

NEWSLETTER



The WESSEX MG CLUB
 At the Bell on the Common Broughton Gifford

CHAIRMAN'S CHAT

In the May Newsletter I indicated that there was a strong possibility that our new "home" would be The Oliver Cromwell at Bromham. In the event this proved not to be as convenient as was first thought and so the search continues. The current position is that a number of other options are being investigated. I will keep you informed of progress but the target date of moving to the new venue for the September meeting remains.

Meanwhile our events calendar continues apace, the next trip being on Saturday 23 June. The Bath Pageant of Motoring will be held on Bath Race Course and though the Club has never attended this event before it promises to be an interesting day involving a variety of car makes as well as plenty of family fun. This is rapidly followed by our annual Club Barbeque held at The Bell on the regular Club Night. Bring your own food along and cook it on the gas BBQ

generously supplied by the pub. I shall be away myself and can't be there and so Tom is taking charge that evening.

Looking ahead a little, we propose to attend the very well respected Sherborne Castle Classic Car Show in July followed a week later by the Club picnic this year to be held at Studland beach. See the Events List for more details and make sure you have these dates noted in your diary.

The Club continues to attract new Members hence the need to find a bigger meeting place. This month we welcome new Members Ian Middleton and Martyn Lucas.

Gordon

For your diary in the coming month

June

23rd - Bath Pageant of motoring.

25th - **Club Night.**
BBQ.

July

15th - Sherborne Castle Classic Car Show.

22nd - Club summer picnic.

23rd - **Club Night.**
Boules evening.

28th - Salisbury Race Meeting.

For details see page 8.

Good News!

Congratulations and best wishes from all Club Members to Jeff and June who were married at Lackham College on Saturday the 9th June. We wish them both happiness and many MG years together.



Buxton Gift

Following the very successful weekend trip to Buxton in April, organised by Paul and Andrea Wheal, they were presented with a thank you gift by Chairman's wife Sandra on behalf of all those who went to Buxton. The gift consisted of wine, smoked salmon, cheeses, biscuits, honey etc. and included a bottle of Buxton Water as a memento. The presentation had been delayed because Paul and Andrea, exhausted by their experience taking care of the group on the trip, immediately skipped off to Tenerife for some sun and relaxation and have only just returned home.



HOW THE GREEN WORLD IS AFFECTING YOUR PRIDE AND JOY

I was glancing through the June issue of *Enjoying MG*, and came across on page 8, an advert for corrosion resistant fuel tanks. In promoting the tank it states that the tank is compatible with ethanol blended fuels.

In the November 2009 edition of this newsletter I wrote a short piece on the Federation of British Historic Vehicle Clubs (FBHVC). I followed that up in the June 2010 edition with a piece entitled “**Is there anything to worry about - Ethanol in Petrol**”

The main source of my research for that article was the FBHVC. The article was a précis of their thoughts with a few added comments of my own.

The main headings were:

Fuel Volatility

Octane Quality

Effects on Fuel System Metals

Effects on seals, Plastics and other Materials

Effect on Gums and Sediments

The Effect on Specific Gravity of Blending Ethanol into Petrol.

At the time I contacted the editorial staff of *Enjoying MG* and suggested that they



include an article bringing the issues to the attention of MG owners. They replied stating that they were reluctant to do so, for fear of panicking owners. To my knowledge and I may well be wrong, too date this issue has not been addressed by the Club.

As there is no requirement for fuel company’s to state at the pumps the %age of ethanol in

their fuels it’s difficult to make informed decisions on what fuel to use. Currently its thought to be E5 or 5% but in 2013 this will rise to E10 or 10%. In Europe it can be as high as 25%. Although it would seem that super unleaded generally doesn’t contain ethanol.

Having been reminded of the June 2010 article, I thought I would trawl around to find what the current thinking is. The following link will reach the TR club and an article on the subject. [LEAD AND ETHANOL](#)

The most up-to-date information is on the FBHVC site. Click on [fbhvc](#) and on the left panel under information you will find a link to bio-fuels. Once there, petrol related issues is midway down the page, although the whole page is quite interesting to read

Keep yourself informed.

