

NEWSLETTER



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

CHAIRMAN'S CHAT

The debate held at last month's meeting was a roaring success so congratulations to David for instigating the event and bringing it all together, and congratulations also to the speakers John, Paul, Roger and Jeni for their learned and amusing presentations. The motion that classic car ownership is uneconomic, costly and environmentally unfriendly (or something akin to that) was defeated, a view I can support having restored a 1966 Midget some years ago and more recently ownership of an MGA that gave me a return of a little over 10 percent annually – considerably better than the bank.

By now I expect you have all prepared your cars for the coming summer months and no doubt you have been buzzing around with your tops off during this recent dry spell. Not me, I still have servicing to do but with luck will be on the road at the start of April. I did get the car out of the garage the other day and started it, but this job alone took half a day because before I could move the car I had to remove the Yellow Submarine which had spent the winter resting on top of the 'F'.

Some of you will remember that the Yellow Submarine was my homemade entry to Roger and Lynne's Going for a Song Party last November. Sadly it has now been destroyed; it took almost as long to dismantle it as it did to build it, and is now destined to a land fill site somewhere in north Wiltshire.

At the March Club meeting we are having an evening of pub games for your laughter and entertainment. So come along and let your hair down. On Saturday 31st March a skittles evening has been arranged at the Cross Keys in Rowde near Devizes starting at 8 o'clock. Chicken curry and rice or chips will be served to fortify those who need it. Let Vic know if you wish to come along.

Oh, and by the way, it's not too soon to be thinking of how you might decorate your car for the Prod and Poke meeting in April to be displayed on the Common adjacent to The Bell. Although this will be a little later than the Easter Holiday, the theme will be Easter Parade.

Gordon

For your diary in the coming month

March

26th March - **Club**

Night.

31st March - Skittles evening.

April

8th April - Brooklands MG Era Day.

15th April - Gaydon MGB event.

21/22nd April - Bristol Classic Car Show.

23rd April - **Club Night** "Decorated" Prod and Poke

For details see page 10.

The Metal Grinder (MG history of a new member)

This tale is prompted by Ed's piece in the February newsletter on the return of the last MGB Roadster to Abingdon.

My first MG was a 1947 Y type saloon. Well half of said vehicle actually, as it was jointly owned by a friend and fellow engineering apprentice. The car was purchased from my friend's brother for the princely sum of £18. Even for those times,



-sixties, it was cheap. This was because it had already been ravaged by another vehicle and one of its swooping curvaceous wings was somewhat misshapen. This was partially remedied with some energetic hammer work, the general shape being restored but not its original smoothness. I can tell you that this took some doing as the old girl had rather substantial bodywork. Job done, she was our pride and joy and ticket to ride.

Unfortunately, this situation didn't last long. One evening after college and on our way to socialise, the old girl was even more seriously reshaped. My friend was driving and my attention to events was grabbed by some sudden and drastic manoeuvring. We were on a main road, attempting to overtake a rather heavily laden, two up, moped on the approach to a T junction with traffic islands. Maybe not the best thing to do, but entirely possible,

had not the moped driver decided to turn right without looking or signalling. The squeal of our tyres obviously alerted him to approaching doom. On checking over his shoulder, he decided to abandon his intended manoeuvre and head back towards the kerb. Unfortunately, we by this time were heading for the widening space between him and the kerb, which now ceased to be widening. So, our chariot received instructions to again change course to try and get between him and the traffic island.

As previously stated, the old girl was rather weighty, also the springs were not as firm as they once had been and the dampers were probably not in tip top condition. At this juncture, she gave up the struggle and proceeded to perform aerobatics. I noticed that the sky had become tarmac coloured, then blue again, then, etc. etc. I'm sure if there was an Olympic acrobatic class for cars, she would have brought home gold. Miraculously, she missed the white and shaky moped riders and the traffic islands and finally came to rest on her wheels, on the opposite side of the road and facing in the direction in which she had come. She was, though, seriously lowered and far more aerodynamic than she had been. When all the noise and gyrations had stopped, I found myself in the drivers foot-well in the foetal position with foot-pedals stuffed into various orifices. My friend was still roughly in the driving position but with me between him and the pedals.

