



WESSEX MG CAR CLUB

THE OLD BEAR INN STAVERTON



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NEXT CLUB NIGHT:

22nd February

**Club Night Start time
8:00pm unless otherwise
stated.**

Club Website

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

CHAIRMAN'S CHAT

Hello All,

I would like to welcome Clive Dorling to the club and hope that he will enjoy his membership and be able to join in our activities.

Last month`s talk on bees went down very well as I am sure, from the feedback, that all found it interesting. The honey cosmetics were popular and June was delighted to find a source of hand cream.

I have just received confirmation from Bill Blumsom, this month`s speaker, of his talk on spiders. Much to Ron and Anne`s disappointment, he will not have any samples.

Another month where the MG has stayed in the garage. It has its MOT this month but I am confident it will be OK! Talking of cars, Jane and I have been to Reading

today and purchased an MGTf. The green 1953 one was beyond my pocket so I settled on a 2004 model. We don` t pick it up until 1st March. We are keeping the B. For anyone who may be interested they seem to deal mainly in MG`s and had a dozen or so very nice ones there. Beech Hill Garage if anybody wants to take a look on their website.

Hopefully the weather will get better soon and we can all enjoy our cars. I am looking forward to seeing you all at our next meet, and that the spider man will be as successful as the bee lady.

Graham





“WE WAS
ROBBED”

*A Celebration or
Commemoration?*

Paul Warn

It seems we are now a nation of either celebrating or commemorating events from our past. This year that old chestnut of England winning the football World Cup will no doubt take up the media's time. It was of course in the summer of 1966, some fifty years ago. Tom will be talking to us in June, remembering those dreadful days one hundred years ago and the Battle of the Somme.

We have a strange relationship with the French - don't you think? we stand together in

adversity and are in conflict the rest of the time. Which brings me on to my story - once upon a time, fifty years ago...



Last month the Monte Carlo Rally took place - the first round of the World Rally Championship. Now, you'd be forgiven for not knowing that it took place at all, given the amount of news coverage, much less who won the event. Fifty

years ago it was a completely different story - as those of us that go back that far will probably testify. The Monte was national news, reported in the mainstream press with BBC broadcasts from the UK start points - usually in heavy snow - and updates throughout the event. It was of course the era of the Mini. BMC had won this most prestigious of rallies in 1964 and 1965 and the country expected a win again in 1966.

This the story of the most notorious overturning of results ever. A decision that provoked patriotic



outrage not only amongst our group of young petrol heads at the time, but also in the specialist press, the broadsheets and on television.

Why? well Timo Makinen and Paul Easter came first on the 1966 event. Not only a hat-trick of wins, but a mini walk-over with the pocket rocket greedily taking the first three positions and all in the French's backyard "que diriez-vous que!"

Well, our smug looks were soon wiped off our collective faces. The frogs declared the Minis and the fourth placed Ford Escort illegal and excluded the lot! and not satisfied with that, disqualified six other cars including the Rootes Imp of the fastest lady crew, the English pairing of Rosemary Smith/Valeri Domleo-Morley. And if that wasn't enough the BBC's voice of motor sport Raymond Baxter was also disqualified! also in a works Mini. The French

hold nothing scared. The outcome of course was that a Citroen was elevated to first position...

Because the Minis were so dominant, the French assumed BMC were cheating. In the hunt for evidence, the scrutineers even took the pistons off the con-rods to weigh



them. They also thought they had found an anomaly with the track measurement - but they did it with people sitting on the wing! which was spotted by the BMC mechanics.

Now we need to be clear here, there was history between the French organisers and BMC. For example the French accused BMC of cheating when they won in 1965. There was an unfounded

suggestion that a light weight "ringer" had been used for the stages and swapped back for scrutineering.

The disqualification had its roots in a rule change. Appendix J now stated that Group 1 - standard touring cars - needed 5000 units to be built. Below that you were in Group 2 which the latest Monte rules hampered with a 18% handicap. So the winner was expected come from the "slower" group 1 cars - perhaps a Citroen, especially as Saab, Volvo and Alfa could not homologate their cars in time. But BMC was a jump ahead, they got the 5000 built in time. The French thought BMC would be in Group 2 along with the rest, with no hope of winning.

The bottom line was that BMC were disqualified on a technicality in the translation of the regulations. It was down to the bulbs. They found that the minis were fitted



with new iodine-vapour headlamp bulbs. Those appendix J rules I mentioned earlier stated that lights were free. To be sure of the rules and their translation prior to the event, BMC and Ford chiefs met with the FIA in 1965. All seemed well...

Come the day of the event, the cars including the lights were checked as part of pre-event scrutineering and were found to comply - until that is BMC and Ford occupied the first four places. After 18 hours of

pouring over the cars, it was decided that the



lights were non-compliant.

Pauli Toivonen the driver of the "winning" Citroen was deeply embarrassed refusing to accept the winner's trophy. A Citroen faithful, he would not

drive for Citroen again. Monaco's Prince Rainier showed his anger by leaving before the prize ceremony.

I seem to remember that the winning mini was taken back to London - see pic - and appeared on the televised Sunday Palladium show. The viewing figures for the insulted winners was twice that of Strictly Come Dancing.

