



WESSEX MG CAR CLUB THE TOLLGATE INN- HOLT

CHAIRMAN'S CHAT

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THE CLUB'S DIARY

THE CLUB'S ASSET REGISTER

NEXT CLUB NIGHT

22nd August 8:00pm

Talk by Gordon

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

The hot spell seems to be ongoing, as I write this we are in the midst of another heatwave.

During the last month we have enjoyed the Wild Goose Chase mystery run through Wiltshire organised by Gordon and Sandra which finished with an excellent meal at the Northey Arms,

Last weekend a large contingent of members made the trip on a very warm day to the Gloucester Country and Steam Extravaganza at South Cerney, this is a very large show and it possibly needs more than a day to see everything there, if you have never been it is well worth a visit next year.

There are still plenty of events to come this year with our next club night on the 22nd featuring a Talk by Gordon, then on Bank Holiday Monday we have the annual fun action day in Tom's Field, this is followed on Sunday September 4th by the Westbury Lions White Horse

Car Show,

As many members are on holiday in September I have postponed the visit to Nuffield Place until next spring

If you would like to go to the Autumn Classic Race Meeting at Castle Combe on Saturday 24th September, don't delay booking your ticket as the special club discount expires on August 25th.

Please let me know if you are coming along to our club skittles night on Saturday October 1st, at The White Hart, Atworth, I need to let them know numbers by September 18th.

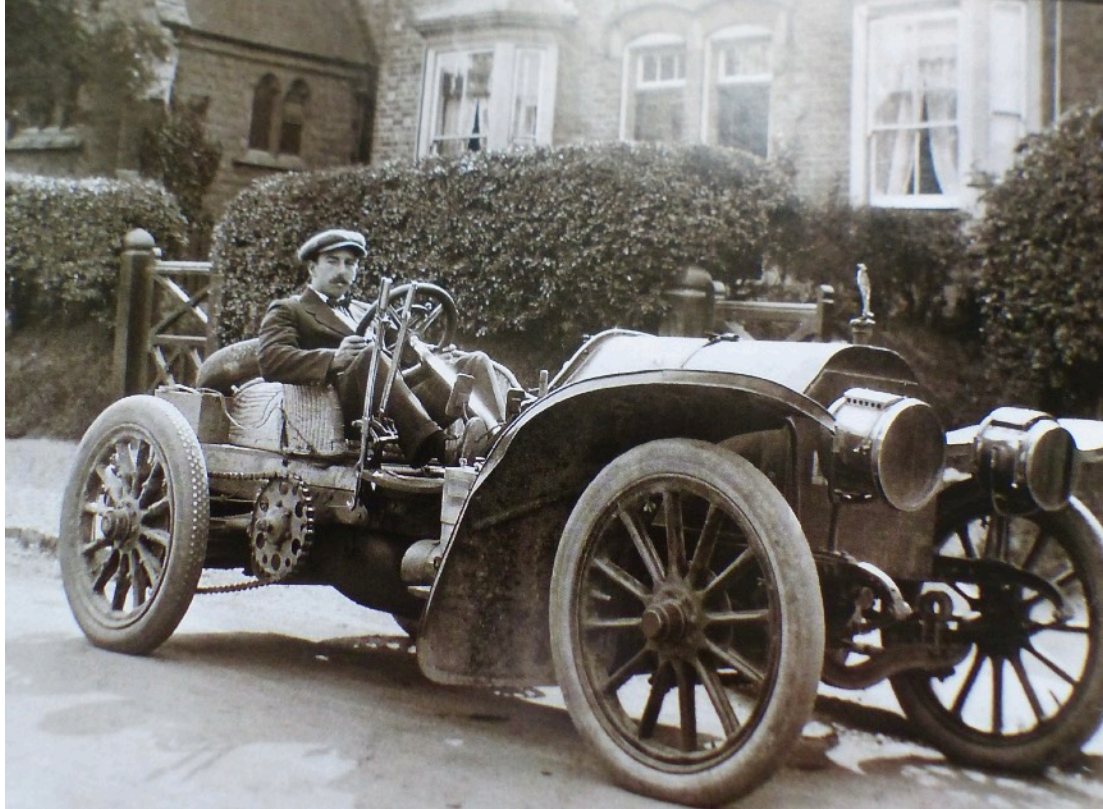
It is good to welcome new members Doug Kidd, David Hahn, Peter and Penny Oldale, and I look forward to seeing you at one of our forthcoming events.

