



WESSEX MG CAR CLUB

THE OLD BEAR INN STAVERTON



CONTENTS

PAGE 2

A PROTOTYPE MGB ROADSTER

Paul Warn

PAGE 5

THE BEAULIEU SIMPLY CLASSIC & SPORTS CAR DAY

Sue Warder

PAGE 6

THE SUMMER PICNIC - SUDELEY CASTLE

Paul Warn

PAGE 8

ANSWER TO THE JUNE MYSTERY CAR

Malcolm Taylor

PAGE 9

SECRETARY'S SCRIBBLES

Tom Strickland

COMMITTEE MEMBERS

PAGE 10

DIARY

PAGE 11

BBQ

PAGE 12

PICTURE GALLERY

PAGE 13

PROMO

PAGE 14

ASSET REGISTER

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

NEXT CLUB NIGHT:

25th JULY

Club Website

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

CHAIRMAN'S CHAT

Hello All,

Once again it's that time of the month to put out my update and hope that all are well.

Last month's talk on Battle of The Somme, given by Tom, went down very well and I am sure enlightened a lot of us into some problems of which we were unaware. Thank you Tom for your hard work and research. I also need to thank Paul and Anne for organising our Summer Picnic to Sudeley Castle. As seems to be the case the weather was not very good when we started off, but as the day went on, other than being a bit windy, it turned out quite sunny. It was a nice surprise to see Paul Adams in his 1948 MG at the event.

As for Jane and myself, we have had two lots of visitors, the last of which have returned home this morning. One of our trips was to the Penderyn Distillery near Brecon.

Although the trip was just over two hundred miles, return, I thought it might be an interesting run out for the club some time next year. Will discuss with all.

This month we have our BBQ night at the Old Bear so I hope all who can will support us. (On the 25th)

Next month we hope to have our Boules/ Games night. When we have information it will be passed on to all. Also next month we have our annual Action Day in Tom's field. For any of our new members who might be wondering what that involves, it's a day with just for fun driving competitions set by Tom and Vic followed by a bring your own BBQ.

Well that's about it for now. Hope to see you all on the 25th.

Graham



**c.1965 MGB EX234
Prototype Roadster****Chassis no. EX234****Engine no. XSP-3118-4**

**Unique MG prototype
*Single family ownership ex-
factory
6,400 miles from new

Paul Warn

In the April edition, I included a piece on the Goodwood Members' Meeting and the Bonhams auction. We came across a restored MGB roadster amongst the auction lots and with Ken's restoration in mind, I included a pic and a brief description of the car in that April edition.

Bonhams also had an auction at this year's Festival of Speed. We had planned to go down to the event on the Thursday and Saturday. It poured with rain on the Thursday - surprise surprise! so gave the day a miss. However with a better forecast we ventured down on the

Saturday - thankfully rain free - although the car parks were badly scarred, evidence of the tremendous storms that swept across that part of the country.

Returning to the auction, The point of sharing this with you is that there was another MG in the Bonhams catalogue, this time a prototype. I'm sure some of you will be aware of this interesting development in the chequered history of BMC/BL. Nevertheless I thought I would include the content of the catalogue describing the car, which incidentally,

sold for £63,100 including premium.

"The unique car offered here is one of the many fascinating 'might have beens' in the history of the MG marque. Its planning began in 1964 when Abingdon's engineers' thoughts turned to a 'next generation' MGB that would have better chassis dynamics: specifically, the new car would incorporate the independent rear suspension intended for the original but abandoned as too expensive. Designer Syd Enever's team was responsible for constructing the prototype, code named

'EX234', raiding the BMC parts bin for the 1,275cc A-Series engine and gearbox, Austin Champ rear axle, and Hydrolastic suspension units.

Suspension was by upper and lower wishbones all round, steering was by rack and pinion, and there were disc brakes on all four wheels.

Once completed, the rolling chassis was despatched to Pininfarina in Italy for bodying, and the result contains hints of the master coach builder's FIAT 124 Sport Spider and Alfa Romeo Duetto, while at the same time incorporating the sawn-off 'Kamm' tail that would later appear on the Alfa Romeo 1750. EX234 was intended to replace both the Midget and the MGB, and despite being more compact than the latter offered a more generously sized interior. The exterior trim on either side was different: one style being for the GT version, the other for the open roadster.

Back in the UK, EX234 was enthusiastically received by all who drove it. In his book 'MG - The Untold Story', David Knowles has

this to say on the subject: 'Roy Brocklehurst took the EX234 prototype to Silverstone where, according to Jim Stimson,



it was driven by a few trusted experts... including John Surtees. Roy said they told him that the roadholding was as good as any car they had driven.'

So why didn't EX234 make it into production? At the time of its inception both the Midget and the MGB were still



selling well, and it was felt by senior management that there was no pressing need for a replacement. The project was shelved. Following BMC's merger with Leyland to form

British-Leyland, the balance of power shifted within the reconstituted group in favour of Triumph, at least as far as thoughts of a new sports car were concerned, and when the time came it was the Triumph TR7 that was chosen, despite the MG marque's greater popularity in the USA, B-L's most important export market.