After requesting that he reposition himself and grovelling out of my cave, we tried to exit the car. No go, the doors were jammed shut. But, lo, the metal sliding sunroof is wide open, obviously caused by the car sliding along on its roof at some point. So, we climbed out and down to the road via the bonnet. At this time, we noticed that the engine was still quietly running, so I climbed back in, switched it off and removed the key. In case anyone tried to steal it!

My friend is seriously injured and his face and head are covered in blood. Onlookers take him to a nearby house. The occupants happen to know him and ring his father and the police and ambulance, etc. The ambulance and police arrive and my friend is loaded into the ambulance. A policeman says that I should join him and go to hospital. I reply that I am OK and will stay to sort out the car. To which he says I should look at my left hand! Oh dear, one of my fingers is hanging off. Better go.

After I had been sorted in casualty, my friend's father and I are waiting for news from the operating theatre. A doctor comes out to report and says, 'was your car green?' Yes I reply, why? Because we have retrieved loads of green paint from your friends head. In the event the top of my friends head is repaired with 41 stitches. Unfortunately the top of the car is irreparable.

I concocted an account of the incident as previously described and tried to convince myself and

my friend that we were not to blame. His father made him an appointment to see his solicitor. The interview goes :- How old are you? 18. What car were you driving? An MG. I should plead guilty. He takes the solicitors advice over mine.

Financially, we did OK from the incident. We break the car and make a handsome profit and here is the connection to Ed's article. We advertised the car for breaking in the Exchange and Mart and were contacted for the gearbox by Morris Garages. They were still then operating from a number of sites as a garage business. They sent a van from Oxford, I think, to collect the gearbox as they were rebuilding a Y type for a client. I know Ed thinks that the acronym MG derives from Morris Garages, but I think it comes from Metal Grinder, read on.

Two years later, the same friend and I were travelling to Spain for a camping holiday in my 1959 Mini. We went via Paris and stayed with a couple of friends of his family. He French, she English, who lived in a Chateau in a small village. He was away during our stay, so English was spoken exclusively. On a Sunday morning we departed and were warned to remember that we were in France, i.e. drive on the . We travelled some distance and then stopped in a village for petrol. My friend spoke some French and thought he asked the attendant for 20 litres of petrol. The dial was pre-set for 30 litres (unknown to us). 20 odd litres in the tank and the rest over the attendant's boots and the ground.

A heated dispute ensued over how much we were going to pay for. The outcome was that the attendant was thrown the money for 20 litres and we stormed away from the garage. It was Sunday, no traffic on the road, we were absorbed with what had happened and distracted. You've guessed it. We were driving on



the left. The next bend in the village was completely blind and of course there was a rolly polly French car coming the other way. Head on, smack.

Granny in the back cut her leg on the metal deck chairs in French cars of the period. An ambulance was called, the villagers were aggressive, the police came and rescued us and dragged us off the police station for interrogation. A waitress from the café next door was drafted in to interpret and we recounted the story of what had happened at the garage. The French couple from the car arrive having seen granny off to the hospital. The story is recounted to them and everything is then fine. It was a crime of passion. We made a mistake whilst our passions were aroused! The French understand such things. We both had to kiss the wife on both cheeks and they left. The police told us there would be a court case but if the

other party had pressed charges we would have been flung in jail till it was sorted.

What about the car? The police shrug their shoulders. We find it at the side of the road where it had been pushed. It is 6 inches shorter on the driver's side, the headlamp is pointing skywards, the wing is punched into the tyre, which is flat, the floor and pedals are punched up into the cab. The front grill is wrapped around the distributor, which pokes out of the front of the engine. Amazingly, I put the key in and it starts, first time. We hammer the wing off the tyre, change the wheel and I drive back to the friends place with my knees under my chin and the light illuminating the trees.

We have no fancy repair or recovery insurance so we have to fix the car. Disconnect the sub-frame from the floor, chain the corner of the sub-frame to a tree in the orchard and drive repeatedly away from the tree till the wheelbase is approximately the same both sides. We then insert a baulk of timber through the driver's door frame and beat the floor down till it meets the sub-frame. Bingo.