See you on Monday 22nd at 8.00pm at The Tollgate

Martyn



Club Member Car of the Month - But Not As You Know it... A Chain-Drive Mercedes 60 HP



I've made a school-boy error in not recording all your contributions to this part of the newsletter to know who I should ask next! So while I sit in a darkened room to cogitate I've included this fantastic photo - quite appropriate I think as a substitute for the "Car of the Month". A cool dude or what! I wonder who took the pic and where he motored afterwards...

In the early 1900s, this chain-drive Mercedes was simply the best car money could buy. Created over three decades before the term 'supercar' was coined - it was first applied to a 6.5-litre Hispano-Suiza in the mid 1930s, incidentally.

Available at a time when the nationwide speed limit was 12mph - cut down from an impossibly high 14mph by motor-phobic legislators - the Mercedes had a top speed of 80mph which it reached with its 9.25-litre engine turning at a remarkable 1200rpm or so.

In 1904 Claude Johnson, soon to be the power behind the throne in the new Rolls-Royce firm, praised the 'Magnificent Mercedes - the rich man's motor car'. In an article in the **Badminton Magazine** - where else? He likened the model to a 'fair but - to the unskilful - terrible mistress'.

Ed



MG Bournemouth Bash

Terry Warder

Perfect weather for an MG meet at a perfect location - Sammy Millers Motorcycle Museum. All in aid of two good causes - Dorset and Somerset Air Ambulance and Macmillan Caring Locally. MG's turned out in all shapes and sizes as you can see from the photos. A great representation of the MG marque with around 100 cars present.

The museum itself was well worth the visit, (even though we have attended many times before- being avid motorbike enthusiasts) as Sammy has recently extended, adding even more machines and memorabilia. There were also various stalls, craft shops, café and animal sanctuary - something for everyone.

Maybe something to put in the diary for a club run next year.







1967 - The Most Expensive Commercial Ever Shot?

Paul Warn

Now, fuel companies are not our favourite people at the present time nor have they ever been I hear you all cry! I'm sure you all have memories of petrol adverts whether on the television or in the cinema. The one I'm about to tell you about was, at the time, the most expensive commercial ever made. Shell's PR agency was Ogilvie and Mather. In those days assuming you had the budget, you could make a call, in this instance to the Monza circuit and hire the track. Illustra Films wanted the track for a month in September of 1967.

In 1966 and 1967 Ford won Le Mans with what is generically called the GT40. The cars used for the commercial were three road going versions of the GT40 built as part of a batch for homologation purposes. Of course at the time Monza was Ferrari's test track - Fiorano now their dedicated test track hadn't been built - which caused a few upsets eg Shell draped Shell banners over all the AGIP fuel banners around the circuit.



Shell wanted three 60-second commercials to demonstrate how its new "Platformate" ingredient gave better mileage. JWA in the UK were running the GT40 race programme and were asked to provide three cars for the filming. The engines were prepared in Detroit to identical consumption specifications. No expense was spared. Apart from the director and producer of the film there were groups of technical people from Shell, British and Italian film crews, a test driver each from Shell and Ford, a helicopter pilot from the US, six cameras, three camera cars - one a Porsche 911 - and a lorry load of radios...