Ed

Thought for the month

“The problem with doing nothing is not knowing when you are finished.”

– [Benjamin Franklin](#)

ODD COMMENTS

Whilst out walking a couple of weeks ago in the wind and the rain, I passed a house with a sign that said, 'No Cold Callers'. I thought, that's a silly sign, all their callers are going to be cold. It's freezing out here.

I try to walk as much as possible. I know it's not as cool as cruising in my MG, but it saves a lot on petrol. Also when walking you have time to notice so much more. I noticed that, of all the ways in which drivers break the law, the most common two are, talking on mobile phones and eating bananas. Now, if anyone could invent the 'hands free banana' they would make a fortune.

I remember Gordon talking in the March newsletter of destroying his Yellow Submarine. I think that was a bit premature. It would have been much more appropriate at the April 'Prod and Poke' than Easter Bonnets. Anyway, it's probably best that the aforementioned event never took place. I'm not sure that the landlords licence covers 'Prodding and Poking'?

Reading Paul's fascinating article on the Thermionic Valve, reminded me of an incident from back when the Skoda was considered archaic and a joke. Ap-

parently some Police Force was evaluating the Skoda as a Panda car. The local radio station got hold of the Officer in charge of the exercise and interviewed him. Unusually for the Fuzz he had a sense of humour. The interviewer said, 'you can't seri-



ously be considering using Skoda's as police cars?' The guy replied to the effect that it was only as a Panda car. They are reliable and get from A to B and of course they are cheap. Then added, 'but of course we will be using the 16 valve model'. The interviewer responds, 'but Skoda don't make a 16 valve model'. The Fuzz retorts. 'Yes they do, 8 in the engine and 8 in the radio'.

Just had another short letter published, viz :- 'Despots who don't let journalists on the loose without minders are onto something! It should be a criminal of-

fence for a politician to have contact with a journalist without an independent minder.' Anyone disagree?

I've decided to name the F, Mata Hari. She's definitely female and slinky and was a bit skittish, (see below). I only took her for a test drive and she seduced me. I had to have her.

Just had some new rubber fitted to the rear of Mata. Went to an outfit called Challenge Tyres, Engineer Road, West Wilts Trading Estate, Westbury. They were £40 cheaper than ATS for the same pair of tyres. This business is not the same as other Challenge outlets. It's very basic and is housed in an old Nissen hut. However I found them very efficient and friendly. Would definitely go back. The road itself is fascinating. There are all sorts of businesses, including car restorers and upholsterers. There was an old Rolls tourer stripped down and an MGA up on ramps being administered to.

Malcolm

MORGAN MATTERS.

Following my piece in the April edition on the 1962 Le Mans class winning Morgan +4 reg “TOK 258”, I received this interesting story from **David Whiteley**:

“Can I introduce you to a close relation of TOK – this is its cousin “Choc Ices”, PGP 123. This is now (since last year) owned by Carrie’s half cousin Simon Gurney who I got to know well many years ago when he was racing an MGA Coupe - the MG connection- (not with huge success, he would say!). Simon plans to race Choc Ices and I hope he shows up well in Morgan circles!”



David provided a detailed history for the car during that 1961 season. Essentially, beginning in March at Brands Hatch where it won its class and was described in the Autosport as a “very rapid Morgan”. It went on to race at Snetterton 3 times, Brands Hatch 4 times Crystal Palace, Mallory Park and Goodwood twice one of which was the famous Goodwood Tourist Trophy against the likes of Moss, Parkes, Salvadori, Clark, Ireland and Hill.

