



WESSEX MG CAR CLUB

THE OLD BEAR INN STAVERTON



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NEXT CLUB NIGHT

25th September Start Time
8:00pm

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

CHAIRMAN'S CHAT

Hi, everyone,

The last month has been one of contrasts with the Club Boules Tournament cancelled because of the rain then unusually for a Bank Holiday we had hot sunny weather for the Action day in Tom's field, this was the first time I have been able to attend this event and also participate in a form of auto test, I must say that I thoroughly enjoyed the day and would like to thank Tom and Nancy for organising this for our club, also I must congratulate Peter Hine who was the overall winner in the events.

The following week I visited Haynes Motor Museum for the Rare Breeds Show, which despite the wet weather was well attended, we are planning a club visit to the museum on Sunday October 29th and there is certainly a lot to see in the museum,

On Sunday October 1st I am organising a visit to the Sunday Scramble at the Bicester Heritage Centre,

this is their last open day of the year and there is a lot to see on this former cold war base and there will be a lot of other cars attending, we have a reserved club parking area and if you have not already booked your ticket please do so very soon.

Please note, club tickets sales close at midnight Sunday 24th September and are subject to availability

Please visit <http://bicesterheritage.co.uk/event/sunday-scramble-tickets/> and select club tickets and Wessex MG Club.

For more information, see page 8.

Coming up at the next Club night on Monday September 25th at The Old Bear we will be learning more about Northern

France in what promises to be a very

interesting talk by Tom.

Martyn





Circuit of Oxford

Malcolm Taylor

Pat and I recently spent a weekend around Oxford. We visited the Oxford Bus Museum and Morris Motors Museum on the way in. We then had an interesting day in Oxford, where we came across the filming of an episode of 'Endeavour', the prequel to 'Morse'. We tried to muscle in on the street action but got moved out of camera shot.

On the way home we passed through Abingdon, where we first came across an MG dealership, 'Lodge Hill Garage' with it's impressive 'Spitfire' business marker. Then further in on the Oxford road is the 'Boundary House' pub. This was the home of Cecil Kimber between 1933 and 1938. (Blue Plaque)

You can see from the brown plaque that the 'New England T Register' went one better than Wessex MG. Instead of hopping over the channel for a spring break, they hopped over the pond for a circuit of Britain.





The Winter Fuel Allowance....

Paul Warn

Now that winter is almost upon us, you are maybe thinking of cocooning your pride and joy over the winter - perhaps not the best idea as experience has demonstrated that you should use it or lose it. Even if you use your classic during the winter months, given our winter weather the chances are you will use your car a lot less. I have researched the impact of storing petrol in petrol tanks and come up with the following - I hope you find it useful.

BACKGROUND

Petrol is a mixture of many components with different properties that contribute to the performance of the fuel. When petrol is left out in an open container exposed to the air it will in time completely evaporate. As it evaporates the composition and properties will change because different components evaporate at different rates. This is a normal feature of petrol and the same process takes place in equipment fuel tanks. Where petrol is kept for more than a week in equipment tanks then it can become stale and it is better to add fresh fuel before using. Examples are classic, veteran and vintage cars and bikes, racing cars and bikes, drag cars, boats, dual fuel vehicles, lawn mowers etc.

Generally petrol will last in equipment fuel tanks for about 3 weeks at a temperature of around 20 deg C, after that it will perform better when fresh petrol is added. Petrol will last in sealed containers for more than 6 months, while some breathing will take place this is not enough to significantly affect product quality.

In underground storage tanks the rate of replenishment prevents the fuel from becoming stale.

HOW PETROL CHANGES IN EQUIPMENT TANKS

LOSS OF LIGHT COMPONENTS - IMPACT ON MIXTURE

The light components in petrol are lost first as the petrol sits in the fuel tanks. These components provide valuable octane benefits during cold start. Because they are volatile they compose most of the air fuel mixture during cold start, if they are absent then the mixture becomes lean resulting in higher temperatures, pre ignition, detonation and piston damage. This is generally the cause of piston damage in high revving engines used in boats and small engines such as chain saws etc.

The portion of the petrol that remains has a higher density and higher octane but this is not available during cold start resulting in hard starting. Because the fuel via carburettors and injectors operate on a volume metering system the higher density means that more fuel is introduced for a given volume of air and so the air fuel ratio is fuel rich. If all the fuel cannot be burnt then it forms carbon deposits that will foul the spark plug and cause the engine to stop and not start. This is generally the cause of problems in classic cars where the engine stumbles and hesitates or cuts out.