In 1977, with only 100 miles on the odometer, EX234 was acquired by the long established MG dealer Syd Beer, becoming part of his MG Museum collection in Houghton, Cambridgeshire. While there it was driven by motoring journalist John Sprinzel, who had been a works MG driver back in the 1950s. In the resulting magazine article he observes that the Hydrolastic suspension 'kept the car beautifully flat and smooth through the corners, with none of the usual lurch over uneven bits of the surface. There was also no rear-end steer, and I felt that even without any development input that the handling was far superior to the current Spridget.



'The interior was vast, and for my six foot three inches of height, there was space for legs, knees, arms, and elbows. The small steering wheel was set amongst excellent instrumentation, and occupants were surrounded by interior trim far better than has been normal on Abingdon products, with comfortable seats and two compact extra back seats with better legroom than in the MGB GT. There was excellent visibility and really good braking...

'All in all, I concluded my little road test by thinking this would have been a

delightful successor to both the B and Midgets, with good looks, great



performance, and probably the continued money-making record of many years of Abingdon sports cars.'

Offered for sale by the Beer Family Trust, this unique and historic MG prototype comes with a current MoT certificate,

its original V5 registration document, and a copy of the original factory specification sheet. The car also comes with a factory hardtop, intended for use on the GT version, and has a folding convertible hood made of an attractive flocked material rather than the vinyl used for contemporary MGBs and Midgets.





Beaulieu Simply Classic and Sports Car Day

Sue Warder

We met at Steff's kitchen (Fairweathers Garden Centre) as planned along with some other clubs with the same idea. After indulging in anything from a cup of coffee to a Full English we then left in a convoy to the Beaulieu Motor Museum and our reserved spaces.



There was something for everyone, a vintage shopping village with period

music, plenty of lovely classic cars, entry to the museum, house and other attractions.

One car in particular caught Terry's eye and good old Google informed him that it was a 1932 MG F type Magna.



The weather stayed fine for us all to enjoy our picnic lunch, watch the Parade of Winners and for us ladies to spend our money (my Goodwood Revival outfit is now almost complete). As Jeni would say, a girl can never have too many handbags - can she Vic?





Summer Picnic - Sudeley Castle

Paul Warn

When organising the summer picnic usually in July, the first thing I do is establish the date of the Wimbledon men's finals day and go with that - mainly because our destination is less busy. What I hadn't realised was that much closer to home, was also the weekend of the Air Tattoo. It hadn't occurred to me that (a) it was the same weekend and (b) Cirencester is at the heart of the traffic flow to and from the event. Until that is I had a call from Tom the day before...



We had made the trip to Sudeley on a couple of

occasions to discuss arrangements and to plot a picturesque route, therefore it was too late to change.

So it was with some trepidation that we peered out of the window on Sunday morning in the hope of good weather - oh dear - and with visions of overheating MGs leading towards our comfort stop in Cirencester. Well how wrong or fortunate can you be. As you can see from the pics the sun shone whilst we were there and for whatever reason it was a traffic-free run without hold-ups to Cirencester where Peter and Sue and Paul and Sara met up with us.



And talking of Paul and Sara, they both rocked-up in their newly acquired red MG TC - see pic, complete with period head gear to protect against the elements. Paul provided the following details of the car:

Chassis number TC1310 was built on 3rd September 1946 and exported directly to



South Africa, there is no history from its time there but it was re patriated to the UK in 1991 in a completely unroadworthy condition as a restoration project. It was finally reregistered in the UK with an age related plate in 1997. The engine and gearbox were fully rebuilt in 2007. I am the 6th owner since 1991, the last owner only had it for 6 months as his wife refused to go in it!

Finally, I think Tony was missing Jen.

After a very pleasant picnic it was time to pack everything away. Most folk had - by the time I took this photo - tables and chairs folded, except Tony who was still wrestling with his picnic table. Judging by the expression on Tony's face - I can only imagine the look on Terry's! - it seemed to be stuck...

I used to include a caption competition in the newsletter - without prizes you understand - which is probably why I didn't receive many responses. I look forward to hearing from you.





Answer to the June Mystery Car

Malcolm Taylor



Many thanks to **Malcolm T** for correctly identifying the mystery car:

Paul's Mystery Car is a Datsun, which looks suspiciously like an Austin 7. Apparently Austin considered suing them, but never did. The Japanese had a dreadful reputation for copying other peoples designs, in the past. There was a story that between the wars, the Japanese were building up their navy and kept applying to American companies to purchase aircraft carriers. The Americans would provide design data and drawings for consideration during negotiations then the Japanese would decline to purchase and return the documents. Lo and behold, some time later, the Japanese would launch their own carrier that looked suspiciously like the one the Americans had offered. The Americans got wise to this and next time they went through the charade, it was followed by the launch of a Japanese look-alike carrier, that immediately toppled over.

There's no mystery about this car, though. It's the open top replacement for Mata Hari.



