



WESSEX MG CAR CLUB



THE SPENCER SPORTS AND SOCIAL CLUB

CHAIRMAN'S CHAT

CONTENTS

PAGE 2

**DETAILS OF THE CLUB'S
2018 AGM**

PAGE 3

ROSTYLE WHEELS

Paul Warn

PAGE 4

**CASTLE COMBE AUTUMN
CLASSIC**

Roger Binney

PAGE 6

A NEW KID ON THE BLOCK

Paul Warn

PAGE 7

OCTOBER MYSTERY CAR

Gordon Newman

PAGE 8

**ANOTHER STUNNING
VICTORY**

Roger Binney

PAGE 9

**FORD v FERRARI OCTOBER
TALK**

PAGE 11

**SECRETARY SCRIBBLES
COMMITTEE MEMBERS**

PAGE 12 - 13

**CLUB DIARY & CLUB
ASSETS REGISTER****NEXT CLUB NIGHT**

Monday 22nd October at
8.00pm

[http://](http://www.wessexmgclub.org.uk)

www.wessexmgclub.org.uk

Hi, everyone,

Well the summer weather has continued into October and hopefully we will have a reasonable winter.

Many thanks to Tom for a very informative and enlightening presentation on the last few days of World War 1, I certainly found this very interesting .

Wessex MG have been winning again, your club skittles team won the away match against Gloucester MG Club in a very close match with Wessex winning by 1 point., as your club have won both the home and away match we retain our cup. It was a very good friendly evening with good value food and the Gloucester club have already offered to play us again next year,

Just days later Vic and his team at the Classic

Race Day at Castle Combe on a very wet and windy day won the prize for the best club stand, what an achievement with many other clubs attending this major event.

If you are planning on visiting the Classic Motor Show at the NEC Birmingham on either Saturday 10th or Sunday 11th November there is a special rate for car club members with a discount code and also for groups of 10 or more.

Our next club night is on Monday 22nd October and features another of the eagerly awaited motor sport talks presented with great enthusiasm by Paul Warn who this year will be talking about the Ford GT 40

Hope to see you at 8.00pm on Monday 22nd October at The Spencer Club.



Martyn



WESSEX MG AGM

AGM

Please be advised
that in accordance
with the Club's rules,
two month's notice is
given for our Annual
General Meeting.

Wessex MG Club**2018 Annual General Meeting**

Notice is hereby given that the above meeting will take
place on the

26th November

at

The Spencer Sports & Social Club

commencing at

8:00 pm

Preceded from 7.30 onwards by the payment of
subscriptions for the 2019 season.

Notice of any resolution to be proposed at the meeting
should be given in writing to the Secretary before the
1st October

The proceedings of the meeting shall be as follows:

Agenda for AGM

1. Apologies for absence.
2. Approval of minutes of 2017 AGM.
3. Chairman's Report.
4. Treasurer's Report.
5. Consideration of any motions received.

Break

- Photo competition

- Voting for awards

6. Election of Committee for 2019.
7. Presentation of Awards.
8. Arrangements for 2019 AGM.
9. Any other business.



Rostyle Wheels

Paul Warn

Competition cars in the 1960s, particularly those raced in the world sports car championship grew ever more powerful. With that power came bigger wheels to carry fatter, wider tyres to transmit power to the track. Wire wheels were no longer strong enough for the job and so competition cars and high performance

cars for the road moved to alloys. It wasn't long before makers of mainstream motors also wanted a piece of the sporty-looking action.



In the USA the Motor Wheel Corporation manufactured what was known as the "Magnum 500" wheel which found fame in the 1960s and 1970s on muscle cars such as the Pontiac GTO, Ford Torino - pictured left - and Shelby Mustang.

A British engineering firm Rubery Owen, maker of wheels, petrol tanks and all kinds of automotive pressings for the British car industry, arranged to manufacture these wheels under licence. They became known as the Rostyle Wheel, that is RO for Rubery Owen Style. Early road tests and indeed we enthusiasts at the time referred to them as Magnum Alloys from the American term mentioned earlier.

It wasn't long before this wheel, pressed like any other mundane hub-cap wearer but oozing spoked, sculptured sophistication found its way on the likes of our red MGBGT pictured above in the early seventies on Dartmoor. Those spokes - four for a four-stud wheel - plus mini-spokes in between, or five spokes for a five-stud wheel, were picked out in silver on, usually, a black background. For more bling chrome could be specified instead of silver...