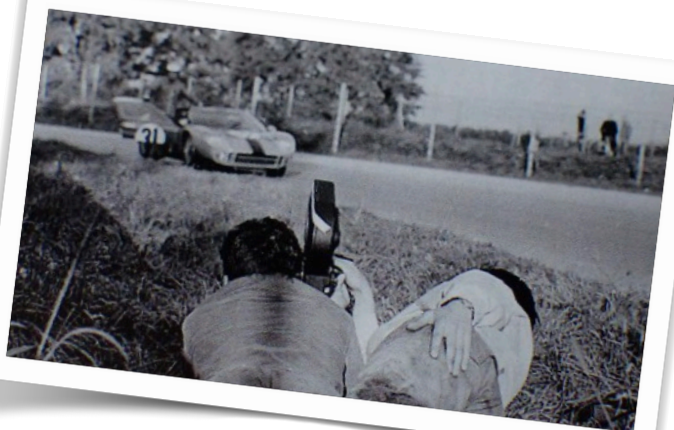
The plan was to film a couple of two-car challenges until one Ford ran dry, leaving one hot driver to walk back to base. The Mayor of Monza took 'The Three Car Gamble' in which by throwing dice he selected which car of the three took part and which car had the fuel additive. Perhaps I'm too cynical...amazingly the Platformate car always ran further... Super long lenses were used to film the cars from a safe distance coming off the banking. As all the shots had to be in real time and couldn't be repeated each of the camera cars used were equipped with two cameras running in parallel.



The onboard shots of the drivers were particularly difficult in the days of baulky cine equipment and no remote control of cameras. It meant a camera on the passenger seat and the camera man perched on the GT40's wide sill with the door off and his body sticking out into the airstream and held in place with ropes!

After a month of filming the upshot was three one-minute ads, 180 seconds of film per second of film. Sadly these adverts were never seen in the UK - nor can I find them on youtube. Shell were very specific - Fords for the US market and Jaguars for the UK. Indeed this whole process was repeated on the banked Montlhéry track just south of Paris using E-Type Jaguars.

After filming was complete JWA invited bids for the GT40s - it was going to be too expensive to take them back to the UK. There were no takers at £1500 each. The general view was why would you pay that for a Ford engine and a few bits of glass fibre. If only they knew...





Chipping Sodbury Rally A Salutory Tale... Frank Bond

My 1926 MG 14/40 had a clutch failure during the Chipping Sodbury rally in June. The clutch is made up of two plates with numerous corks engaging on a central disc. Oil from the engine goes into the clutch bell housing to keep the corks lubricated. This system was used by Morris into the '30's. I've had a couple of 1920's car, without any problem. Last year I took someone's advice and tried a non detergent multi grade oil in the engine. Later I read that you (and that includes me) shouldn't used multigrade oil with cork clutches. The court is out on reasons why!

Well, I had driven about 800 miles when we embarked on the Chipping Sodbury rally. After about 100 miles, I felt the first indication of the clutch slipping. 10 miles later we were at the finishing line. In pouring rain, and whitworth spanners in hand I tried to take up any play in the clutch. There was none. The car had to be put on a low loader and taken home.

The car has a torsion tube from the gearbox to the differential. So it's an awkward job getting to the clutch. The back axle has to be taken back to get at the prop shaft. I'm getting too old for this, so a friend from Cheddar did the job for me. Good chap, and knows his way around these prewar MG's. I'm expecting to pick up the car the first week of August.





Le Puy de Notre Dame Retro Grand Prix

Roger and Lynne

Every year enthusiasts meet at Puy near Saumur to race their pre war cars and bikes. This year it was 37 degrees and full sun, so it made for a warm day. Morgans aplenty, MG's and even a Twin Cam and an A sheltering under the trees. Typically French, racing around the village circuit lined with straw bales and picnicking folk. Dogs allowed, free parking, no entrance fee, lovely food and fresh wine all around the pits. Just a lovely day.

Maybe a Wessex MG trip next year?





SACRILEGE?



