



# WESSEX MG CAR CLUB THE TOLLGATE INN-HOLT

## CHAIRMAN'S CHAT

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#### CLUB DIARY

#### NEXT CLUB NIGHT

19th August Start Time  
8:00pm

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

The summer continues, giving us the opportunity to enjoy our cars,

Our last club night was the annual club barbecue, but with a slightly different format, I trust you all enjoyed the evening and were pleased with the food and it was good that so many members managed to attend.

I would like to express a warm welcome to Frank and Alison Bond who came along to our last club night with their fabulous MG 14/40, and thank them for joining our club, and am looking forward to seeing them on some of our future events,

We are now a short time away from the next events in the club calendar, The Bowood Classic Car show on Sunday 18<sup>th</sup>, then on Sunday 25<sup>th</sup> the action day in Tom's Field, on bank holiday

Monday. Some of us will be attending the Corsley Show.

A reminder if you have not yet booked for the September 1<sup>st</sup> Classic Show at White Horse Country Park Westbury the deadline is August 24<sup>th</sup>, the organisers have told me that they already have record bookings, so it promises to be a really good day.

I am planning a car run on Sunday September 22<sup>nd</sup> taking us into the Dorset Countryside.

Our next club night at The Tollgate on Monday 19<sup>th</sup> August at usual time of 8.00pm, will host a "Name That Tune" competition hosted by Tony Neale, Hope to see you there.



**Martyn**



## A New Comer to the Club

Paul Warn

Last month I included an account of the club's summer picnic featuring rare birds at the Hawk Conservancy near Andover. This month continuing the theme of rarities I include a new addition to the Wessex MG fold ie a 1928 MG Mk IV Sport belonging to Alison and Frank Bond.

Alison and Frank got to hear about our summer BBQ at the Tollgate Inn and decided to pay us a visit. The result of which I am pleased to report is that they have decided to join our club. By way of introduction, I asked Frank to forward information on their MG. The following couple of pages are courtesy of Frank and Alison.



### Rare car buried under a Gloucestershire shed wins an award

The car is thought to have been taken apart and hidden to avoid being scrapped. A rare two-seater car found buried under a cowshed in Gloucestershire has won a Best Vintage Car award. All the parts of the 1928 MG MK IV Sports car were found in 1999 on a farm "carefully dismantled" and laid in the ground under two inches of concrete. Fred Body, from Cheddar in Somerset, has spent over a year painstakingly rebuilding the early MG. He said: "It's weird really - most of it was there and most of it was as sound as a pound."

According to the Early MG Society, only 135 examples of this model were made in 1928 and this car is the sole survivor in the country that displays the correct coachwork.

"When it was found it was completely taken apart, laid out flat and covered in gravel and one or two inches of concrete," said Mr Body, a car enthusiast who bought the parts when the owner put them up for sale.

### **Wartime secret**

"I think what must have happened was the war was coming and someone thought 'they're not taking my car for scrap. They carefully took it apart and buried it thinking they would come back and put it together again."

All the major parts of the car were found preserved under the concrete base of a cowshed. It was only when the shed was pulled down and the floor dug up that the car was discovered with all its identification plate and original number plates.

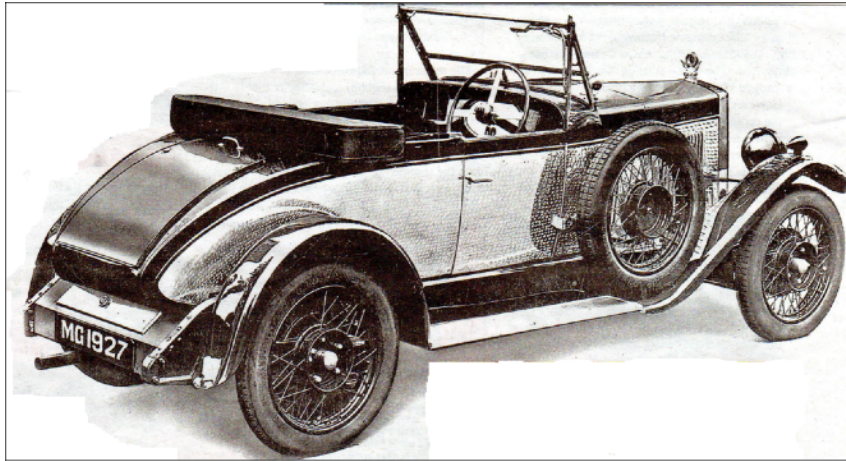
"Some of the original leather from the seats and paint work was there so we could colour match it as near as possible," said Mr Body. "But some of the aluminium had corroded where I think the concrete had cracked and urine from the cow house had got in. "And all the instruments were missing - they probably adorned someone's fireplace - so they were the most difficult to find."