The bonnet catch won't retain the bonnet, so our French host, who has returned comes up with an ingenious solution. A large rubber strap made from a bicycle inner tube, stretched across the bonnet and kept down each side with a clip made from fencing wire and hooked under the tops of the wheel arches. He has a fancy Citroen DS21 Pallas and at one point catches his 3 year old

daughter smacking the mini with a hammer, which she has seen us do. He rushes out and scolds her for doing it. No, it's OK, we say. No its not he says, after you have gone she will be knocking dents in my car!

With the car like that we did 3000 miles down to Spain and back. I was going to say, without mishap, but there was one further incident. The car was a very early model off the line. It had a strange gear lever, prior to the later long spindly ones with a kick up by the gear knob. It was also made from much thinner steel than the later ones. Those early ones suffered a number of problems but were much sought after for racing.

We were bombing down the Spanish Mediterranean coast road towards Barcelona. It was very twisty and hung on the side of cliffs. We were two young lads on holiday, so coming upon two French girls in a Citroen 2CV, we gave chase. The Mini corners much better than the roly poly 2CV but suffers from the rough roads a lot more, so it wasn't a pushover. When going round right hand bends, the car started emitting clicking noises from the front end. I was getting concerned about this and was considering stopping to investigate. My friend, not wanting the mademoiselles to escape assured me that it was nothing to worry about. It's just the CV joint getting noisy but there is no danger. They have proved that they will not lock up however worn they become. It will be fine, keep going.

So we pressed on with the noise getting louder and louder. Then the car started weaving about! It's no good, I had to stop. As we pulled to a halt, the car collapsed onto the ground and the wheel fell off. The rim with tyre on detached and the centre of the wheel was still bolted to the hub. The girls got away. Considering we were on the edge of a cliff, I think I pulled up just in time!

On return to UK, the French police case was dealt with by a solicitor appointed by the insurance company. The outcome was I was convicted for causing actual bodily harm to a French citizen and fined X Francs. I asked the solicitor if I had to pay. Depends if you want to go back to France anytime soon. Being a hard up apprentice I decide against parting with the dosh. Some time later, on the death of De Gaul or the accession of a new president or something, I receive through the post a certificate from the French Government, giving a general amnesty to minor foreign offenders. Its one of those things I meant to get framed but has been lost in the mists of time.

My second MG was a ZA Magnette, a real comfy passion wagon, but too thirsty for a struggling apprentice. Unfortunately it had to go.

My final and all-time favourite MG before my current MGF, was a 1956 1500 MGA. That also suffered the dreaded Metal Grinder, but not at my hands. In a moment of weakness, I lent it to my brother. He was out cruis-

ing with a friend of his and overcooked a bend. The car was up on its side and teetering. The passenger put his hand out and braced against the ground to stop it toppling over completely. As I was within weeks of getting married I made my brother buy the MGA off me at its value before he reshaped it.

That was 1972 and I have been without an MG, till now. Well, I have finished with that four letter word beginning with W and its playtime. For me the MGF is true to the original MG philosophy. Plus, they are cheap and so far jolly good fun.

This is a true story. Only the facts have been altered to protect the innocent.

Malcolm Taylor

MYSTERY CAR

It seems my mystery car is not such a mystery after all.

Malcolm Taylor correctly identified it.

As did **Viv Alexander** - The mystery car is a Peel P50 launched in 1962, and built in the Isle of Man. It had a 49cc two stroke engine, was good for 100mpg. It cost £199 and had a fibreglass body. Less than 100 were built. Of interest is the fact that it is now being built again on the island with a four stroke engine, and is priced at £8000. (All this and more was gleaned from the Live magazine distributed with the Mail on Sunday on 26th February).