So, is this story a celebration or commemoration? I'll leave that up to you to decide.

Club-Run to British Motor Museum - Gaydon

The Heritage Motor Museum has undergone a massive extension and has changed its name to the British Motor Museum. We are planning a club run on Sunday 17th April to visit this impressive venue. Please let me know as soon as possible if you wish to go and then I can finalise a group deal on admission and refreshments with the museum.



Martyn



MOLLIE'S MAKEOVER PART 4

Ken Binstead

Where did 5 weeks go!

The last time I was writing this blog it was just after New Year and Sarah and I were getting ready to go away for a few weeks and Mollie would have to take a back seat (if she had one). She was still looking rather sad with bits of sill missing and the offside front bulkhead looking in decidedly poor shape. Thankfully I managed to claw back some time in the garage when we got back and have made some progress. It was certainly a better option than working in the garden in the pouring rain.

Anyway progress since last time has meant that both sills are now finished as are both the bulkhead and scuttle repairs. I also managed to start some



work on the offside wing which had some rather draughty rust holes in it. I managed to patch and lead load the deep damage and use Ultimate filler in

the areas that only need a light skim. Hopefully the finished product will provide a good base for the paint finish.

With all the front end stuff complete its time to start looking at the back end. Some of you may recall that it was Mollie's rear end that was letting her down all those months ago. After cutting the lower rear wings off both sides it was no surprise to see rather holey inner wings too. A bit of a common problem with MG's. However steelcraft do a repair panel and that combined with some small repairs of my own has



resulted in a strong and usable inner wing once again. Although that's what I thought. After offering up the new wing it has transpired that the repairs are not lined up correctly so some will have to come out and then once



the wing is clamped into position I can try again. That's two days wasted and the time is ticking by far too quickly for my liking. I suppose you learn from experience and I won't forget that lesson in a hurry.

To get the rear wing into position I had to remove the outer rear valance-the bit under the number plate. Thankfully this proved quite straightforward as mine is fibreglass and bolted into position. Amazingly the nuts had not rusted on and all came off in about 20 minutes. I have a new valance to go on but that will need to have bolts fibreglassed into place before final assembly. Off course removing the outer valance revealed the inner which has seen better days but is salvageable.

So four and half months down and only a couple to go. I would like to make the trip to Gaydon in April but I think that would

require a miracle and an incredible rate of



progress but with the sills taking longer than expected it could well have to wait for another time.



THE FEBRUARY MYSTERY CAR.

**THANKS TO
STEVE TODD**

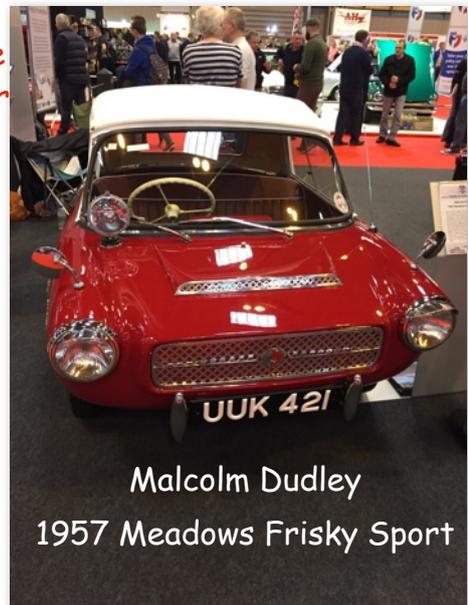


Answer to Tom's January Mystery Car

Malcolm Taylor came up with correct answer..."On the basis that it has over-riders, I say Tom's mystery car is a Frisky Sport".

This car is unique. While Meadows Friskys survive in small numbers, this is the sole survivor of two prototypes constructed for the 1957 Motor Show. It also did the Monte Carlo Rally in 1958, having been fitted with extra wheels. The Meadows Frisky was the brainchild of Captain Raymond Flower, who was the man who put Triumph and Michelotti in touch leading to decades of memorable Triumph shapes.

The Frisky Sport was part of a range including the hardtop Frisky Coupe and the three wheeled "Family Three which could be driven on a bike licence. This one has been rebuilt to the original rally specification.



Malcolm Dudley
1957 Meadows Frisky Sport

An American Advertisement for a MGB

FOR OVERSEAS DELIVERY AND OTHER INFORMATION, WRITE: THE BRITISH MOTOR CORP., HAMBRO, INC., DEPT. S.F., 734 GRAND AVENUE, RIDGEFIELD, NEW JERSEY



When the ski report says head for the hills...

MG's Octagon spirit makes the going a pleasure



The MGB doesn't take "no" from the weather. Not on a ski holiday any more than it would on the 4th of July. The reason is that it's got what it takes to be an all-weather champ. The MGB proved this the hard way when it pow-ed through mountain snow and ice to win the Monte Carlo Rally Grand Touring Category. A rugged 1798 c.c. engine, positive rack and pinion steering,

non-fade disc brakes and firm suspension make the MGB a car that keeps its feet on the ground—free of the vicious, unpredictable tricks that careless design can lead to. In essence, it is a high-performance car you can trust. And a high-performance car you drive in comfort. An efficient heater, tight roll-up windows, foam bucket seats in English leather, and a snug convertible

top make winter something you see but don't feel. Such all-weather performance, plus up to 30 mpg gas economy and minimum maintenance, has made the MGB America's largest-selling imported sports car. Test drive one soon. Prove to yourself that in snow or sun MG's Octagon spirit makes the going a pleasure.

