Martin and Vauxhall 30/98, both of which had mouth-watering displays of their cars. Until Vauxhall was bought out by General Motors in 1925, Vauxhall was

one of the grandees of early motoring along with Bentley and others.

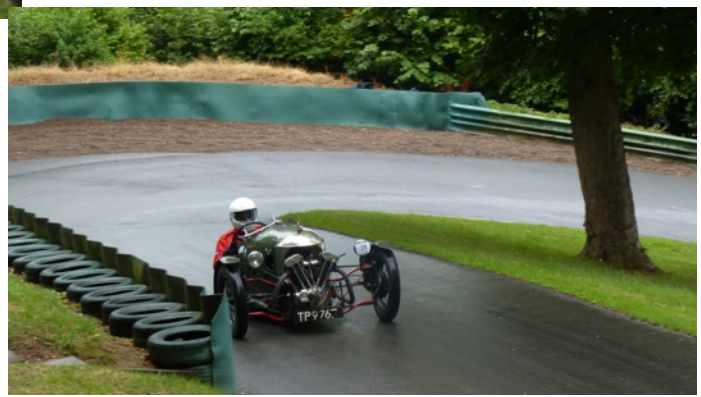


There was a good selection of early and dare I say real MGs - I do find it difficult to tell the various models apart - a lovely Morgan Super Aero, beautiful Austin 7 Ulsters and examples of Frazer Nash, Lagonda, Talbot Lagos, the list is endless.



During the morning drizzle, I watched the cars arriving at the start of the climb, being carefully maneuvered to align with the timing beam and fighting for grip as they gingerly fed the power to their rear wheels. Some were more adept than others.....

The morning started with Class 1 and 2 - Standard & Modified Sports-Cars up to 750cc unsupercharged and up to 1100cc unsupercharged and 750 cc supercharged - the Austin 7 Ulsters, Morgan SuperAero and MG M Type and C Types.



There were 16 Classes the last two of which were the Pre 1941 Racing Cars 1501-3000cc and over 3000cc which included the very quick ERAs.

The afternoon was spent between the Pardon Hairpin and The Esses a good vantage point where the cars can be seen approaching the orchard corner, and then fighting for grip as they climb up to the hairpin and onward up the hill through The Esses.

The climb gradually dried and as a result the more powerful cars were able to dominate the day.



A great day out.

ED

## Overall Awards

**ERA R4D** - 2000 - 1938 - 43.78 The Mays-Berthon Trophy  
(Fastest Time of Day)

**HISPANO/AMILCAR SPECIAL** 11760 Spl 1930 45.15 Fastest Vintage Car

**FRAZER NASH/BMW TT REPLICA** 1971 Spl 1934/38 45.71 Fastest Unsupercharged Sports-Car

**BUGATTI T35B 2300 Std** 1925 47.05 Peter Hampton Tankard  
(Fastest Bugatti)

**SCAT RACER 9500 Spl** 1911 57.91 Sam Clutton Memorial Trophy  
(Fastest Class 7 Edwardian Car)

**VAUXHALL 30-98 VELOX** 4500 Spl 1924 60.70 Silver Con-Rod Trophy  
(Scrutineers' Award)

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## TAIL PIECE





## Upcoming Events

### [Marlborough College Visit - Monday 19<sup>th</sup> August - Club Night](#)

As previously confirmed, the August club meeting will be a visit to Marlborough College, the details of which are:

Meet at Marlborough College in the Parade Ground car park by 7pm to be met by the college archivist. The Parade Ground car park is accessed through the entrance by the Memorial Hall of the A4 (see picture) - Enter and drive straight ahead for about 150 yards, the car park is on the right (sign posted). Please do not try and go in the main college courtyard entrance by the college bridge. I'm assuming that everybody knows where Marlborough College is but if not, please give me a call.



#### **7pm~8pm Talk & tour of the college and its history.**

Depart for drinks & chat at the 'Who'd A Thought It' pub in Lockeridge about 5 minutes' drive heading west down the A4.

I currently have 23 confirmed but if you would like to join the visit, it would be good if you could let me know (if you have a last minute change of mind, it's fine if you just turn up on the evening but please arrive in good time so we don't start the visit without you...). Please note that there is a £5 per person charge to cover the college archivist's time (payable to me on the day).