Also **Peter Hine** - I think the car is a Peel P50, the World's Smallest Production Car measuring 54 inches long and just 41 inches wide it has held the Guinness Book of World Records' title for over 50 years! Made most famous by JC on Top Gear who used it to drive around the studio and also in the TG Live event a couple of years ago. Originally manufactured in the 1960s on the Isle of Man. The Peel P50 was the Brainchild of the Peel Engineering Company's owner Cyril Cannell. He envisioned an ultra compact, exceptionally small commuter car capable travelling at 40 mph while comfortably seating one adult carrying a briefcase.

Production ceased in 1964 with only fifty Peel P50s ever being produced. Of these originals only twenty seven are known to be still in existence making the Peel P50 one of the rarest automobiles in the World! The Peel P50 is now being produced in limited numbers by Peel Engineering Ltd. in the United Kingdom!

SPRING IS IN THE AIR

With a clear blue blue sky what could be better than dusting down your MG and setting off for a nice pub lunch? Just wrap up warmly, put the heater on full and switch on the heated seats.

We had a lovely lunch at The Methuen Arms in Corsham (recommended).



Pics attached to prove it - we already did a trip in January. Shame on those folks who have yet to wake their MGs from their winter slumbers.

John Bishop

What's this a heater and heated seats - its supposed to be a sports car stripped down to the bare essentials - you may as well have taken out your Audi! I notice who's doing the cleaning....

Ed

THE AUTOSNOB

I found this when I was reading my granddad's Talbot club magazine.

The autosnob
A reflection

I've never had a Morris Eight
Nor yet a Ford Capri
And vehicles of a lesser sort
Have never tempted me

Our Alvises were lovely cars
The Talbots were a must
The Lancias were best of all
But how the beggers rust!

Now quality is tops for me
For class I can't resist
And so in time I came to be
An ardent Delargeist

The Armstrongs were not sporty
cars
As everybody knows
But mine had locking Bendix brakes
To keep me on my toes

And now I have a Talbot L
But oh! I think it cruel
For now it's running rather well
I can't afford the fuel.

By Peter Harrison



Apart from MGs it's the best car on the road, it's been in the family longer than I have. Best thing is I get to drive it and it starts first time.

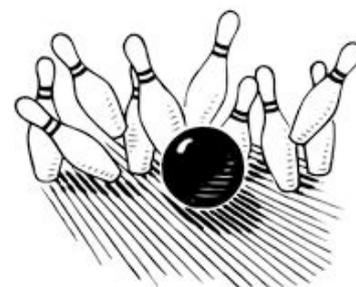
Jackie Court

SKITTLES EVENING

Vic would like to welcome all members to an evening of entertainment (Skittles!).

We are provisionally booked for Saturday 31st March with the first ball thrown at 8pm.

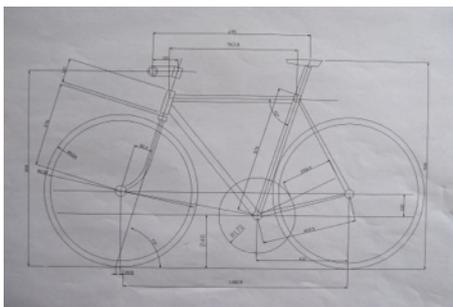
A Curry supper will be included. The approximate cost will be £5 a head. Vic needs to know ASAP if you would like to join in so he can finalise arrangements with the pub.



Please phone or email Vic

Tom
Wessex MG Club Secretary

THE COMING OUT OF A TRIKE RIDER



I've had several requests (well one really) to write an article on a non motoring subject, so here goes. My experiences as a Trike rider! Apart from a kids trike when I was about four years old, my first proper trike was purchased a few! years ago when I was about eighteen. This was actually a bolt on axle to convert an existing bike into a trike. After a few very cautious outings getting used to road cambers and leaning over on sharp corners (me not the trike), trike riding then became very enjoyable. A couple of mates at the time also decided to get themselves trikes and this was even better. The conversion set was later sold and over the next fifty or so years I have had a succession of secondhand trikes. During my teens twenties and thirties I did a lot of club rides at weekends on bike and trike to various places including Wales and the Isle of Wight staying in youth hostels, B & B or sometimes sleeping rough. It was at this time that the competition bug bit and I did quite a lot of racing - time trials see pics left - ranging from ten miles to twelve hour events. I have also raced on a tandem trike, this is quite a rare beast but quite fast when you really get it going. Why do people ride trikes? I don't really know, advantages - more fun, more consideration from other road users. Disadvantages - a bit more difficult to ride as in handling and physical effort involved and it won't fit some cycle lanes/paths. I try to ride three times a week on bike or trike but do not race anymore, (to many medical problems). I did however, take part in a thirty eight mile spon-

sored ride for the British Heart Foundation in September 2011 on the trike, this event started and finished in Seend and was very well supported

