



# WESSEX MG CAR CLUB

## THE OLD BEAR INN STAVERTON



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#### DIARY

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

#### NEXT CLUB NIGHT:

## 21st MARCH

Club Website

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

## CHAIRMAN'S CHAT

Hello All,

Well, Easter is nearly over, all except the children going back to school. Jane and I have just come back from visiting relations in Hereford. It took us over an hour to get past Gloucester due to the traffic congestion, but apart from that all was well. One little problem when we arrived I found I had not packed my medication so had to come back home to get it. Luckily the traffic had cleared and the journey was a better one!

We had a great skittles evening, thanks to Vic, and to top it off England won the Six Nations Cup. Peter, once again had the men`s highest score and Sandra the highest ladies score, while Gordon held the rest of us up at the bottom.

The Beetle`s Night was also a success, with lots of

laughs, thanks to Jane although not so many turned up to the club as usual. Steve won that competition and I believe I supported the rest from the bottom.

I must apologise as Jane and I will not be able to attend this month`s meeting as Jane and I will be suffering a cruise travelling through the Panama Canal. I can hear all the commiserations now, but we all have our crosses to bare! On the 17<sup>th</sup> Martyn has arranged a club run to Gaydon at The British Motor Museum. If you have not contacted him and wish attend please let him know. The club night will be our annual "Prod and Poke" night on the 25<sup>th</sup> Once again let`s hope we get our usual support.

Graham





# The 74th Goodwood Members' Meeting.

Paul Warn

<https://youtu.be/6iy-SmHG6MM>

This year's Goodwood Members' Meeting was coincident with the weekend of Vic's skittles

Surtees on four wheels. That meeting was the 39th Members' Meeting.

World Sports Car Championship. In the confines of the Goodwood circuit - which incidentally closed before these cars were raced - they were very impressive. The demonstration got quite competitive!



There were many highlights including the unforgettable sight of 25 GT40s racing into the dusk. Another for me was a high speed demonstration of a number Porsche 917 and Ferrari 512 sports racing cars that went toe to toe in the late sixties and early seventies at places like Le Mans, Monza and Spa. Competing for the

night. The weather was not too bad - no rain and not as cold as last year. Lots to do and people to see and talk to.

The weekend of this meeting, was the 56th anniversary of Jim Clark's maiden single-seater victory at Goodwood. The race he won was also the first race for John



One of the people we met was James Willis who owned and entered the 1951 Pearce MG featured in the main picture. He also wore an interesting kilt fastening featuring a MG badge.





He explained that his stepfather was John Milne



who, back in the sixties, was a leading light in the Scottish MG Club. John owned and raced one of the three famous MG Midget Coupes 138 DJB. In the four seasons 1963 to 1966 he took part in 33 events and scored eleven 1st's, eight 2nd's, five 3rd's, and three 4th's. When John Milne died at the age of 61, his cars passed to his step-son,

James Willis, who now competes with them in historic races at home and in Europe. I've included a link in the header to this article showing the Pearce being warmed up at the Silverstone Classic. Talking of the Porsches and Ferraris a little earlier. These were the same cars that featured in



Steve McQueen's Solar Productions film Le Mans which you may have seen. His company also made



"Bullitt" and as part of the event there was a homage to the famous 1968 Ford Mustang GT with Steve in the background. He looks a little apprehensive when I tried to borrow some money off him!





## The Bonhams Car Auction

Paul Warn

With Ken's restoration project in mind, I thought I would include this snippet.

We came across this MGB at the Bonhams auction during the Members' Meeting. It was described as a desirable chromed bumper model, with only two owners from new. Apparently the car was bought as a wedding anniversary gift for the first owner's wife.

Subsequently consigned to barn storage, it was fully restored to mint condition by a family friend between 2007 and 2009, with further works undertaken in 2015.

Noteworthy features included original restored Jaeger instruments, original Bakelite steering

wheel, Bentley-specification red leather trim, and 'bullet' wing mirrors. 'APO 677B' had covered only some 2,000 miles since restoration and was described as a pleasure to drive. The car fetched £23,000.