LOSS OF LIGHT COMPONENTS - IMPACT ON OCTANE

The light components in petrol are lost first as the petrol sits in the fuel tanks. These components provide valuable octane benefits under high revving conditions such as cold start acceleration and the loss of these components can result in detonation and pre ignition at high speed resulting in piston damage.

The remaining components that have not evaporated are high octane and octane can actually increase with time but this octane is not available for high revving conditions.

MAINTAINING FUEL IN EQUIPMENT TANKS

It is not possible to provide a foolproof strategy for engines that are used only intermittently, however the following principles may help.

- 1) Always add some fresh fuel when the equipment is to be used if it has not been used for more than a week. This will provide additional volatile components and protect from cold start high revving detonation and piston damage.
- 2) Always keep the tank half full to stop water vapour from being sucked in and condensing.
- 3) Use a fuel that contains anti oxidants, metal deactivators and corrosion inhibitors to protect metal surfaces.





The 20th Goodwood Revival

Once again it was time to make our way down to West Sussex and the Goodwood Revival Meeting. This year we decided on a one-day visit, choosing the Saturday, way back toward the end of last year when I booked our tickets. As luck would have it, it was a wet weekend with Saturday being by far the better of the three days - thank goodness.



The meeting is a great antidote to modern motorsport. The historic racing cars are loud and spectacular, for the most part exceedingly well driven and with the power exceeding the grip available, particularly in the wet. For me the importance of winning the events staged at the meeting has become over whelming. So much so

that owners are importing British Touring Car drivers to co-drive their cars particularly in the Blue Riband event that is the RAC Tourist Trophy. Thankfully after some of the robust driving of previous years there was an unprecedented focus on avoidable contact and the application of penalties for offenders.

Having just a day it was impossible to do everything and so we concentrated on the paddock area. The highlight was always going to be the Scottish Saltire Celebration in the form of the famous 1950s racing team Ecurie Ecosse - sixty years after its second successive Le Mans victory with the Jaguar D-type in 1957. As far as I could see all the cars they raced in period were there including the Le Mans cars - a magnificent effort! But perhaps the highlight was the return of Ron Gaudion.



Ron came over from Australia in his mid-twenties and found a job with Jaguar. He helped build the first ten D-Types and ran Mike Hawthorn and Ivor Bueb to victory at Le Mans in 1955. When Jaguar pulled out of racing he moved to the Ecurie Ecosse team to run their cars including their Le Mans winning D-Types. He returned to Australia in 1958 with a Scottish wife - last weekend was his first visit to Goodwood since his departure. Ecurie Ecosse also helped launch the career of Jackie Stewart and his very successful sports car racing brother Jimmy. Jim Clark who will be the subject of my talk in October, raced for the other famous Scottish racing team of the time - The Border Reivers.



The 1957 season was also key to Britain's rise to dominance in Grand Prix racing. Tony Vandervell's Vanwall team winning the inaugural F1 constructors title in 1958 after a very successful 1957 when Stirling Moss won 3 of the seven Grand Prix. This included the British Grand Prix at Aintree - the first win by a British car and driver combination since the first World Championship race in 1950. Many of the cars that raced in that 1957 season were on display and took part in a parade on Sunday.



Motor bikes were also well represented including the Dunlops Michael and William. I've included a bike in this month's mystery "car" spot for those bikers amongst you to wax lyrical.

In the Earls Court motor show mock-up TVR had a major presence not only showing their new car but also examples of each model they built over the years. As I recall, in period the glamorous girls who were draping themselves over the cars would have been topless. However in this enlightened age they were very well behaved. A great day out.



Christmas Menu

This year's Christmas party has been arranged with the The Old Bear Inn for the 9th December - 7:30pm for 8:00pm.

I have included the menu below, the font size is a little on the small side however if you increase the magnification at the top of the screen you should be able to read it. In order to secure the booking the committee will need numbers to pass onto The Old Bear. As usual Peter Hine will collect a deposit of £5/person. If you could also select your choices from the menu and pass onto Peter that would also be most helpful.