Castle Combe Autumn Classic

Roger Binney

Well it was a cold, wet and windy day, but that did not detract (somewhat) from a good day at the races for the Wessex MG gang. Lots to see and hear and the photographs succinctly describe the day.

Despite the inclusion of a diminutive Italian white car and a very English green car, or perhaps actually because of their very presence, Wessex won the Club Stand of the Show award, and Vic walked away with a prize bottle of something which may never be seen again!

A good day overall and thanks to Vic and Kevin for all their organisation and efforts in providing our much needed protection from the rain.

Go Wessex!





Thank you to Sue and Terry for additional pics of the day including Malcolm Barrington racing his Fraser Nash and Kevin with our "Club Avenue Best Club of the Day" award





A New Kid on the Block

Paul Warn

Continuing with our wet and windy day at Castle Combe.

Andy Hole arrived and brightened up our day with a replacement for his MGB GT - a 1955 ZA MG Magnette. In great looking condition, Andy was telling me that it has a number of engine updates to align the engine with the ZB ie bigger SU carburettors. The ZA was launched at the 1953 London Motor Show alongside the MG TF Midget. BMC had been newly formed in 1952 after the merger with Nuffield and Austin Motors.

The replacement for the Y series cars was well advanced before the merger and was in the hands of Gerald Palmer, who also designed the Y series. He designed two cars, one was a medium sized saloon that would carry the Wolseley - 4/44 and MG - ZA badge and the other was far bigger and would sport Riley - Pathfinder and Wolseley - 6/90 badges. The first examples of BMC badge engineering.

For the ZA, gone was the separate chassis as used on the Y series, replaced by a complete body shell or monocoque which carried mountings for the engine, gearbox and suspension.

The Wolseley 4/44 preceded the MG ZA by a year, the delay on the MG was to allow the new 'B' series engine to be fitted along with other newly developed components. The new engine made the Magnette a good performer - far quicker than the more luxurious Wolseley. At the latter end of 1956 the ZA gave way to the ZB which carried new refinements and a more powerful engine. Like so many MGs the Z series cars had been introduced to howls of disappointment, yet proved itself to be a thoroughly capable and much admired car with over 36,000 examples being produced.



OCTOBER MYSTERY CAR



A very cool looking mystery car sent in by Gordon Newman

AUTUMN SUNDAY LUNCH EXCURSION



A very pleasant Sunday lunch was enjoyed by all who accepted Malcolm and Pat's invitation to The Coppleridge Inn, Motcombe. Very many thanks for organising the event.





Another Stunning Victory

Roger Binney

Yet another stunning victory by the Wessex MG skittles super team. Pressure was certainly on during the last leg when the Wessex team led by one cumulative point.

Then the Gloucester team tried an old trick, offering Maltesers to the referee to say there should be one more deciding leg, since a one point difference was an insufficient margin to claim victory.

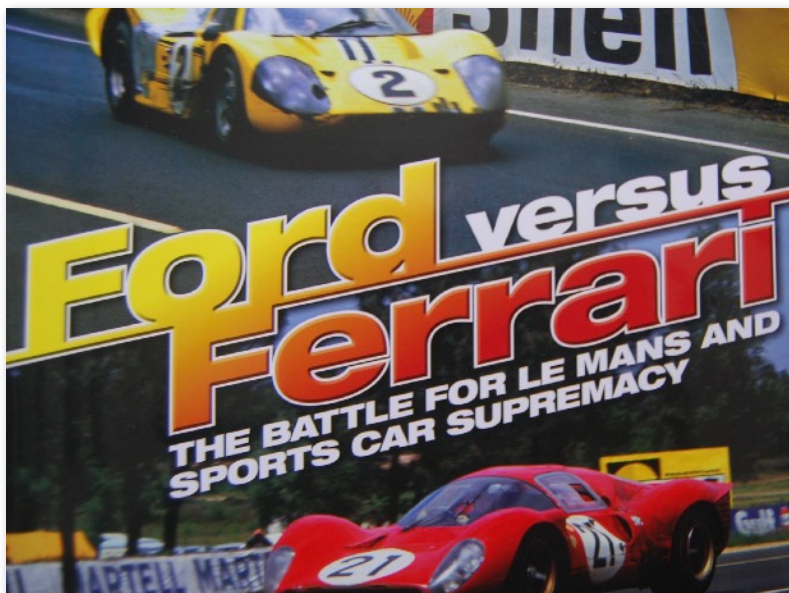
However, Vic rushed forward with a copy of the current official EU skittling rulebook (in force until March 2019) which disproved the point and victory was declared.

