



# WESSEX MG CAR CLUB

## THE OLD BEAR INN STAVERTON



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**NEXT CLUB NIGHT:**  
**AGM 28th November**  
**Start time 7:30pm**

Club Website

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

## CHAIRMAN'S CHAT

Hi All,

It is with great sadness that this month has seen the passing of June Rattle. She was an active member of our club and always cheerful and friendly to all. Although, through her illness, she was unable to attend as often as usual this year, she and Jeff always supported as many functions as they could.

Our sympathy goes out to Jeff and to let him know that his friends here in the club are here to give him any support that he might need.

This month sees us to the end of another year and our AGM. If you are not aware, by now, I will be standing down as your chairman and a new one will be elected. We have only had one nominee at present so if anyone else would like to volunteer please put your names forward. Also there will

be another two more vacancies on the committee as Jane and Ken are climbing down too.

We have our annual photo competition after our AGM meeting and Sue and Terry have a video of our annual outing which was in France this year.

I have enjoyed my stint as chairman, although I have found it hard to write something of interest each month. I would like to thank you all for the support you have given the club and the support the committee has given me over the past three years.

I hope as many of you will turn up for the meeting as your input is really important.

Thank you once again

Graham





It is with great sorrow that I have to announce the passing away on the 13<sup>th</sup> November of my MG navigator and lovely wife June. She died peacefully in her sleep at Dorothy House where she was cared for in her final days. She really enjoyed being part of the MG club and had many happy memories of times spent on trips out and the various spring holidays away which we were able to share with some really lovely people.

The funeral to celebrate her life will be held at Haycombe Crematorium (BA2 2RQ) on 9<sup>th</sup> December at 12:15pm.

Those wishing to attend are asked to respect June's wishes that they wear something colourful and that they refrain from bringing flowers and instead make a donation to Dorothy House.

Thank-you

Jeff Rattle



## Another Outing of the Greater Spotted Twit Malcolm Taylor

I knew I shouldn't have been crowing about Harvey's virtues in the last letter. Now look what I have done!

I was reversing him up my improvised ramps to administer an oil change before being layed-up for the winter.

When leaning out of the door to ensure the wheels were on the ramps and had stupidly let the door go. I hadn't noticed that the tip of the door had made contact with the gatepost. This resulted in the door being yanked over-open, deforming the hinge and restraining strap

mountings  
and chewing  
the front of  
the door up  
on the hinges!!

Last pic shows how he has been put to bed for the winter. Ah well, at least I have a winter project.



### MALCOLM'S CHRISTMAS PRESENT LIST

- 1 A functioning brain cell.
- 2 (If Santa is feeling really generous). A spare functioning brain cell.
- 3 A replacement door that does match the colour of the car!





Fit Fuel Injection  
with no-one  
Knowing  
Paul Warn

Many thanks to Malcolm for his Christmas present list. We could all probably do with the first two listed...

What about this as a contender? I'm sure Tony would want to include this on his Christmas list.

Carburetors are the dark side of classic car ownership. But dare I say that we all love carburetors? Those passive, air-sucking, petrol vaporising devices are central to classic-car ownership. There's nothing like peering into the bonnet of a historic racing car or any classic car with a multiple carburettor set-up. Of course no carmaker uses carburettors any more.

Everything is injected these days. Road cars for fuel efficiency and cleanliness, competition cars because perfectly managed injection and ignition mean the potential for maximum power. We have debated through this newsletter on a number of occasions whether our classic cars should be left the way they were produced or, modified to suit the demands of modern motoring. With the latter in mind, there is the issue of classic cars being banned from the streets of London to enable the city to comply with proposed Ultra Low Emissions legislation. What happens in London will also leak out into other cities of this country.

So the question is do we fit our classics with fuel injection? Instant starting after being left for weeks - assuming the battery has been left on a trickle charge, improved fuel consumption, power and torque.

Jenvey Dynamics have come up with the Jenvey Heritage Throttle Body (HTB). The example pictured in the title looks for all the world like a twin-choke sidedraught Weber DCOE but is actually a pair of throttle bodies.



Apparently original-equipment air filters and throttle linkages will fit the HTB, but you will also need an engine management system to drive the HTBs and provide the spark. You will also need to book a setting-up session on a rolling road.

The result should be a classic engine running as cleanly and reliably as it can while looking for all the world like a carburetor. More powerfully and with a better torque spread too.

A SU lookalike version is also planned. So there is time for you to save and maybe put it on your Christmas 2017 list.



## Mystery Car



Well it's a mystery to me why anyone would want to do this to their car. But then again who would want to tear the door off their MG?