Paul

£22 for two courses

£27 for three courses

Starters

Wild mushroom soup with mini brioche roll and truffle oil (v) (g/f)

Prawn and crab cocktail served with a lemon and dill mayo and granary bread (g/f)

Duck liver and Cointreau parfait with bruschetta and an orange and chicory salad

Baby baked brie with rocket salad, crispy prosciutto and croutons

Christmas at The Old Bear Inn



Mains

Traditional roast turkey with all the seasonal trimmings

Roast sirloin of beef, Yorkshire pudding and a red wine jus

Pan roasted goose breast with roasted winter vegetables and a Madeira and port gravy

Braised lamb shank served with a rosemary, thyme and sage butter and creamy mashed potato

Oven baked salmon fillet served with Prosecco and crayfish sauce on a bed of sautéed potatoes and leeks

Walnut and camembert wellington with seasonal trimmings (v)

Celeriac boulangère layered with nutty celeriac, woody mushrooms and rich chestnuts (vegan)

Desserts

Traditional Christmas pudding with a brandy sauce

Mulled poached pears served with vanilla ice-cream

Chocolate and orange torte

Lemon and rum cheesecake with a strawberry compote

A selection of English cheeses (£2 surcharge)

Filter coffee and mince pies to follow

the old bear inn

staverton

t: 01225 782487

e: enquiries@theoldbearinn.co.uk

Bicester Heritage Sunday Scramble - Reminder

The final **Sunday Scramble** of the year will take place on 1st October from 9.00 am - a great event to close an exciting events season.

The specialist historic car businesses of Bicester Heritage will be open to the public, which is a fantastic opportunity to see inside their workshops, showrooms and buildings and catch a glimpse of their latest projects, restorations and stock. In addition there will be hundreds of classic cars visiting on the day.

To book tickets visit <http://bicesterheritage.co.uk/event/sunday-scramble-tickets/> and select buy club tickets then scroll down for WESSEX MG

Please note, club tickets sales close at midnight Sunday 24th September and are subject to availability

What is the deal for vehicle club members? Members of vehicle clubs can benefit from our advance Club discount offer of £4 per person (plus a booking service charge)

After booking please let me know that you have booked your ticket and I will plan a convoy if you wish.

Martyn

Haynes Museum Visit - Sunday October 29th.

I am planning a club visit to the Haynes Motor Museum at Sparkford on Sunday October 29th, the plan will be to leave Trowbridge area at 9.30 am to arrive at the Museum mid morning then after our visit we can either have a snack there or visit a local pub for a meal.

If there are at least 15 of us attending I can book in advance and get a £2 reduction per ticket and if desired a guided tour.

If you would like to join this event please let me know as soon as possible by email martyn.lucas2@btinternet.com or phone 01373 859583.

Martyn

Sunday Lunch Run

Following on from the success of Malcolm and Pat's Sunday lunch run earlier in the year, Malcolm has come up with what looks like another interesting run:

Hi all,

I am thinking of organising another Sunday Lunch Run. Perhaps have a scheduled route this time. Suggested start point, 'The Milk Churn' on the A350 between Trowbridge and Melksham. Suggested venue is 'The Egypt Mill' at Nailsworth in Gloucestershire.



Pat and I recently had a weekday lunch there. Food was good and the setting interesting (see photo). There is ample parking. The surrounding area is also beautiful.

We will sample the Sunday offering, this weekend and plan a route. Either 24th Sept. or 1st/8th Oct. Anyone interested, let me know by e-mail

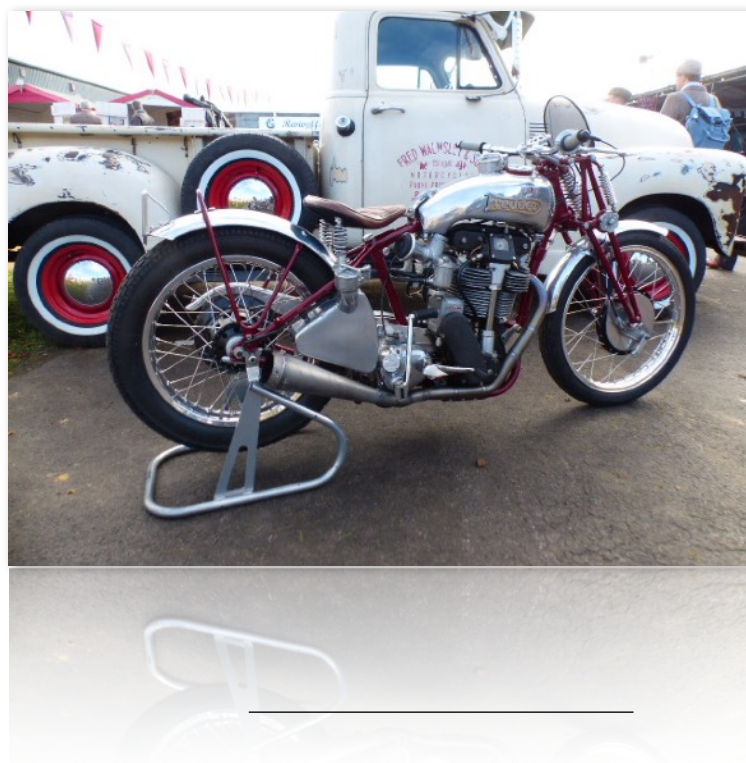
soonest, mtvantaylor2@gmail.com and state your preference for date.