Last year I decided to treat myself to a custom made trike, these are quite expensive but thought I would treat myself before getting to old and decrepit to ride. The trike was built - see drawing and bike left - in Oxfordshire by the only remaining frame builder in the country. Modern light weight trikes have a similar specification to mine; the total weight being about 13 Kgs, overall axle width 700mm, wheel sizes 700mm x 23mm, tyres pressure 90-120psi, the trike is equipped with 30 gears (yes 30), ranging from 28inches up to 112 inches. We usually refer to our machines as trikes or barrows not three wheelers. I will let you work out the name for a tandem trike.

Eric Windsor

The rarest of all forms of cycling - tandem tricycling - is in the news this week. Eric Windsor and Keith Sealy have set a new record for a 25 miles ride.

Windsor and Sealy covered the distance in 52 minutes 5 seconds - an average of 28.8mph, well inside the Western Counties Road Records Association.

Because of the due south west winds they had to choose the harder, hillier south-to-north route.

An extract I chose from one of the articles in Eric's scrape books, on lone for this piece.

Ed

WESSEX MG DEBATE 2012

Our inaugural debate took place on the February Club night, following general business. The Motion was a challenging one - that "This House believes that owning and running a classic car is antisocial and a waste of time and money". This provided plenty of material for the Opposers of the motion but was counter-intuitive for a Club member.



Proposing the motion was Professor John Bishop, seconded by Wing Commander Paul Wheal, whilst M. Roger Binney (known as M. Ruse Sale) Opposed the motion, seconded by Lady Jeni Wright. Prior to the event, there had been a certain amount of scull-diggery by some contestants but, on the night, this appeared not to have affected performance.



John opened with aplomb and with wit and ingenuity (and not a little vulgarity), and successfully made many valid arguments for the motion. Roger sought to counter this with gusto and convoluted statistical and engineering reasoning that appeared to confuse Tom.

Paul's Seconding of the motion was bound-together with logic and good-humour, whilst Jeni, a gentler creature, relied upon feminine guile and charm to conclude for the Opposers.



The floor was then opened to the rapt and dedicated audience for questions, the answers to which totally bamboozled the questioners.



John and Roger summed-up their respective positions, after which the Chairman called for a vote, for and against the Motion. Much to everyone's surprise, there was a 5% move in favour of the motion compared to before the debate.



The Chairman then called for a vote for the most effective debating team, won fairly narrowly by John and Paul. Prizes were presented and thanks give to the teams for their hard work, and to our able Timekeeper, Peter (TIM) Hine.



David Whiteley

THE HISTORIC RACING DRIVERS CLUB MGB50 SERIES



The Historic Racing Drivers' Club will be organising the MGB50 racing series to celebrate the 50th anniversary of the MGB. This pic was taken at Goodwood on the 1st of November last year reuniting four original and famous competition cars, which will take part in that series:

DRX 255C Le Mans Car - Owned by Barry Sidery - Smith

GRX 307D "Old Faithful" Marathon de la Route Car - Owned by Malcolm Beer

BRX 854B Spa-Sofia-Liege Rally Car - Owned by Paul Campfield

1964 No. 47 Sebring Car - Owned by Anthony Binnington

The HRDC MGB50 Series will consist of six rounds of 30-minutes, single driver races for pre-'66 FIA - specification MGB race cars with an invitation class for historically important MGBs that do not comply to FIA Appendix 'K'.

The important bit is that the first round of the series commences at Castle Combe on the 9th April a unique opportunity to see these cars together and perhaps never again.



