



WESSEX MG CAR CLUB THE TOLLGATE INN- HOLT

CHAIRMAN'S CHAT

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THE CLUB'S DIARY

NEXT CLUB NIGHT

27th June -Boules
7:30pm

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

The last month has certainly been a busy one starting with the annual club "Barbeque" at the Tollgate, which this year was also a Birthday celebration evening for Tom, this was a very well attended event .

We then had a busy weekend with members having at least three events to choose from including the Thruxton Classic, MG Live and Devizes Lions on the Green and there were also many other events on the same weekend, it's good to see that events are now beginning to happen again.

Myself I spent the weekend at MG Live which was back again at Silverstone and is the largest MG event in the world with visitors from all over Europe and there were well over 1000 MG cars from all eras dating from the 1930's to the latest models, also one of the highlights on track was the MGB 60 race, this was a very enjoyable weekend.

As I write this I have just returned from MG's in the Park at Burford and along with other members we had an

enjoyable day and luckily the rain held off until I arrived home.

I have booked a club visit for Sunday September 11th to Nuffield Place which was the home of William Morris, full details appear elsewhere in this newsletter, also I am planning to hold our Club Skittle evening in the next couple of months and am awaiting confirmation of available dates from the venue.

July is looking like another busy month with many of us attending the Chippenham Lions Classic Vehicle Day at Langley Burrell on Sunday July 10th, then the following weekend we have MG40 for post 1982 cars at Toddington on Saturday 16th and the next day the Club Picnic and visit to Dorset

Our next Club evening at the Tollgate on Monday 27th June is the Boules Evening, the evening will start at the earlier time of 7.30 and should it be a wet evening there is a plan B!



Martyn

Club Member Car of the Month - 1928 MG 14/40 - Called "Hester"



This month's featured car is owned by Frank & Alison Bond

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 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. Some of the original leather from the seats and paint work was there so the colours have been matched as near as possible, 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. 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. The resurrected car won the Best Vintage Car award at the Bristol Classic Car Show. 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----



Alison and Frank Bond



Morgans at the House

Malcolm Taylor

Pat and I didn't get to MG Live at Silverstone, The Thruxton Classic or Devizes Lions on the Green on that busy weekend.

Instead we did a trek up to Blackpool for the weekend. Not for the pleasure beach or the candy floss, you understand. I have a brother who lives in St Annes and my sister from Wales was visiting in her motorhome, so we decided to join in. For something to do on the Sunday, we were introduced to Lytham Hall. Also visiting was a local Morgan Owners Club. Not only were they parked on the grass but they were overloading the kitchen for the cafe and slowing down the service for everyone else.



Wessex MG Visit to Nuffield Place

Sunday September 11th

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

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.

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.



Jacque Coune MGB
Berlinetta
Martyn Lucas

A note and some photos of my visit to MG Live...

This example of the Jacque Coune MG B Berlinetta was bought in the mid 1990's as a restoration project by the late Barry Sidery-Smith, who was a well known MG racing driver, and the project was not completed in his lifetime, the car was finally finished in June 2020 and is now owned by his daughter.

The Jacques Coune MGB Berlinetta was launched at the Brussels Motorshow in 1964 and 56 were made using an MGB roadster bodyshell, but production stopped when MG launched the MGB GT which arrived at a much more affordable price.

Today it is believed that only 12 cars are still remaining.







The Triple Crown of Motor Sport Paul Warn

As a number of club members are travelling down to the Le Mans Classic at the end of the month, I thought a couple of Le Mans related stories may be of interest...I've been to the classic a couple of times, the last of which was in 2010 when Roger Binney hosted a number of us from the club.

This first and most important tale, relates to a great British racing driver - Graham Hill and the 1972 Le Mans. This year 2022 will mark the 50th anniversary of Graham Hill winning Le Mans, thereby securing the triple crown. A unique achievement in the history of motorsport.

By 1972 Graham Hill had won the Formula One World Championship in 1962 and 1968, the Indianapolis 500 in 1966 and the Monaco Grand Prix on five occasions. Today much is made of the so called triple crown ie to win Le Mans, the Formula 1 World Championship and the Indianapolis 500. Fernando Alonso has made a career of trying to achieve it and to a lesser extent Mario Andretti.

In the late 60s and early 70s Matra was determined to become the first French marque to win Le Mans since 1950 and in 1972 it pulled out all the stops. The open spider-bodied Matra MS670 featured a single-seater style monocoque chassis and a three-litre V12, the engine was deemed too heavy for Formula One, but suited endurance racing to a tee.

At the time the French had some of the best young gun drivers around which Matra hired specifically for the 1972 race. Controversially however they wanted to place Graham Hill in the same car as one of their young hot shoes, Henri Pescarolo - the guy with the beard in the title photo. Henri was not in the least bit happy about having a 43-year-old sharing the driving duties - and an Englishman at that! Rivalry between the Matra crews was strong and he felt he was disadvantaged in having Graham as a team mate.