HISTORY

**Morgan +4 1954/61 Supersports
Reg PGP 123
Nickname “Choc Ices”**

The car was bought by Peter Marten in 1960 following a discussion with Richard Shepherd-Baron at a Brands Hatch meeting. Richard S-B introduced Peter to Chris Lawrence of Lawrence Tune who was already preparing 2 other +4’s, TOK and XRX. Chris suggested that Peter bring the car to his workshop in Acton and “we will breathe on it”. The car had a new TR3 unit, the same as TOK, gas flowed head, twin Webers, balanced crank etc. Front disc brakes, Konis all round, modified hardtop and an undertray.



Choc-Ices then became one of three factory supported Morgan cars which competed Internationally including rounds of the World Sports Cars series during the 1961 season.

It was also raced internationally, at Spa where it came 6th in class (1300-2000cc) averaging 94.3mph and the Nurburgring where it was retired during practice with a broken stub axle, the other two works cars including TOK were also withdrawn.

Whilst racing in the UK it was placed 1st and scored a number of top 3 finishes in class and top six overall classifications.

Peter Marten then sold the car due to lack of funds (not suprisingly!!) and passed to Bill Jones who raced in the 1962 Veedol Oils Trophy.

Other previous careful owners, included the famous Gerry Marshall, John MacDonald 1978-1995, and Jan Bullinski 1995-2010.

Footnote:

The “Morgan” also discussed in the April edition, was classified 14th at last weekend’s Le Mans.

UK BRITAIN'S FIRST F1 WORLD CHAMPION



Yet another anniversary to add to the others that seem to crop up every year. I think this one is quite special.

Ten years before the MGB roadster was put into production, a young Mike Hawthorn emerged on the international motor racing stage. During 1951 he had shown serious form at club level driving pre-war Riley's including winning the *Motor Sport* Championship at Goodwood meetings. The next step in 1952, was the then current single-seater 2-litre formula two class.

His father Leslie, wangled a test drive for Mike with Connaught at Goodwood. He tried a wee bit too hard, spun the car and didn't get the drive. Meanwhile, HWM were looking for a replacement for Stirling Moss. They tried Peter Collins and Mike, there was nothing to choose between the two,

but Peter got the drive given his single seater experience which Mike didn't have.

A friend of Leslie Hawthorn had made a few good business decisions and volunteered to buy him one of the new Cooper front-engined F2 cars. John Cooper recalled "I knew about young Mike Hawthorn because in a meeting at Goodwood where I was driving my Cooper-MG (MG connection) this blonde headed bloke in a bloody old pre-war Riley - see right - had absolutely murdered me!"



To cut a long story short. The car was prepared at the family "TT Garage" in Farnham and with a borrowed transporter from Connaught, on Easter Monday morning the car was loaded up for Goodwood. To everybody's surprise, during practice Mike was second fastest to the 4.5 litre ThinWall Special V12 Ferrari. In those days Goodwood still ran Brooklands style sprint races and Mike won the Lavant Cup to give both the new Cooper-Bristol and himself a great debut.



In the six-lap Formula Libre Chichester Cup Mike won again. The main race of the day, was the 12-lap Richmond Trophy, including F1 cars, he finished second only to the powerful ThinWall Special driven by Froilan Gonzalez. A great way to start an international racing career. He raced the car in European Grands Prix against Ferrari and Maserati competition, finishing 4th in the Belgian GP, 3rd in the British GP, 4th in the Dutch GP. By the Italian GP Ferrari offered Mike a test drive and as a



result in 1953 he joined Ascari, Villoresi and Farina in the works Ferrari team. He famously beat Fangio in an epic battle in the French GP in Rheims during the 1953 season.

After racing for BRM, Vanwall and Maserati he returned to Ferrari in 1957, joining his close friend Peter Collins. In 1958 both his team mates Luigi Musso and Peter Collins were killed, prompting him to consider his future in what was then a hugely dangerous sport.

He went on to win the World Championship in 1958, just edging out Stirling Moss in the Vanwall, only to be killed in a road accident in January 1959.

Nigel Webb, a member of the Goodwood Road Racing Club, arranged for fellow members to visit his private collection of Mike Hawthorn memorabilia. So a couple of weekend's ago we set off over a couple of days, staying in Chichester over night We had a great day. His collection includes a number of Mike's cars and many of his trophies and clothing he wore whilst racing, including his cap and bow-tie.