Secretary's Scribbles

Thank you for all the kind words about my talk last club night. I hope that I gave you a few different ways to look at the Battle of the Somme and helped to link you to our History.

I really enjoyed the Picnic it was perfect for the Strickland party. I don't know if any others of you checked out the play area but it was awesome and Nancy and I managed to relax and eat our lunch whilst the girls ran themselves ragged. They also loved the banks in the formal gardens which were great to run and roll down. The Yew hedge was fun too with its secret passages. I could have done with a bit more 'adult time' around the house as we definitely did it at child pace - I think it will be a place to go back to in a few years time when they start to do Kings and Queens. At the moment it is more about Queen Elsa than Queen Catherine.

The stand out moment for me was the arrival of the WW2 pilot in his T Type.....what a beautiful car Paul's new TC is. Somebody asked if I was going green with envy - well I definitely was.

Millie was asleep within a minute of leaving - that tells you something about how much fun she had. Thank you Paul and Anne for all the organisation that went into the day.

We are not far off MGs in Tom's field. If you have not been before then please don't be scared to join in. It is basically a social event and BBQ with a few non-speed, non-damaging auto tests thrown in.

Tom



2016 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
25-Jul	Club Night - BBQ	Yes	The Old Bear Inn	Paul Warn
7-Aug	MG Picnic and Garden Party	No	Athelhampton House	For Info only
22-Aug	Club Night - Boules/ Games	Yes	TBA	Vic Wright
28-Aug	Action Day	Yes	Tom's Field	Tom Strickland
18-Sep	Club Run Watercress Steam Railway	Yes		Martyn Lucas
16/19 Sep	MGB CC Register weekend	No	TBA	Ken Scott
26-Sep	Club Night - Talk Invited speaker	Yes	The Old Bear Inn	Graham Bennett
24-Oct	Club Night - The Racing Life and Times of Sir Stirling Moss.	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.
1-Oct	Autumn Classic	No	Castle Combe Race Circuit	For Info only
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



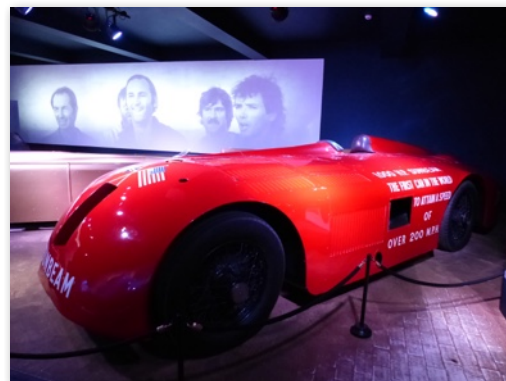
CLUB BBQ

I have sent the number of members wishing
to go to the summer BBQ off to Alastair at
the Old Bear

CLUB BBQ - JULY CLUB NIGHT		
NAME	SIZE OF PARTY	COST £
GRAHAM & JANE	2	18
GORDON & SANDRA	2	18
MALCOLM & PAT	2	18
TERRY & SUE	2	18
KEN & SARAH	2	18
PETER & SUE	2	18
CLIVE & ROS	2	18
VIC & JENI	2	18
KEN & ANN	2	18
RON & ANNE	2	18
TONY & JENNY	2	18
JOHN & PRISCILLA	2	18
MARTYN	1	9
STEVE	1	9
KEVIN	1	9

PICTURE GALLERY

Beaulieu Simply Classic & Sports Car Day



The Festival of Speed



The Summer Picnic





**Bournemouth & Poole
MG Owners Club**

www.1020mg.org.uk

**MG Picnic and
Garden Party**

**Athelhampton House
Nr Dorchester**

Sunday 07 August 2016

Gates open 10am

**Any MG - £12 per car
including all occupants**

Live Jazz Music

Tombola /Duck Race

Whilst we were picnicking at the Simply Classic and Sports Car Show, the secretary of the Bournemouth & Poole MG Owners Club came to chat. Before he left he gave the club an open invitation to go to their picnic at Athelhampton.

Club Asset List

CLUB ASSET LIST			
ASSET	CURRENT HOLDER	CONTACT DETAILS	
Engine Hoist	Nigel Fowler	01380 840031	erchfonte@gmail.com
Club Sail Banner	Kevin Meakin	01380 727151	kevinmg1@live.com
Event Shelter + Sides	Vic Wright	01225 704685	vic@devizes-domestic.co.uk
Projector	Paul Warn	01225 768676	paul.william.warn@gmail.com
Speakers	Paul Warn	01225 768676	paul.william.warn@gmail.com
Projector Stand	Graham Bennett	01380 723872	graham.bennett1945@yahoo.com
Projector Screen & Cover	Graham Bennett	01380 723872	graham.bennett1945@yahoo.com

NOTE:

If you need to borrow or take custody of any of the club's assets, the current holder should be contacted directly to arrange transfer. The new 'holder' of the asset should notify Paul Warn by email to ensure the asset list is kept up-to-date.