At the end of April the resurrected car won the Best Vintage Car award at the Bristol Classic Car Show.

A spokesman for the Early MG Society said: "There is no history on this car until 1999 when it was miraculously 'discovered'. "It is now one of the few genuine MGs that has come to light in the last 25 years - it's been a real "from the ground up" restoration."







A 1928 MG  
14/40 - Called  
"Hester"

This Classic 1928 MG spent its early life in south Wales. In 1939, the owner carefully dismantled her, and buried it in a field in Gloucestershire so that it would not be requisitioned and made into war materials such as guns, tanks or aeroplanes. He sadly never returned from the conflict. With the confusion of early peace time, the local farmer erected a cow shed in the corner of this field. But this was not the end of the story, for in the late 1990's, the shed caught fire and taken down. During the excavation of the concrete floor, the discovery of the early MG came to light for the first time in over 60 years. All the identifying and number plates were intact, if a little corroded after the years of living under a cow shed. The farmer sold the job lot to Mr Fred Body, who painstakingly rebuilt the car to the standard you see today. Thus it was one of the only genuine MG's to come to light in the last 25 years. It is one of the only two seaters. A true barn find.

The present owner, Alison Bond bought the car from Fred in 2014. The fettling continues.

### **A potted History of the early MG:**

In 1926, modified Morris Oxford's were being fitted with MG bodies, which had Bullnose radiators. This stimulated a healthy demand from the sports-minded car public. Morris Garages cars were becoming more widely recognised as MGs and it was simply the Bullnosed radiators that betrayed the Morris parentage. Morris decided to adopt some new production techniques from the American car industry. As a result the radiator was replaced with a flat front type and a wider chassis was adopted to give "more" room for the passenger! Cecil Kimber, a salesman for Morris, followed suit with the MG versions. Various modifications were made by Kimber. Each engine was finely tuned and during 1927, it was uprated to 35 horsepower with the ride and handling much improved.

Braking efficiency was also enhanced - front wheel brakes were now incorporated - note the mandatory badge on the rear wing! As for styling, turned aluminium side panels replaced the plain polished two tone paint scheme, which finished off the car nicely. The flat radiator MG's were designated 14/40. The '40' came from either an optimistic view of the engine power output, or the expected average speed! With sales increasing dramatically, independence came to a logical conclusion in 1928, when the MG Car Company was formed. They moved to Abingdon, and the rest is history----



The Early MG Society is mentioned a number of times in the above text. Whilst I was tick tacking away I seemed to remember that I wrote something about the Society some years ago. I dug into the archive of my previous newsletters and "Lo and Behold" came across an article I wrote in the June 2011 newsletter, which I have included below.



## The Early MG Society

Extract from the June  
2011 edition of the  
Wessex MG Newsletter

Paul Warn

For those MG enthusiasts that didn't attend the Bristol Classic Car Show this year, you missed a treat. Last year I went along to the show with Ron Alderson in his MGC and to our surprise, hidden rather shyly at the end of one of the display sheds was 'The Early MG Society'. I didn't know anything about the society and was so knocked out by what I saw that I wrote a piece in our Wessex MG Club newsletter. This year Keith Herkes of the Society gave me a call to tell me that the Society would again be displaying cars at this year's event, to include a few surprises - I couldn't wait.

For those not familiar with the Early MG Society here is a brief history. It was formed in 1992 to support the owners of 14 and 18 horsepower MG cars built between 1925 and 1932. Apparently only 101 examples of 14/28, 14/40, 18/80 and 18/100 models survive today. The aims of the society are to foster friendship between current, past and future owners, to assist owners in keeping their cars in working order, to keep records of the history of these rare vehicles, and to promote their existence.



The society also provides help with obtaining parts and providing technical support in order to keep these cars on the road and to bring more to working condition. It publishes a magazine twice a year and has an archive of photos, manuals, drawings and sales literature. The Society organises events both within the UK and on the continent. Most of the cars on the stand are used regularly on UK and European tours. This year the display was bigger and not hidden away! I met up with Keith on the stand. He had motored down from Bedford in his cream 1931 18/80 Sports Six Mk 1 Speed Model. The 18/80 first appeared at the 1928 London Motor Show. Of the 500 Mk1's built, this is one of only 30 that remain worldwide; Keith found this



example in Australia where it had been restored in the 1980s and is now kept in immaculate condition. He is currently restoring another 18/80 which he has brought back from the USA.



I have no specialist knowledge of MGs other than a passion for the marque, but I do have a particular interest in its racing history. So with apologies in advance for any errors, I would like to describe the range of cars on display for those that missed the event.