ED

PHOTO GALLERY

Further pics of the Mike Hawthorn day. Does anyone know anything about the bronze coloured Railton?



CLUB NEWS

The WESSEX MG Club 2012 EVENTS LIST				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
23 June	Bath Pageant of Motoring Rotary Club Charity Event. http://bathpageantofmotoring.com/	Yes	Bath Race-course	Vic Wright 01380 859618 Adult £10, Seniors £6
25 Jun	Club Night - BBQ	Yes	The Bell	<i>Gordon Newman.01225 755645.</i> 7:30 start. Bring your own food
15 Jul	Sherborne Castle Classic Car Show http://www.merlinevents.com/castle.html	Yes	Sherborne	Gordon Newman. 01225 755645. Depart Warminster Services 9.30. Adults/seniors £8.
22 Jul	Club Summer Picnic	Yes	Studland	<i>Jeni Wright. 01380 859618.</i> Beach games & summer sun fun. Details to follow.
23 Jul	Club Night – Boules Evening	Yes	The Bell	7.30 start.
28 Jul	Salisbury Race Meeting First Race 6.10 Last 8.45 www.salisburyracecourse.co.uk	No	Salisbury	Evening meeting with Abba tribute band to follow. Depart 4.30 Devizes Wharf. Tickets £6.
20 Aug	Club Night – Driving Test	Yes	Tom's Field	<i>Tom Strickland. 01249 447125.</i> Details to follow.
27 Aug	Bank Holiday			
9 Sept	Club visit to Bletchley Park	Yes	Bletchley Nr. Milton Keynes	Peter Hine. 01672 512847. £22 per head. See Peter's email 13 March Option 1. Payment at May Club Night.
16 Sept	Club Treasure Hunt Walking Treasure Hunt.	Yes	Frome	<i>Tony Neale. 01373 465044.</i> Details to follow.
23 Sept	MGB 50 MGCC/MGOC Event www.mgb50.com/MGB50/MGB_50_Home.html	Yes	Blenheim Palace	Details to follow. Make your own ticket application.
24 Sept	Club Night -		TBC	Details to follow.

The WESSEX MG Club 2012 EVENTS LIST

Date	Event	Club Event	Venue	Additional Information
22 Oct	Club Night Richard Edmonds Classic Car Auctions http://richardedmondsauctions.com	Yes	TBC	Roger Binney. 01380 830524.
3 Nov	Roger & Lynne's Party	No	Edington Village Hall	<i>Roger & Lynne. 01380 830524.</i> Details to follow.
26 Nov	Club AGM	No	TBC	Formal notification will be posted nearer the time.
8 Dec (Prov)	Christmas Dinner	No	Bromham	The Greyhound

SECRETARY'S SCRIBBLES

Last month I was looking forward to getting the BGT into the garage permanently, this has now happened and I have given the body work a good old spring clean. The big news is that with 2 girls and more time pressures, increasing fuel costs etc etc we have decided to sell the BGT. I really don't want to. Yesterday I read Claire a Gumdrop story (which she picked out) all about Mr Oldcastle looking to sell Gumdrop and buy something else - of course he sees sense and keeps Gumdrop. Is this a message to me? We haven't read this story in ages - why now? Anyway I have advertised it online for quite a high price to see if there are any takers- we shall see... 2 viewings and no sale so far. I hope everyone enjoyed the Mystery Run last month and that I didn't drive you mad with all the turning around at the pub etc. I did nip out between the storms in the Magnoste which goes very well and seems to completely distract people who are busy doing important things like avoiding lamp posts! If anyone is interested in a very solid and reliable BGT then let me know. BBQ this month -watch out for Ken's sausages!

Tom

PS

On behalf of those of us who went on Tom's mystery tour, thank you Tom for organising the event and for the photos you sent via e-mail.

Ed