I won't bore you with the details of the race, suffice to say that the race was held in atrocious weather conditions - today the race would have been stopped. But racing was for heroes in those days and Graham played a heroic part in bringing the car home first.

A milestone in motor racing history in which a 43-year-old Graham Hill, a very English Englishman in a very French team at the most French of races, had matched them all the way.

The winning car recently went under the hammer and fetched 6.9 million Euros .





The Spectacle of Champagne Spraying

Paul Warn

My second story relates to what is now a common scene on the victory podium, that is the popping of a bottle of champagne, giving the bottle a good shake and spraying the stuff over anyone in range.

From the mid '20s to the mid '60s the Automobile Club du Champagne ran races including 14 French Grands Prix, on the famous Reims circuit in the heart of Champagne. Count Frederic Chandon de Brailles was an enthusiastic follower of motor sport and arranged for the winners to be presented with a magnum of Moët's finest. Claude Moët founded his company in 1743 and in 1832 the company's name was changed to incorporate the Chandon name after they had married into the family.

As with many historic events the facts of the matter are lost in the mists of time - even the relatively recent story of spraying Champagne. So here we go.

In 1966 the might of Henry Ford's GT40s made a clean sweep of Le Mans taking the first three places. There were other prizes to be won within the 24 hours race, one of the most prestigious being the Index of Performance which in 1966 was won by a Porsche driven by Jo Siffert who was sharing the podium with the winners. Whilst Henry Ford was dithering pouring the champagne into the winners' glasses, Jo grew impatient and gave his winners bottle a good shake and sprayed the podium including Mr Ford with champagne. See pic. But wait a minute...



Jo Siffert in 1966

Although Ford won Le Mans in 1966 with the GT40 or more accurately the Ford Mk II it wasn't until the following year 1967 that a truly all-American evolution of the car - the Mk IV - designed and built by Car Kraft in Dearborn and driven by an all American crew of Dan Gurney and AJ Foyt won the 1967 Le Mans. It is the image of Dan Gurney - see main picture - who is actually given the credit for the first to spray champagne on the podium...

As a post script to this story Sir Jackie Stewart will claim that he was the first to spray champagne in Formula One...

Enjoy the experience of the Le Mans Classic.





The Thruxton Classic

Peter Hine

A nice weekend but fairly sparse grids in most of the races (with the exception of the F2 grids). Just 5 cars in the Jaguar race. Made for a very dull 60 minutes... No rare or particularly interesting race cars but a few good battles at the complex to watch hence the pic of a very enthusiastic Escort chasing down a Cortina. I've included a few other pics - Apart from the obvious bikes pic,
- Land Rover display including a Maestro body 'mule' which was the first Freelander development car (25 built back in 1994) and a Judge Dread car from the Sylvester Stalone film
- A beautifully restored de Havilland Dragonfly and a very flimsy looking Tiger Moth





Thruxton Classic





Monza Circuit and
Juan Manuel
Fangio
Gordon Newman

We have just returned from a blisteringly hot holiday in Italy where we stayed on the shores of Lake Como but visited other lakes and places of interest. We went on a tour bus to the city of Monza which has a very pleasant city centre and Duomo very similar in external appearance to the one at Florence. After a very pleasant lunch we boarded the bus for the return to our hotel at Menaggio on Lake Como. Just a short distance from the city centre we stopped to admire a colossal Villa known as the Royal Palace and built by the Hapsburg family during the eighteenth century. (Italy became a republic in 1861). The villa was built in the parkland amounting to 688 hectares (1700 acres) and it was here in 1922 that the Monza racing track circuit was built and financed by the Milan Automobile Club. The track was built in just three months by 3,500 workers and was officially opened on 3rd September 1922, with the maiden race being the Italian Grand Prix held on the 10th September of the same year. The layout of the track has undergone many changes over the years.

As we passed the gates our bus driver noticed the gates were open and so he turned in and believe it or not there was no security and we drove up the pits area where little was going on except for a souvenir shop and ice cream sales. It lacked the romance that the Monza name implies with weeds growing up through the crazed tarmac, temporary buildings and rusty stands. The track which we hoped we could circumnavigate, but no joy, was surrounded by high wire fencing but we got a glimpse.

But the highlight was a bronze statue of Juan Manuel Fangio standing beside a GP Mercedes Benz with his helmet under his arm. (I thought was a football when I first saw it). He won the World Championship of Drivers five times, a record that was held for 46 years until it was surpassed by Michael Schumacher in 2003.