One of the earliest cars on show was a very elegant Bullnose Super Sport Saloonette. The 'Super Sports' range was available in two and four seats and this example, the Saloonette was produced as a small two door saloon. This very rare MG is the only surviving model of probably just six that were made in 1925. It has been meticulously restored by Fred Body - as had other cars on display - and by retaining or repairing as much as possible of the 1925 construction, makes it the oldest surviving original bodied MG.



Cecil Kimber was very much at the mercy of whatever model Morris was in production at the time. In 1926 the Bullnose Morris was discontinued and replaced with the Morris Oxford. It



had a heavier chassis and a flat rather than rounded radiator of the Bullnose. This chassis/flat radiator configuration became known in the hands of MG as the 14/28 Flat-nose as opposed to the previous 14/28 Bullnose.

This new development was represented at the show in the form of a silver/burgundy 1927 14/28 MG Super Sports 4 Seater Tourer. The '14' was the last MG to be built around a Morris chassis and this particular model the last to carry the MG/Morris badge. Only 21 of these cars have survived out of something like 491 14/28 models built. About 150 had the 4 seater open sports body fitted as seen in this example. The 14/28 evolved to become the 14/40. On display was an immaculate 1928 14/40 Mk 4 Sports 2 Seater, now sporting the octagon MG badge. It was around this time that that Cecil Kimber gained permission from William Morris to build a separate factory. MG now had a facility with its own production line and in 1928 The MG Car Company was registered as a separate operation.

Now Kimber wanted to move his cars up market together with more performance. The 14 didn't cut the mustard with its side valve 1.8 litre engine; nor was it the ideal time, as Europe was

entering an economic depression. But despite everything the newly formed MG Car Company had for the first time a stand at the 1928 London Motor Show and new cars to show.

The first car built as an MG rather than a modified Morris - the MG Six or 18/80 Mk1, was launched at the 1928 show complete with a new 2.5 litre six cylinder over head camshaft engine. It also had a chassis designed in house, with a new 'face' in the form of a specially designed and imposing radiator, with the MG octagon sitting proudly on a crested nose piece - a design that would continue for some years to come. I have to say I get a little confused with the 18/80 production, the Mk 2 was introduced in late 1929 but the Mk 1 would continue in production alongside it.



The society had a number of 18/80s on display - amongst which was Keith's 1930 Mk1; a 1930 Mk2 saloon, one of only 3 Mk2 saloons surviving, this one originally registered to the Napier family; also a red Mk 2 two seater registered in 1930, which was tested by 'Motor' magazine in 1931.

But for me the most interesting car on display was a very impressive 1930 18/100 Mk 3 Tigress complete with its 2.5 litre dry sump engine, duel ignition and external exhausts - the first competition MG.

Five examples of this car were built specifically for the 1930 Junior Car Club Double Twelve race at Brooklands. In the event only one was entered. The Double Twelve was the British equivalent of the Le Mans 24 hours, albeit organised over two twelve hour sessions on consecutive days. According to a report in the June 1930 edition of 'Motor Sport' magazine: -

"The new MG in the hands of L.G.Callingham started off in a very promising manner. It showed a good turn of speed.....but had however to come out of the running owing to the butterfly valve of the carburettor coming loose and a screw getting into the works, causing considerable damage."



Although the Tigress retired from the race, it was in any event too heavy and as a result not fast enough to compete successfully. The 1930 Double Twelve would be the car's first and last official competition appearance. The car on display is only one of two complete examples of these cars still surviving. The specification for the 18/80 model was great value for money at around £400-£500; but you still had to be fairly well

off to afford one. However, potential customers were suffering as a result of the economic depression and considering a move to smaller and more economical cars.



Luckily sharing the stand with the first 18/80 at the 1928 Motor Show was the MG Midget. The Midget probably saved MG. It was so popular at the show that production had to be moved again to bigger premises in Abingdon. To underpin the popularity of the new car, the Midget was entered into competition. In 1930, a team of MG Midgets was entered in the same Double Twelve event as the Tigress mentioned earlier. The Midget was more successful and came away with the team prize.

By a lucky coincidence, the MG Car Club had a group of Midgets on display at the Bristol Show. One of which took part in the 1931 Brooklands Double Twelve where a Midget not only won the race but MG also took the class and team prizes - but that's another story. With thanks to Keith Herkes I didn't miss this year's show. The owners of the stunning MGs on the Early MG Society stand were really friendly providing a mine of information on their cars, as was Hamish McNinch on the MG Car Club stand, the owner of the 1931 Midget.

What more could an MG enthusiast ask for? The story of those early MGs through to their first successes on the track - all under one roof. What a great day out!