Ed

CLUB NEWS

The WESSEX MG Club 2012 EVENTS LIST

Date	Event	Club Event	Venue	Contact Details & Start Point/Time
26 Mar	Club Night - Games Night	Yes	The Bell	<i>Jackie Court. 01249 462013.</i> Bingo & Paper Aeroplane comp.
31-Mar	Skittles Evening	Yes	Cross Keys Rowde	<i>Vic Wright. 01380 859618.</i> 8pm start. Curry Supper See details below
6/7/8/9 Apr	Easter Bank Holiday			
8 Apr	Brooklands MG Era Day	No	Weybridge	Details to follow.
15 Apr	Gaydon MGB Organised by MG Car Club/MGOC.	No	Gaydon via Abingdon	<i>Vic Wright. 01380 859618.</i> Depart 8.30am The Wharf Car Park, Devizes. Make application to MGOC.
21/22 Apr	Bristol Classic Car Show	No	Shepton Mallet	For information.
23 Apr	Club Night – ‘Decorated’ Prod & Poke	Yes	The Bell	<i>Gordon Newman. 01225 755645.</i> Give your car an ‘Easter Bonnet’ Chips in the pub afterwards. More details to follow.
27/28/29 Apr	Club weekend Away	No	Buxton Derbyshire	<i>Paul Wheal 01249814764</i>
6 May	Abingdon Air & Country Show	Yes	Abingdon	Details to follow
7-May	May Bank Holiday			
27 May	Chippenham Lions Cherished Vehicle Show	No	Nr Castle Combe Track	<i>Lions Contact: Bob 01793 852 497</i>
28 May	Club Night – Mystery Run	Yes	Its a Mystery!	<i>Tom Strickland. 01249 447125.</i> Details to follow.

The WESSEX MG Club 2012 EVENTS LIST

Date	Event	Club Event	Venue	Additional Information
4/5 June	Queens Diamond Jubilee Bank Holiday			
25 Jun	Club Night - BBQ	Yes	The Bell	<i>Gordon Newman. 01225 755645. Details to follow.</i>
15 Jul	Sherborne Castle Classic Car Show	Yes	Sherborne	<i>Gordon Newman. 01225 755645. Details to follow.</i>
22 Jul	Club Summer Picnic	Yes	Studland	<i>Jeni Wright. 01380 859618. Beach games & summer sun fun. Details to follow.</i>
23 Jul	Club Night – Boules Evening	Yes	The Bell	Details to follow.
28 Jul	Salisbury Race Meeting (Provisional, subject to support)	No	Salisbury	Evening meeting with Abba tribute band to follow.
20 Aug	Club Night – Driving Test	Yes	Tom's Field	<i>Tom Strickland. 01249 447125. Details to follow.</i>
27 Aug	Bank Holiday			
9 Sept	Club visit to Bletchley Park	Yes	Bletchley Nr. Milton Keynes	<i>Peter Hine. 01672 512847. See Details below</i>
23 Sept	MGB 50 MGCC/MGOC Event	Yes	Blenheim Palace	Details to follow.
? Sept	Club Treasure Hunt	Yes	Frome	<i>Tony Neale. 01373 465044. Walking Treasure Hunt. Details to follow.</i>
24 Sept	Club Night -			Details to follow.
22 Oct	Club Night – American Civil War	Yes	The Bell	<i>Roger Binney. 01380 830524.</i>
3 Nov	Roger & Lynne's Party	No	Royal Edington Village Hall	<i>Roger & Lynne. 01380 830524. Details to follow.</i>
26 Nov	Club AGM	No	The Bell	Formal notification will be posted nearer the time.
8 Dec (Prov)	Christmas Dinner	No	Bromham	The Greyhound

SECRETARY'S SCRIBBLES

Last month I wrote that I had no baby yet and that I had fixed the BGT by slipping back on a wire to a terminal on the starter. Well..... I soon had a baby as you all now know – Amelia Barbara Strickland. We will know her as Millie. Nancy had a remarkably easy birth compared to our first daughter Claire – much to our and the midwife's surprise. The Midwife never had time to take Nancy's blood pressure – some of the timings were scrawled on a paper towel by twin Bridget as baby came straight out! Mother and baby are both doing very well.