On a somewhat grander scale, was a 1955 Mercedes-Benz 300 SL 'Gullwing' Coupe. Now Mike Hawthorn - the racing driver - was not a lover of anything German. In a book I have about Hawthorn and Peter Collins, a former girlfriend Moi Kenward recalled that they were upstairs at the Earls Court Motor Show when someone told Mike that Sir Jeremy Boles, a close friend of his, was

buying a Gullwing Mercedes - this very car. Hawthorn was outraged that Boles should be so



unpatriotic as to buy a German car, but despite ranting at the hapless Mercedes staff and Sir Jeremy, was unable to stop him handing over the cheque... The car fetched £841,500 at the auction.





## MOLLIE'S MAKEOVER PART 6

Ken Binstead

Another month has flown by and the warmer weather is getting closer so the pressure is definitely on. Once all the bodywork was complete it was onto the paint. As with all things classic car related nothing is straight forward or quick. The first step is to remove all the old paint which makes a hell of a mess in the garage. I used an angle grinder with a special abrasive disc which did the job. You soon learn how much filler is on the car when you strip it back as the air becomes filled with white dust.

The next step was to prep the panel by using rust remover as this ensures it is perfectly clean. The

main job then is to mask everything to ensure that paint doesn't get into or onto any surfaces where it's not wanted. Then it's



etch primed (yellow), primer filler applied(white), flatted back and then a guide coat is used (black). This is sanded back and any low spots are obvious as the black paint is left behind. These small defects are filled with acrylic stopper. Flatted back again then second coat primer filler

(white) applied. Flatted back once more and then all the masking is removed so that all dust and foreign bodies are clear of the car. It is then wiped down and thoroughly cleaned before being remasked prior to topcoat ( Teal Blue). Four to five coats of that then the masking is removed finally and the whole thing left to harden for up to two weeks. Cellulose is porous so wax is applied to keep water out and panels free from rust. However if the wax is applied too soon it seals the paintwork and traps any solvents that haven't had chance to escape, this will lead to problems later on as the paint tries to harden under the wax. 😊 So



rubbing compound, T cut, polish and finally wax to come.....

So whilst those two weeks ticked away I could take a break and do something other than car stuff. I wish. I made a list of all the things that I could do whilst the drying took place and as usual it was a long one. I carried out a 6000mile/annual service and trying to sort out an oil leak in the process. Now I know all MG'S leak oil but mine was leaking into the rear brake drum from the wheel bearing oil seal so I had to take all that apart. I found some pitting corrosion around the end of the half shaft which was probably causing the leak especially in hot weather and when under spirited driving conditions, ahem! So I used some emery paper to smooth out the damage and renewed the seal. I also changed the diff oil for Millers classic SAE 90 oil which is a bit thicker so hopefully that nagging irritation has now been solved.

Another task required was that of fitting soundproofing before the carpets started to go back

in. In this instance I have chosen to use Dynamat which is an American Product that makes the car look like a 1970's hotel lobby. It is well regarded and works on the principle of absorbing vibrations in a bitumen type sheet that



is covered in an aluminium covering, it sticks very well and is easy to cut. Hopefully it will make the car sound a bit more solid, especially with the hood up, I will report back. One of the hardest jobs apparently to do on the MG is to replace the seal that goes between the windscreen and the body. With the windscreen out it was logical to replace mine and I found that the existing one hadn't been fitted correctly in the first place but a least it didn't leak. I have managed to fit the new

one to the screen so all that remains now is for Sarah and I to go into battle putting it back on the car, the hardest part of the job.

I have also managed to put the quarter-lights back together in to a vaguely eye pleasing manner. it did require a large amount of washing up liquid to get all the seals into position so if you see a Teal Blue MG roadster engulfed in soap bubbles on a wet day you will know it is Mollie! As I write it's about 5 weeks to France and I still have a rather naked Mollie, let's hope the home straight is in sight. Oh and there's the small matter of an MOT as well. For those going to France, if we turn up in something red then the race is lost, here's hoping for something bleu, fingers crossed.