## WESSEX MG EVENTS UPDATE

**Corsley Show - Bank holiday Monday August 26<sup>th</sup> from 10.00am at Corsley Showground on A362 between Warminster and Frome BA12 7QH**

This is a traditional country show with a classic vehicle section and I have secured a parking area for our club.

For more details of what's on at the show see [www.corsleyshow.org.uk](http://www.corsleyshow.org.uk)

By taking a classic car you get free entry for driver and passenger.

If you are planning to attend please let me know, as soon as possible as I have to give the organiser registration numbers of our club cars attending.

### **REMINDER -**

**White Horse Classic Car Show - Sunday September 1<sup>st</sup> 2019**

Held at the White Horse Country Park, (The Old Cement Works), A350 Westbury.

This is the second year of this event organised jointly by the Westbury and Trowbridge Lions Clubs .

I have asked for a reserved area for our club, quite a few of our members have already booked in

**BOOKING DEADLINE for free pass - August 24<sup>th</sup>**

The booking arrangements are-

Visit the website-

<https://www.whitehorsevehicleshow.org>

And enter your details and car details **In the Club Box enter Wessex MG Club**

You will receive an email acknowledgement and your pass.

Please let me know if you are attending as it will be best if we aim to arrive together.

**Sunday Drive - Sunday September 22<sup>nd</sup>**

I am planning a late summer run into the countryside of Dorset and Somerset, passing some places of interest en route.

Please let me know if you would like to join me on this tour.

**Skittles match at Stroud - Thursday October 24<sup>th</sup>**

Some more volunteers needed please for the away skittles match against Gloucester MG club on the evening of Thursday 24<sup>th</sup>

**Martyn**

## Secretary's Scribbles

This month I achieved the big goal - getting the ZB to smoothly act as the wedding car to my colleague and friend's wedding.

Becky asked if she could use the Magnette months ago and I have been terrified ever since..... would the car behave and make it? Well, Nancy and I purred down to deepest darkest Somerset no problem at all. I found the venue and the B&B where Becky was staying easily and all went to plan.

The car was spectacular in her ivory ribbons and bows. I even put on a special Becky Number plate for the role.

The problem came the next day when I was so indisposed that I formed a new religion based around the porcelain goddess. In the end poor old Nancy had to firstly collect the car on her own from the wedding venue but she then had to drive me all the way home. Nancy was brilliant, she had never driven the Magnette before and after being shown where the start

button was drove a very worse for wear Tom home.

I lost a whole day of my life that day.... I think downing half a bottle of raspberry Sambuca in an attempt to stop the 'Corkage Nazis' taking it was probably the low point. I did though surprise Nancy by being the centre of attention on the dance floor for the whole night, instead of sitting or attempting a rather self-conscious short dance, which is the norm. Momentarily I was 18 and the World was my oyster. That was until I woke up the next day.....

I am currently on our summer holiday in the Loire. Looking forward to seeing as many as possible for the annual fun in our field day.

See you all soon.

Tom



See pics below ED



## DING DONG THE BELLS ARE GOING TO CHIME!



## Club Diary

2019 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
18th August	Bowood Classic Car Show No 2	Yes	Bowood House	Martyn Lucas
19th August	<b>Club Night - Name that tune</b>	Yes	<b>The Toll Gate Inn</b>	<b>Tony Neale</b>
25th August	Tom's Action Day	Yes	Tom's House	
26th August	Corsley Show	For Info		<b>NB If the 25th August is too wet then the 26th will act as the reserve day</b>
1st September	White Horse Car Show	For Info	Westbury	Martyn Lucas
<b>23rd September</b>	<b>Club night - Talk</b>	Yes	<b>The Toll Gate Inn</b>	<b>Talk by Tom Strickland</b>
5th October	Autumn Classic	Yes	Castle Combe	
<b>24th October</b>	Club Skittles Event against Gloucester MG	Yes	<b>Stroud</b>	Martyn Lucas
<b>28th October</b>	<b>Club night - Talk</b>	Yes	<b>The Toll Gate Inn</b>	<b>Talk by Paul Warn</b>
8th,9th,10th November	NEC Classic Car Show	For Info		
<b>25th November</b>	<b>Club night - AGM</b>	Yes	<b>The Toll Gate Inn</b>	<b>Club AGM</b>
<b>14th December</b>	Christmas Party	Yes	<b>The Toll Gate Inn</b>	<b>See details in the July issue of the newsletter</b>

## 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	Tom Strickland	012489 447125	<a href="mailto:stricklandto@hotmail.com">stricklandto@hotmail.com</a>
Projector	Peter Hine	01672 512847	peter_hine@btinternet.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.