Malcolm



Mystery Motorcycle

I have on a number of occasions included a mystery car for you to test your knowledge. This month I have chosen a motorcycle from our recent visit to the Goodwood Revival. No pressure then - although I expect responses from Terry Warder, Peter Hine and maybe Roger Binney...



Talking of Roger Binney reminds me. Roger sent this photo for inclusion in the newsletter:

"Now this is the way to store your cars. Yes real cars at the new Glasgow Transport Museum and it includes an MGBGT of course.





The Goodwood Revival



Secretary's Scribbles

So last month I said that we had sorted the rough running of the Magnette but in the process realised that we needed to change the water-pump as it was leaking. I ordered the required bits and as Vic started on the suspension bush strip down I swapped over the pumps.

The strip down of the front suspension was quite a job and we needed a bit of help from Ron on one particular bolt that would just not undo its grip. The Magnette has a similar setup to an MG B but to our dismay it also has front and rear tie rods attached to the kingpins.....so there are more bushes and more nuts to fight with. I went over to Vic's and each day I took a box of parts away to clean up and paint. The whole job was certainly a learning curve for us all.

I had ordered poly bushes as I no longer trust the quality of the rubber used these days. The first major problem was working out which bushes were which. The next problem was try as we might, we could not get the new bushes to fit in the top of the kingpin. In the end I phoned the supplier, NTG and asked for help - they got some of the same bushes and a kingpin and they couldn't do it either so we quickly had a rubber set sent out instead. The chap explained that the problem occasionally occurs where parts are used in multiple contexts but assigned the same part number - when they start moving over to poly and try and convert over using the part numbers things go wrong - they might work in some

funny old Austin but not in my sweeping MG. We had much fun and games reassembling but all was finally done and the Magnette looks and feels great again.

One interesting little thing held us up as we put everything back together and that was a replacement for the nut that Ron fought. I ordered one and it was too small. I phoned up and they got the same tie rod off the shelf and the same nut and it fitted theirs but not mine..... This confused both parties and I can only presume that they put bigger tie rods on the later cars?? I finally found a nut in a box of bits at home. We also continued our war on the core plugs - this seems to be ongoing. I am confident that they are all in OK - but one still weeps a tad.... It was this weeping that started us playing with them last year in the first place - Vic and I think there is a small flaw in the face somewhere. Anyway I could not have done this marathon job without Vic and not for the first time I owe him big time! Many thanks Vic.

This month I will be discussing Dunkirk in the context of the fall of France 1940 so that you can have an idea about the recent movie's accuracy and also the story we were told at Chavenage. I will also include the story of my Grandfather who was captured twice on route to Dunkirk. See you there!

Tom



Club Diary

2017 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
25-Sep	Club night - Talk	Yes	The Old Bear Inn	Tom Strickland - Dunkirk in the context of the fall of France 1940
TBA	Sunday Lunch Run	Yes	The Egypt Mill	Malcolm Taylor
1st Oct	Bicester Heritage Scramble Open Day	Yes	Bicester Heritage Centre	Martyn Lucas
29th Oct	Haynes Motor Museum	Yes		Martyn Lucas
23-Oct	Club night - Talk Grand Prix Racing	Yes	The Old Bear Inn	Paul Warn - The Racing Life and Times of Jim Clark
TBA	Pre AGM Committee Meeting	No	The Old Bear Inn	
27-Nov	Club night - AGM	Yes	The Old Bear Inn	
9th Dec	Christmas Party	Yes	The Old Bear Inn	7:30 for 8:00pm

Club Asset List

CLUB ASSET LIST			
ASSET	CURRENT HOLDER	CONTACT DETAILS	
Engine Hoist	Nigel Fowler	01380 840031	erchfonte@gmail.com
Club Sail Banner	Vic Wright	01225 704685	vic@devizes-domestic.co.uk
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	Paul Warn	01225 768676	paul.william.warn@gmail.com
Projector Screen & Cover	Paul Warn	01225 768676	paul.william.warn@gmail.com
New Set of Boules	Vic Wright	01225 704685	vic@devizes-domestic.co.uk

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.