I know Terry has the Beast, but what about this Beastie? My brother in Spain sent the picture to me. In our youth he took my MGA over. I don't know if any of you MGA owners know of this. He is on a Facebook group called 'MGA fan club.'

I know Terry has bonnet cut-outs for the carbs, but this is ridiculous, there isn't much bonnet left and half the engine is outside the car



Malcolm T



SATURDAY SEPTEMBER 24TH, 2022

ANNUAL CASTLE COMBE HISTORIC EVENT

- **Celebrating the first Porsche driving in the UK at Castle Combe 70 years ago on the 4th October 1952, by Claude Bannister in a Porsche 356!**
- **Featuring racing from: GTSCC Touring Car Trophy, GTSCC, F500, Fiscar, Ecurie Classic Racing inc Pre '66 Jaguar & HSCC Griffiths Haig Trophy**
- I have booked a club parking area and we can now passes for Autumn Classic Historic Race Day. To do this we will need to select your club from the dropdown list in the club member zone, and input the following code when selecting items for purchase.

Your unique club booking code is: WESSEXMGAUTUMN22

The link you will need to book club tickets is as follows: <https://castlecombecircuit.co.uk/shows/autumn-classic-historic-race-day/24/09/2022/club-book>

Please note that club passes are sent out in the post roughly 3 weeks prior to the event.

BOOKING DEADLINE IS FRIDAY AUGUST 26th



WESSEX MG SKITTLES NIGHT

SATURDAY OCTOBER 2nd 2022

Please note new date

Our first skittles match for three years will take place at The White Hart, Atworth on Saturday October 2nd starting at 7.00pm, there will be food available and it will be a fun evening.

I have moved this event to October as from the replies I received there were quite a few members on holiday at the time of the previous September date.

Hopefully the change of date will enable more members to be with us on this new date.

Please let me know if you wish to join us for this evening, if you do not want to play skittles you are welcome to spectate.

Wessex MG Visit to Nuffield Place, Huntercombe near Henley On Thames.

Sunday September 11th

I am arranging a club visit to Nuffield Place, entrance is free for NT members but we will need to book online about 3 weeks before.

The plan is to combine this with a visit to the Abingdon Museum which has a display of MG memorabilia and also one of the last MGB LE cars.

Please let me know if you would like to join this event and then I can plan the timings.

POSTPONED UNTIL 2023

Martyn

Nuffield Place an OVERVIEW

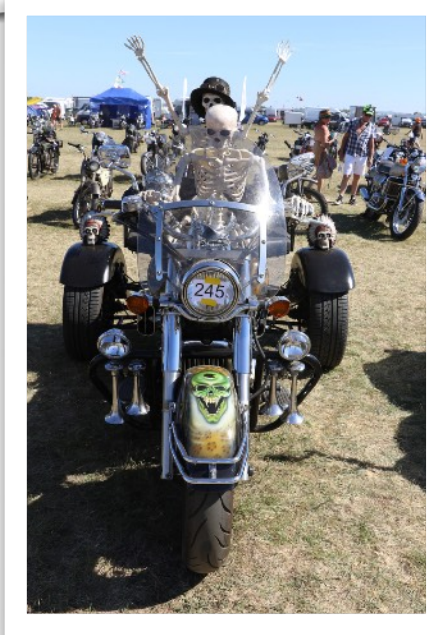
The home of one of the most remarkable men of the 20th century

Nuffield Place reveals the surprisingly down-to-earth lives of Lord Nuffield, founder of the Morris Motor Company, and his wife. Their home and personal possessions are just as they left them, the decor and furnishings intact.

From the comfortable sitting room with a small black and white TV, to Lord Nuffield's humble bedroom with a secret built-in workshop, this intimate home exudes the tastes and interests of its remarkable owner.