He drove in many different types of races with a wide variety of manufacturers in his early days but there is one outstanding story worth repeating here. It was in 1952 when he was expecting to drive in the world championship for Alfa Romeo but as their car did not meet the new specification they had to withdraw so Fangio decided to drive for BRM in non-championship races in France and Dundrod N. Ireland. He had also agreed to drive for Maserati in a non-championship race at Monza the day after Dundrod but having

missed a connecting flight from Lyon decided to drive alone through the night, on pre-motorway mountain roads through the Alps and arrived at Monza at 2pm for a race that started at 2.30. He started the race at the back of the grid and after 2 laps lost control hit a grass bank and smashed through trees. He was taken to hospital in Milan with multiple injuries including a broken neck. He spent the rest of 1952 in hospital in Argentina. He was back to full racing fitness in 1953.



"Forever Young or Times Were When"

A series of random photos of members from a long time ago...
Topically this month's photo was taken on the Queen's coronation...you are trying to identify the likely lad on the bike with no front teeth...
See answer on page 20.



Secretary's Scribbles

The Ministry of Munitions essay went down well and I got my best mark yet - now it is dissertation time for me, which is due in just after Christmas.

I have made a recent purchase for the TF - I found a complete TF interior, including seats, in grenadine (dark red). The seller was advertising on Facebook marketplace and was in need of a sale so I picked up the lot for £350. I nipped up the Fosseway listening to First World War Podcasts to collect it and fortunately had some time over half term to have a go at swapping it into the car.

The fitting took a while and there was a time when the dashboard removal was happening that I stood back and thought A) It looks like a bomb has gone off here and B) How on earth does it go back

together! It did go back together though - the whole dashboard, centre console, tunnel cover, arm rest assemblies and door cards have all been done.

I have struggled with the torx bolts on the seats - one of which also releases the seat belt to get the rear trim off... this job will wait until another day. My original seats look ok and I am not sure that the red alcantara and leather seats will actually look better... I need to have a session where I put them in to have a look so at some point I need to fight the torx bolts again.

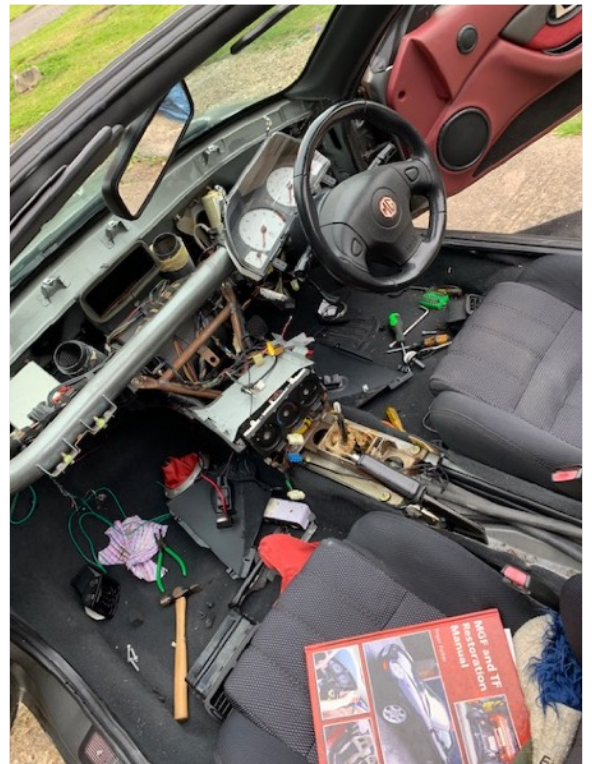
Have a look at the photos of the new interior - what do you think?

Tom





Secretary's Scribbles cont...





CLUB DIARY

2022 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
23rd May	Club Night - BBQ			8:00pm
11 - 12th June	Thruxton Classic		Thruxton Race Circuit	Martyn Lucas - Club Stand booked
11 - 12th June	MG Live		Silverstone	
19th June	MGs in the Park			
20th June	MGs Track Day		Castle Combe	Steve Todd - TBC
27th June	Club Night - Boules Evening		Tollgate	8:00pm
10th July	Chippenham Lions			Martyn Lucas - Club Stand booked
16th July	MG40 - MGs later than 1982		The Gloucester & Warwickshire Steam Railway - Toddington	Martyn Lucas
17th July	Club Annual Picnic		Keyneston Mill & Kingston Lacy	Gordon and Sandra Newman
25th July	Club Night - Mystery Run		TBA	Gordon & Sandra Newman - Start Point etc TBA
6 - 7th Aug	Gloucester Steam Fare			

Date	Event	Club Event	Venue	Contact Details & Start Point/ Time
6 - 7th Aug	Bournemouth MG Meet		Sandy Miller Motor Bike Museum	
22nd Aug	Club Night - Talk by Gordon Newman			
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			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.

Answer to "Forever young or times were when"

Yes, you've guessed it - or have you - Malcom Taylor