Malcolm

P.S. If anyone wants to come and heckle, I'm giving a talk in January to the West Wilts U3A, Science and Engineering group entitled, 'Safety Fast. An Appreciation of MG'

## Watch This Space



It's a FIAT 500L of course with a round Octagon badge

**Vic**

A similar 1971 Fiat 500L was sold at the recent NEC auctions - see page 7. It was supplied with its original handbook and a spare set of keys. In apparent great condition and having covered less than 15,000 miles, it sold for £20,813. Before Vic gets too excited, one of its previous owners was our previous Prime Minister David Cameron and his First Lady. **ED**



## A 1958 ex-Chris Barber Lotus Elite

Paul Warn

Another car club that takes up some of my time is the Avon branch of the Lotus Club. A good friend of the club is Malcolm Ricketts an ex-racing driver with a deep knowledge of Lotus cars. Malcolm was asked to provide technical support to a programme that is going to be aired on Channel 4 at 8:00pm on Sunday 20th November entitled "For the Love of Cars" and repeated on Tuesday at 1:10am on 4seven (channel 47 on Freeview).

The programme records the restoration of a famous Lotus Elite once raced by Chris Barber - the jazz trombonist. Now I'm not a great fan of Ant Anstead and Philip Glenister who front-up the programme, but nevertheless it should be worth a watch.

The completed car went under the hammer at the Classic Motor Show last weekend with Silverstone Auctions claiming a number of records along the way. The Lotus sold for an incredible £121,500 - more than £40,000 over its pre-sale lower estimate.

Talking to Malcolm, it seems they pretty much ignored much of his advice...saying that it is an entertainment programme not a technical exercise. What can you say.



Also sold and to be featured in the same programme is this 1969 Aston Martin DBS. The restoration included a bare metal repaint in Olive Green (the same as James Bond in "On her Majesty's Secret Service") and a retrim in Oxblood red leather. The interior also had a new period dashboard, new wood trim, correct steering wheel and new carpets. It should now be residing in its new home in Austria having been bought for £174,375.

In total, £5.8m changed hands with 80% of lots sold.



## WESSEX MG Spring Tour

For the club Spring Tour we are considering the region of Kent and East Sussex. There are many places of interest to visit in this area including:

- The Cinque Ports
- The Chatham Navy Dockyard
- Several National Trust Properties including Chartwell - the home of Winston Churchill



Given the pressures on the pound, holidays and accommodation in the UK will be at a premium. It is therefore important that we plan in good time for hotel accommodation.



**Martyn**

With this in mind it would be good to know by

the middle of November how many members would have an interest in this trip.



## Secretary's Scribbles

Hi all.

Well you may have noticed less talk about me actually doing things to MGs recently - well my laissez-faire attitude or may be my neglect has come back to haunt me recently....

I took the Magnette out for a trip to find it was pulling to one side when braking. I have worked out that the front left drum is not behaving. My problem is I have already left it two weeks to properly investigate - may be it will have to be a Christmas holiday job as I seem to find myself doing a lot of school work around my Dad and family jobs.

Deeply frustrating - but at least I know the car is ok tucked up in its carcoon. I do firmly believe you have to use your car. I also think that the modern petrol mustn't be left to sit in your tank and carburettors. I am always on the lookout for days

when there is no salt residue coming off the road in mid winter and I find myself studying the windscreen on my modern car almost forensically. I also admit to licking the chrome bumper on return from a winter outing to test for saltiness!!! I really must get a life!

Fingers crossed for MG goodies at Christmas! Oh and on that point don't forget your secret Santa presents for the Christmas dinner. It is also worth noting the hard work behind the scenes that make the Christmas Dinner a success. Vic is the main man this year but Pete does the financial stuff and Sue Warder has been busy sorting the raffle. Thanks!

Toodle Pip

**Tom**



2016 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
<b>28-Nov</b>	<b>Club AGM</b>	<b>Yes</b>	<b>The Old Bear Inn</b>	<b>Formal notification will be included in the Sept &amp; Oct newsletter.</b>
<b>10-Dec</b>	Christmas Party	Yes	The Westbrook	<b>Vic Wright</b>

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 11. Just click-on their email address or give them a call.

**ED**

## Club Asset List

CLUB ASSET LIST			
ASSET	CURRENT HOLDER	CONTACT DETAILS	
Engine Hoist	Nigel Fowler	01380 840031	<a href="mailto:erchfonte@gmail.com">erchfonte@gmail.com</a>
Club Sail Banner	Kevin Meakin	01380 727151	<a href="mailto:kevinmg1@live.com">kevinmg1@live.com</a>
Event Shelter + Sides	Vic Wright	01225 704685	<a href="mailto:vic@devizes-domestic.co.uk">vic@devizes-domestic.co.uk</a>
Projector	Paul Warn	01225 768676	<a href="mailto:paul.william.warn@gmail.com">paul.william.warn@gmail.com</a>
Speakers	Paul Warn	01225 768676	<a href="mailto:paul.william.warn@gmail.com">paul.william.warn@gmail.com</a>
Projector Stand	Paul Warn	01225 768676	<a href="mailto:paul.william.warn@gmail.com">paul.william.warn@gmail.com</a>
Projector Screen & Cover	Paul Warn	01225 768676	<a href="mailto:paul.william.warn@gmail.com">paul.william.warn@gmail.com</a>
New Set of Boules	Vic Wright	01225 704685	<a href="mailto:vic@devizes-domestic.co.uk">vic@devizes-domestic.co.uk</a>

### 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.