THE OCTAGON SPIRIT: THE IRRESISTIBLE  FORCE OF A HIGHLY MOVABLE OBJECT

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Courtesy of Tom who says - "I'll take the full options package"!

Perhaps I should include some of the pics I took of Anne way back when we had our first MG...ED

Moving right along...

Secretary's Scribbles

Ummm I am not sure I have done much at all on the MG this month. Strange for me! I have been busy with work but one of the teacher perks I have is school trips and recently I went to Berlin with some Sixth form students. The older students are great fun but you are always worried they are going to find some booze and get sloshed and stupid.

We had a great time though spotting Trabants.....until we found Trabant World beside Check Point Charlie. We were there for the Cold War sites which gave us a theme - there are so many layers of history in Berlin that you can get distracted. We went up the Reichstag Dome and the TV tower, we went into Cold War nuclear bunkers, walked stretches of the wall and 'death strip'. One of the best bits was visiting the Stazi prison - there are more interrogation rooms than cells! The guides have to be careful as they never know if a tour party has a victim or an ex-Stazi worker in it. We also had a

walking tour that showed us things such as 'ghost stations' which were stations in the East that were on the West underground line.

We also visited the Palace of tears - this was the railway version of check point Charlie. Check point Charlie is an almost Disney style tourist trap and isn't even quite in the right place today. The Palace of tears is a memorial and completely different, here you get a real feel of the emotions involved with crossing from east to west. If you go to Berlin I strongly advise that you do an official walking tour.

Anyway I had such a great trip that on my return I negotiated Nancy and I having a break away in Berlin in half term. Nancy and I went a couple of years ago but we followed the WW2 theme then. So Berlin a great place to go - a safe ad green city that oozes history. Let me know if you ever plan to go as I can offer advice. More MG next month I promise. **Tom**



PICTURE GALLERY



Valentine's Supper



SKITTLES EVENING

I would like to welcome all members to an evening of entertainment - Skittles! The alley is reserved at the Cross Keys Rowde for Saturday 19th March with the first ball thrown between 7:30 and 7:45 pm.

Supper will be included. The cost will be around £6 per head - depending on numbers - in any event a bargain!

I need to know ASAP if you would like to join in so I can finalise arrangements with the pub.

Please phone/email [01225 704685](tel:01225704685)/vic@devizes-domestic.co.uk

Vic



2016 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
22nd	Club Night - talk on spiders. Invited speaker	Yes	The Old Bear Inn	Graham Bennett
TBA	Skittles Evening	Yes	Cross Keys Rowde	Vic Wright
21-Mar	Club Night - Beetle Drive	Yes	The Old Bear Inn	Jane Bennett
25 -28 March	Easter Bank Holiday			
7-Apr	Committee Meeting	No	The Old Bear Inn	Paul Warn
17-Apr	Club run to Gaydon - The British Motor Museum	Yes		Martyn Lucas
25-Apr	Club night - Prod and Poke	Yes	The Old Bear Inn	
1-May	Club Run to Abingdon Country Show	Yes		Martyn Lucas
16 - 19 May	Club Spring Tour Normandy	Yes		Roger Binney
23-May	Club Night (Mystery Run)	Yes	A Mystery	Ken Scott
4-Jun	Vintage Nostalgia Warminster	No		Tony Neale
18-Jun	Club Run to Beaulieu	Yes	Beaulieu	Terry and Sue Warder
27 Jun	Club Night - Battle of the Somme talk by Tom	Yes	The Old Bear Inn	Tom Strickland

2016 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
TBA	Summer Picnic	Yes	TBA	Paul Warn
25-Jul	Club Night - BBQ	Yes	The Old Bear Inn	Paul Warn
22-Aug	Club Night - Boules/ Games	Yes	TBA	Vic Wright
28-Aug	Action Day	Yes	Tom's Field	Tom Strickland
11-Sep	Club Run to Toddington Steam Railway	Yes		Martyn Lucas
16/19 Sep	MGB CC Register weekend	No	TBA	Ken Scott
26-Sep	Club Night - Talk on Wiltshire Transport - Invited speaker	Yes	The Old Bear Inn	Graham Bennett
24-Oct	Club Night - The Racing Life and Times of Sir Stirling Moss. Talk by Paul Warn	Yes	The Old Bear Inn	Paul Warn
TBA	Pre AGM Committee Meeting	No	The Old Bear Inn	Paul Warn
28-Nov	Club AGM	Yes	The Old Bear Inn	Formal notification will be included in the Sept & Oct newsletter.
10-Dec	Christmas Party	Yes	TBA	TBA

NB The last column includes the committee member responsible for the event. If you need to contact them, you will find their details on page 9. Just click-on their email address or give them a call.

ED