## THE MARCH MYSTERY CAR.

**THANKS AGAIN TO  
STEVE TODD & MALCOLM  
TAYLOR FOR A  
COMPREHENSIVE  
RESPONSE.**



### Answer to Steve Todd's March Mystery Car

**Malcolm T** correctly identified Steve's mystery car:

Steve's mystery car is an Armstrong Siddeley, probably a Star Sapphire.

I have a little experience of these cars because when we were in our early 20's my brother drove one. He worked for a double glazing company and they had one of these cars to tow there display caravan.

He often drove it to shows around the country. If the show was close to home, he would have use of the car in the evenings and weekends. They were extremely heavy and comfortable cars.

I remember one evening returning from a jazz club that we used to frequent. You have to remember that drink driving laws weren't what they are now and he had definitely imbibed more than was desirable. I was on the back-seat with a number of other intoxicated individuals.

There seemed to be an irregularity in the road surface? Bump, bump. But the big Siddeley ironed it out admirably.

What was that?? Don't worry, it was just a roundabout, but Johnno didn't bother to go round. Probably made a bit of a mess of the flower beds.

When looking on the internet I discovered that the Armstrong Siddeley Owners Club own the rights to the logo and name and design details for the cars. They also bought the complete stock of parts from the company and manufacture and refurbish parts to keep the vehicles running. Their stores are near Bradford on Avon. Anyone know where?



## THE RIGHT ANTI FREEZE

**NIGEL FOWLER**



I have recently completed a top overhaul on the MGA and needed to purchase some more antifreeze. The most common way forward, is to automatically go for a 'blue' one which is recommended for classic cars. However, when I started looking it's not so easy anymore to find the correct 'blue' one.

I came across this article which may be of interest. Most MG owners start to think about renewing the antifreeze in the autumn, ready for winter, but many of us replace it at any time in the year, as its anti-corrosion properties is equally important during the summer months:-

When we buy antifreeze for our cherished old cars we go for the best; well, I did and perhaps mistakenly so. You see them on the shelf and look for the one that says it will give you the best protection. We look to "compliant with BS 6580 suitable for all cars from 1990 onwards, complies with (various) manufacturers safe standards" with the best in-car life of, say, five years. And, not forgetting the price, it's three pounds or so more expensive than the bottom shelf stuff, so it must be good. And then we tip it in - bad move!

Let's look further; until this year the labelling was not so explicit and that's when I started looking, thanks to prompting from Uxbridge and District Classic Vehicle Society (U&DCVS) and to the Rolls Royce Enthusiasts' Club. I had in my cars, Austins from 1926 onwards and the 1966 3. 8 Jag, the so called "best stuff" and it was orange. And that's the first clue: I had one of the old containers, but scant information was given as to what was inside apart from the usual complies to BS this and that, approved by various associations and a warning not to drink it or pour it down the drains. Going to the various motor part factors I was surprised at the lack of knowledge or information and all but one recommended it for my cars as being the "best stuff". Only at Halfords where a little girl said "hold on I don't know, but I will ask my technical department on Monday".

Monday came and just after the lunch break she called back. The answer "Don't use it, it will strip various alloys out of the lead solder, lead bushes etc, it's only meant for very modern cars!" Well there you are. So, in older cars where lead, lead solder, lead alloy bushes, graphite/lead water pump lubricated rope are used, expect trouble.



One to avoid is "Organic Acid Technology" (OAT); they are normally orange. They are longer lasting, having an in-car life of five years and are cheaper to make. Another one to avoid is the "Hybrid Organic Acid Technology" (HOAT) antifreeze: Daimler/Chrysler's one is orange and Ford's is yellow. Also avoid the "Nitrate Organic Acid Technology" for as it says it's an OAT with Nitrates added. The one to use in our older cars is, and this is supported by Halfords technical department, the older "INORGANIC ADDITIVE TECHNOLOGY" (IAT) ANTIFREEZE, normally blue in colour and often referred to as "conventionally inhibited". It has only a two year in-car life and is normally ETHYLENE GLYCOL (EG) BASED.