A good fun evening, thank you to Martyn for organising and to the Gloucester runners up for making us so welcome.



Photos describe, competition, victory and defeat!





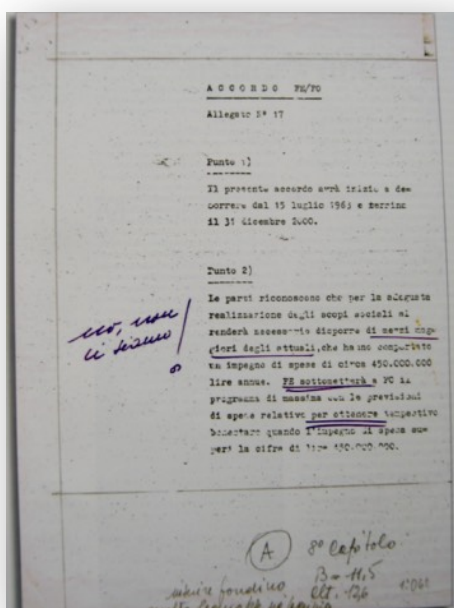
October Club-Night Talk

Paul Warn

Win on Sunday sell on Monday. This has been the mantra for major car manufacturers for many years. None more so than Ford.

In the late 50s Ford were experiencing a major downturn in sales compared with their bitter rivals General Motors. As a result Ford introduced a new strategy of "Total Performance". Key to this strategy was to win what was the greatest and most influential race in the world - the Le Mans 24 hours.

However Ford did not have the mind-set of a professional racing team. Instead they approached Enzo Ferrari - the most successful racing team of the period - in a bid to buy success through purchasing his company.



This is an extract from the final-draft contract between Ford and Ferrari. Enzo Ferrari objected to Ford requiring budgetary control of his racing programme. After scrawling his objections on the contract, he withdrew from the negotiations.

Ford were used to getting their own way and didn't take kindly to being turned down by a company a fraction of its size. And so began one of the greatest periods - 1963 - 1967 - in

Motorsports history. Ford began a money no object war against Ferrari in a bid to win the greatest race in the world....

My talk next week is my attempt at explaining how Henry Ford II eventually achieved his aim but at what expense in both human and technical terms? At the time I was on the side of the European element of this David and Goliath struggle. However, without this intervention by Ford the history of Motorsport would be a lot less colourful and interesting place.

Hope to see you next week.



Secretary's Scribbles

Thank you so much for the many kind words after my talk last month. I hope to tweak it a bit and use it as the basis for my Remembrance assembly at school. I will let you know how I get on with a younger audience that takes no prisoners. We can't fit the whole school in one hall so my young History teachers will have to deliver the same assembly.

Our MG3 has decided it doesn't really want to leave our hands quietly and this time it decided to pick up a puncture when Nancy popped to pick up Claire from Brownies. We are days away from the new ZS arriving and the last thing I wanted was to sweet talk and be nice to the MG3. I went up to the village hall and rescued Nancy - the spare wheel is full size, but

with the alloy bolts I wasn't particularly happy about things - perhaps this is the reason the 'full sized' spare has some bright yellow speed restriction stickers on??? Anyway the wheel change was straight forward with the help of a torch bearing assistant. I then took the wheel into Quickfit by the school and prayed that they could plug the rather large hole and wouldn't get too much of my hard earned money. I was finally in luck and they very quickly repaired the hole.

Oh I hope the ZS is not a 'Friday car'!



Tom



Club Diary

2018 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
22-Oct	Club Night - Talk - The Racing History of the Ford GT 40	Yes	Spencer Club	Paul Warn
23-Oct	Pre AGM Committee Meeting - 8:00pm	No	The Tollgate Inn Holt	Martyn Lucas
27-Oct	Binney's Bash Halloween Party		Eddington Village Hall	Roger Binney
9-11 Nov	Classic Car Show NEC	-		For Information
26-Nov	Club AGM	Yes	Spencer Club	Formal notification will be included in the Sept & Oct newsletter.
15-Dec	Christmas Party	Yes	The Leigh Park Hotel	Martyn Lucas

Club Asset List

CLUB ASSET LIST			
ASSET	CURRENT HOLDER	CONTACT DETAILS	
Engine Hoist	Vic Wright	01225 704685	vic@devizes-domestic.co.uk
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 (old)	Paul Warn	01225 768676	paul.william.warn@gmail.com
Projector (new)	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.