



# WESSEX MG CAR CLUB THE TOLLGATE INN-HOLT

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**NEXT CLUB NIGHT**

**AGM 25th November**

**Start Time 8:00pm**

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

Well hasn't the year flown by, I find it hard to believe that we are now in November.

Thanks to Paul Warn for his presentation at our October club night on the 1930's MG Magnette, I certainly found this a very interesting talk

Our club team managed to achieve victory and retain the skittles trophy in a very close and high scoring skittles match away to the Gloucester MG club. We now look forward to our home match in the new year.

I would like to wish a speedy recovery to Vic who is now home from his recent knee operation, and also to Ron who had a similar operation just a few weeks earlier,

We are now only a few weeks away from our club Christmas Meal which is at

the Tollgate on Saturday December 14<sup>th</sup> starting at 8.00pm, we will have the usual Christmas raffle with tickets sold by Roger.

I am just finalising arrangements for our 2020 Club Spring Tour, which this year by popular request will be based in the Llanelli area and will in the next few days have details of costings and booking arrangements.

Our next club night on Monday November 25<sup>th</sup> will be the AGM, and also presentation of the club trophies and a photo competition.

Look forward to seeing you at the Tollgate on Monday 25<sup>th</sup>



Don't forget it's Christmas party time!  
The TollGate Inn on the 14th December  
7:30pm for 8:00pm

Dress informal but wear a Christmas  
decoration

Merry  
Christmas  
& HAPPY NEW YEAR

It is customary for each person attending to  
bring a "Secret Santa Gift" to the value of  
£5 - £7. Please clearly mark the gift for a  
male, female or a joint recipient .



## Sindy Doll's MGB Roadster

Paul Warn

As Christmas is around the corner, I thought this might awaken memories of Christmas past if you are of a certain age...

Do you remember Action Man and Sindy Doll? If you do, your Action Man might have made a daring assault on your sister's bedroom to get his grippy little hands on this little sporting number in the main title. At 1:6 scale, the pint-sized warmonger was compatible with British dream-girl Sindy, so could have squeezed behind the wheel of her MGB.

Sindy was launched by Pedigree Dolls in 1963 as a British answer to Barbie. To be strictly accurate, Sindy was actually a licence-made version of American Barbie-wannabe Tammy, but more Carnaby Street than Sunset Strip.



Sindy was a hit, and in 1965 her world broadened with big-ticket 'Scene-setters accessories' such as a wardrobe and a natty sports car - the moulded plastic MGB. Even then though, the car had US origins - Tammy gained a blue MGB in 1963 as a response to Barbie's own roadster, an Austin-Healey 3000 which is

apparently extremely rare today, so look out it at your car boot sale.

Sindy's MGB cost 29 shillings and sixpence. It had a fairly accurate plastic body with turning wheels and many plastic details such as chrome-effect grille, hubcaps and bumpers, and a radio aerial with a Sindy banner on the end.

Two dolls could be inserted into the snug cockpit, prime candidate for the passenger seat being boyfriend Paul - I know you couldn't make it up.

Sindy MGBs were brittle, with trim easily broken or lost. To find a pristine survivor like the one in the photo from Vectis Auctions will entail a long search. Boxes are rare, aerials very hard to find and one without a buckled windscreen near-impossible.

Understandably, they make decent money at auction, this example sold for £48. Modern classics also exist in toy-land. Sindy's 1980s wheels, is a two door Range Rover.

Explaining that they're dolls' accessories might be the tricky part...



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## A Question Posed

We have such a lot of knowledge within the group, I wonder if we have a view on why our car industry has been lost whilst other European countries have thrived. VW, Mercedes, BMW, Volvo, Fiat, Peugeot, Renault, Citroen etc.

We as a nation are supposed to be good at business, trading, engineering, innovation.. so why have we failed? In the light of "all the new opportunities which will arise out of Brexit " there could be some valuable insights.

I suggest the question is posed this month and summarise responses into a future article.?

**Roger Binney**





## Organise agreed - value insurance

Paul Warn

Valuing a modern that has met its doom is simple; there are many similar cars, the trade values them accurately and what the insurer needs to pay is obvious.

Its not so clear with classic cars. Condition varies, there may be few comparable examples, plus history, sentimental attachment - and hey, even the fact that it was the last one made in your favourite colour and in upholstery to match your eyes - all skew the value. Besides, what's important is its worth to you because you weren't intending to sell.

What you need, then, is what every specialist classic-car insurer offers: an agreed-value policy. You decide what the car is worth, you send photographs so the insurer can check that the valuation is reasonable, you agree not to exceed a certain mileage during the year, and you're insured. If the car is written-off, the agreed value is paid. And, depending on the policy, you might even get to keep what's left.

There can be conditions and complications though. The insurer might ask for an independent valuation and proof that the car is kept securely overnight. The greatest contention comes with 'modern classics' for which mileage restrictions - 3000 is typical - discourage use as a daily driver even though the car can handle such use. Business use, too, is rarely covered.

The paradox is that people that choose a modern classic over a mere modern for all their driving might want their much-loved, well-looked-after car to be covered at an agreed value.. But such cover is all but impossible to obtain, so cover is at

'market value', which can be deemed very low if there's still a sizeable number of tatty examples of the model around to drag the value down.

In the event of a claim the onus is on the owner to prove the car is worth more - via photos, records of work, references and classifieds. Precisely the hassle that agreed-value insurance is meant to avoid.



1933 MG L Type K3  
replica

Steve Todd took these pictures at the NEC Classic Car Show. And asks can anyone spot what is unusual and why is it like this?





## Secretary's Scribbles



### A Field Trip To Gallipoli

Tom Strickland

I survived my 5 day trip to Gallipoli in Turkey. I didn't see any MGs out there but my ZS did sterling work taking the party of 3 grown men to the airport and back. As we set off my brother George explained that he wasn't going to eat anything unless he was convinced it had been properly cooked - he lived this mantra until he was put to bed with a dodgy tummy - the only one of us to be troubled!

Gallipoli 1915 was all about sending Naval ships up towards the Black Sea to bombard Constantinople (Istanbul) and knock Turkey out of the war. When the Turkish guns and minefields started to destroy our ships we decided to land troops on the land to capture the guns - this was at Gallipoli. Despite the Australians and New Zealanders (ANZACs) believing it was all about them, there was actually double the number of British compared to French and ANZACS combined.

What struck me was how small the landing beaches actually are - nothing like the wide expanses one sees at D Day. We visited all the famous sites and at each cemetery we looked for people linked to Wiltshire. We visited the Nek, which is made famous in the Mel Gibson Gallipoli movie. Here the front was only the width of a football pitch, with sheer drops each side. There is a small cemetery there with about 12 graves - all Australians. However, what people don't realise is that the men may have been in the Australian army - that didn't mean that they were necessarily Australian. One of those 12 graves, in possibly the most Australian patch of ground outside Oz, was actually of a man from Marlborough.

We found this time and time again and one has to ask how long did someone need to be in Australia to be Australian.... Certainly they wouldn't all have sounded Australian. The Gallipoli campaign was a waste of life as it got absolutely nowhere and just ate up lives. It is sad how many Turks died to defend their homeland against British soldiers laying down their lives for patches of thorn and rocks. The Turks refer to all their men as Martyrs and I understand why.







## Secretary's Scribbles

*See Page 7*



## Club Diary

2019 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
<b>25th November</b>	<b>Club night - AGM</b>	<b>Yes</b>	<b>The Toll Gate Inn</b>	<b>Club AGM</b>
<b>14th December</b>	Christmas Party	Yes	<b>The Toll Gate Inn</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.