Strangely I was also wrong with the BGT as 2 days later it wouldn't start again. I could push start it but couldn't get it started with leads. Vic suggested we test the one year old battery with his super douper battery load tester – we did this and we concluded that the battery was OK. Next we whipped off my new battery lead and used a gas torch and solder to make sure we had a really good connection. I then cleaned up all the electrical connections in the starter circuit and added an extra earthing strap. Since doing this things seem to be going well – no manic celebratory dancing this time though...just in case!

I hope to get people to start signing the posh MGB anniversary book pages at the next meeting – which you will need some of your basic car details for – so please go and have a look at your number plates!

Many thanks for the flowers!

See you all soon

Tom

Bletchley Park on Sunday 9th September

As shown in the events list, I am trying to get an idea of potential numbers for a trip to Bletchley Park on Sunday 9th September (provisional booking made). **The day:**

Depart Marlborough at 08:30 (allowing approx 2 hours for the drive)

Upon arrival, those arriving in their MG's (or Morgan...) will be parked around the front of the Mansion. We then have 3 possible options for the day:-

Option 1: Fully catered day, minimum 20 people @ £22 per person (including the tea / coffee / lunch etc).

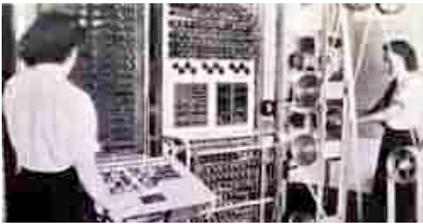


We would be greeted by the guide for the day. After tea, coffee and biscuits, the guide will give a short introductory talk, followed by the first half of the tour. This takes place around the outside of the wartime buildings in the grounds of Bletchley Park, where we would be given a detailed history of the site and its code breaking activities. We will discover what went on at each of the key locations, including the famous code breaking huts, and there will also be a chance to see the Polish Memorial in the stable yard. This

part of the tour lasts approximately 1¼ hours. This will be followed by a 45 minute - 1 hour break for lunch.

Lunch - Sandwich buffet, mixed leaf salads, crisps & dips. Tea, coffee or soft drink either in one of the iconic Code breaking Huts or in the atmospheric Victorian Mansion (meaning that we avoid queues in the public restaurant).

The second half of the tour resumes after lunch and will include a visit to Block B museum which tells the complete Bletchley Park story. It houses the stunning display of Enigma machines, the Lorenz machine, the Turing-Bombe Rebuild, the Alan Turing slate statue, a Home Front Exhibition, a Toy Collection, the Ox & Bucks Light Infantry at Pegasus Bridge display and a recreation of a German Signals bunker. The afternoon part of the tour usually lasts 1½ hours.



In addition to this, the tour will also take in the Colossus and Tunny galleries - the Colossus Rebuild, the world's first semi-programmable electronic computer and the Tunny exhibition.

We would then have afternoon tea and coffee plus mini chocolate brownies or mini muffins on departure, and there will also be a little time to go back and look at any exhibit in more detail before departure.

Option 2: Self catered day, minimum 20 people @ £12 per person (including Colossus & Tunny galleries). Guide & tour etc. as option 1, we just don't get any of the food or refreshments provided.



Option 3: If less than 20 people. We still get to park in front of the Mansion but we will have to join a normal public tour which run approx. every 30 minutes.

For your reference, the cost of entry if we don't do a group tour is: Adult: £12, Concessions (over 60's): £10 & the cost of admission to the Colossus and Tunny galleries:- Adults £2, Concessions (over 60s) £1

If you could let me know if

<http://www.bletchleypark.org.uk/content/museum1.rhtm>

a) you would like to go and

b) which option you prefer, that will be great. I will raise this at the next club meeting. Ideally I need to finalise the arrangements by mid April and, if we go for option 1 or 2, collect money by end April. Please note that if we go for option 1 or 2, the money will not be refundable.

Peter Hine