GLOUCESTER STEAM EXTRAVAGANZA

Here are some images from the Gloucester Vintage and Country Extravaganza. There were ten cars from Wessex MG and a huge amount to see. **John Bishop**



GLOUCESTER STEAM EXTRAVAGANZA

Well, I suppose with the drought and waterways drying up, you may as well put some wheels on your boat. Despite my protestation to the contrary to someone? It is a Reliant three wheeler under there. I checked the registration and it is all road legal and MOT'd till next April.

I think the two people on the trike have been out in the sun too long?
And a nice little red number with Pat's personal registration plate on.

Malcolm Taylor



Secretary's Scribbles

As anticipated the red weather warning swapped us to the MGTf for the Wessex Picnic so that we could enjoy the wind in our hair rather than the 'tin can' effect of the Magnoste. The event was a triumph with the Perfumery gardens being a real hit - Thank you Gordon and Sandra. I have to admit that I was expecting the venue to more for the ladies, but I was dead wrong and the tour with the Head Gardener made the process fascinating as the complexity and ingenuity used to develop workable perfumes was explained. We were allowed to feel, stroke and sniff the various plants and not all were pleasant, although they were still useful as part of a blend. We went on to picnic at Kingston Lacey, where we found a lovely shaded spot to natter the afternoon away.

The Family have been pretty busy this summer, we went to the Somme to introduce the girls to the wonder of the history - something I have avoided overly pushing... Claire still refused to get out of the car at some points! We then spent a couple of days at the Commonwealth Games watching the England Netballers. The crowning

moment was my brother offering his wife's ticket to the big night of finals at the Athletics, which he promised would be good seats. I drove up in the MGTf to Solihull, hood-up as it was actually raining as I departed, but I then had that familiar soft-top problem.. it got hot, I was in a traffic jam on the Fosseway... do I put the hood down and bake alive in the jam(remember that I am ginger) or try and use the hood for shade? I decided to leave it up and opened both windows, which helped, but it wasn't quite like the air conditioning of most modern cars. When my brother and I arrived at Alexandria Stadium using a thing called Uber we found he was right about the seats - we ended up just a few rows from the front right by the finish line and the BBC interview pens - what a night! We are now back in France, down in the Loire with more 30 degree temperatures (beginning to feel like normal??). More 2CVs back on the roads since the pandemic - maybe they were all fixed up as projects during the lockdowns?

Hope to see you all again soon.

Tom





CLUB DIARY

2022 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/ Time
22nd Aug	Club Night - Talk by Gordon Newman		Tollgate	
29th Aug	Tom's Action Day		Tom & Nancy's House	Tom Strickland
4th Sept	White Horse Show		Westbury	
24th Sept	Castle Combe Classic			
25th Sept	MGB 60		Gaydon	
26th Sept	Club Night - Talk by the "Bobby Van" Trust		Tollgate	Martyn Lucas
1st Oct	Wessex MG Skittles Night			Martyn Lucas
TBA Oct	Pre AGM Committee Meeting			
24th Oct	Club Night - Talk by Frank Bond		Tollgate	
21st Nov	Club Night - AGM		Tollgate	
10th Dec	Christmas Party		Tollgate	

Club Asset List

CLUB ASSET LIST			
ASSET	CURRENT HOLDER	CONTACT DETAILS	
Engine Hoist	Tom Strickland	012489 447125	stricklandto@hotmail.com
Club Sail Banner	Kevin Meakin	01380 727151	kevinmg1@live.com
Event Shelter + Sides	Kevin Meakin	01380 727151	kevinmg1@live.com
Projector	Gordon Newman	07597 374405	gornew@yahoo.co.uk
Speakers	Paul Warn	01225 768676	paul.william.warn@gmail.com
Projector Stand	Paul Warn	01225 768676	paul.william.warn@gmail.com
Projector Screen & Cover	Gordon Newman	07597 374405	gornew@yahoo.co.uk
Set of Boules	Terry Warder	01225 766068	suewarder60@gmail.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.