For those club members not attending this visit, there will be no meeting at the Bell. **Peter Hine**

### [Wessex MG Social BBQ - Sunday 25<sup>th</sup> August - See below for details](#)

### [Bath Classic Car Show - 1st September](#)

#### Supporting Help for Heroes



## Walking Frome Treasure Hunt - 8th September

Also lunch afterwards at The Bell  
Standerwick



## WESSEX MG SOCIAL BBQ - Sunday 25 August - 10:30am start

Tom & Nancy's house



## SECRETARY'S SCRIBBLES

So Paul asked when is an MG not an MG..... Well the correct answer will probably come from Ken but to my mind a lot of MGs are born from other cars or even from other companies. Take my ZB Midgette is it really a Wolsey? Are Midgets actually Sprites? Was the 1920s 18/80 a Morris? I could go on! There are some MGs of course that are perhaps more MG but I think that with the History of MG we can not be MG snobs. If I can drive a 'Chinese MG' with the feeling of being linked to the marque and enjoying my drive that is enough for me. MG has so many twists that have in the past created MG snobbery - the end of slab petrol tanks, the end of Abingdon, the end of MG Rover etc - this in itself defines the marque so we should embrace the new chapter.

My new MG3 will have been designed in Britain and will be significantly British market adjusted from the MG3s in China. It will be put together and modified in Longbridge by a British workforce. Did you know that MG sold more cars this year than in any other year of the marques existence. I am disappointed that it is completely British but it is an MG.

We had a good time going up to the MG 40th Birthday in the Midgette. It was seriously hot in the car for us and the kids though. We nearly didn't make it as we conked out as leaving the house. I luckily worked out and fixed the faulty anti-steal switch attached to the fuel pump! I also lost a split pin in the choke part of the carb linkage but managed to get her started ok so that was no problem. Cambridge by open topped bus was hot too and the hotel wasn't air conditioned so that was hot..... The food, the company and the event made up for it though and it was nice to be able to go away with the kids for club weekend.

Don't forget the do in our field on Aug 25th at 10:30. It should be a good day with lots of fun. You can do as much or as little as you like in terms of car fun or you can sit, chat, relax and eat... It is up to you.

**Tom**



2013 EVENTS LIST				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
<b>19-Aug</b>	<b>Club Night</b> - Visit Marlborough College	<b>Yes</b>	<b>Marlborough Castle</b>	<b>Peter Hine 7:00pm - 8:00pm talk and tour</b>
25-Aug	Action Day & BBQ	Yes	Tom's Field	10:30 am Tom Strickland's house
1-Sep	Bath Classic Car Show - Supports Help for Heroes	Yes	Alice Park Bath	Terry Gazzard & Peter Hine
8-Sep	Walking Frome Treasure Hunt	Yes	Frome	Tony and Jenny Neale
22-Sep	MGOC - Doughnut Delight Run	For Info	Basingstoke	<a href="http://media.wix.com/ugd//aee198_3bbccc42db1f222023ed66dbdccc665ea.pdf">http://media.wix.com/ugd//aee198_3bbccc42db1f222023ed66dbdccc665ea.pdf</a>
<b>23-Sep</b>	<b>Club Night (Review of Spring Weekend - slides etc. and discuss 2014 Spring Weekend)</b>	<b>Yes</b>	<b>The Bell</b>	<b>8:00pm start</b>
<b>Oct ??</b>	Sunday Lunch at a Pub		<b>TBA</b>	
<b>28-Oct</b>	<b>Club Night (Talk - 1970-79 GP Seasons - When Sex was Safe &amp; Motor Racing was Dangerous)</b>	<b>Yes</b>	<b>The Bell</b>	<i>Paul Warn</i>
<b>7-Nov</b>	<b>Committee Meeting</b>	No	<b>The Bell</b>	8:00pm Tom Strickland
<b>25-Nov</b>	<b>Club AGM</b>	<b>Yes</b>	<b>The Bell</b>	Formal notification will be included in the Sept & Oct newsletter.
7-Dec	Christmas Party	No	<b>TBC</b>	Peter Hine