All the above are BS 6580 compliant. Apparently the OAT antifreezes will also attack conventional silicon gasket sealing compounds, Hylomar and its derivatives, the traditional rubber and fabric based water hoses and so on. There is one downside in using EG based antifreezes, they are very toxic. 30ml can be fatal in adults and 4ml will kill a cat! If you want to be safe, green and environmentally friendly you should use a Propylene Glycol The U&DCVS suggest Fernox Alphi II, but I have not come across any of this stuff. Apparently it can be obtained from plumbers merchants.\*

**A post script; you are advised not to put either the AIT or the OAT antifreezes down the drains, so I called my local domestic refuse tip and asked where I can safely dispose of the old stuff; they had no idea whatsoever of what I was talking about.**

#### THE FBHVC ADVICE IS AS FOLLOWS:

In (a previous) newsletter, we said 'Bluecol and Blue Star are well known brand names and both of these are declared suitable for classic cars'. Perhaps we should clarify that we were referring to the traditional blue coloured Bluecol - but the company also sell a red coloured Organic Acid Technology (OAT) product suitable only for modern cars, not classics. Even more confusingly, there is also Bluecol U which marketed as a universal top up and not an antifreeze product with which you would fill the whole tank. The manufacturer has assured us that this is suitable for historic vehicles. It has also been brought to our attention that Halford's sell a blue-coloured 'Advanced' antifreeze which has a label containing the phrase: 'Older vehicles can further benefit...' but on further examination it was discovered that this product does indeed contain OAT and therefore cannot be recommended for historic engines. Our postbag has also been swelled by correspondence relating to the extremely poisonous nature of ethylene glycol, indeed the Cats' Protection League have gone so far as to start an on-line petition to highlight the danger to small animals accidentally ingesting tiny quantities of the product. Propylene glycol is much safer and one of our new trade supporters, AAA Solutions Ltd, is about to launch a propylene glycol based antifreeze specifically aimed at historic vehicles.\* It does remain a rather confused picture, but the important facts to remember for historic vehicle owners are: use only Inorganic Additive Technology (IAT) products



according to the manufacturers' instructions and take great care with any liquid containing ethylene glycol.

\*EDITOR'S ON-LINE SEARCH: The only Propylene glycol antifreeze I can find on the web is AMSOIL Antifreeze & Coolant at £50 for 4 litres. Made by Performance Oils Ltd; Hounslow; Mddx. Telephone: 020 8737 0649 Email: [sales@performanceoilsltd.co.uk](mailto:sales@performanceoilsltd.co.uk)

## Saturday 4th June - Vintage Nostalgia Show - Warminster

Hi All.

Further to last month's bulletin.

The organisers have booked us a place for 8 classic cars pre 1980, so we can all park together, you can still go if after 1980 but park with the visitors. Start time from 10am to midnight, also you can leave when you want to. You can book on line to save time at gate, this is a great show all who went last year really enjoyed it. Please let me know if you can make it as soon as possible so if over 8 classics I can book extra places. To book on line go to [vintagenostalgiashow.co.uk](http://vintagenostalgiashow.co.uk) Classic car + 1 person £5 / Classic car + 2 persons £10.

These people have already let me know.

Andy- Lynn.

Vic - Jeni.

Terry - Sue.

Graham - Jane.

Ken.

Kev.

Which makes 7 classics counting ourselves.

Gordon - Sandra non Classic.

Thanks and Regards

Tony



## Secretary's Scribbles

Last month I was talking about not having done much MGing and I was rather disappointed in myself over this. Well since then it has been the school Easter holiday so I decided to give the Magnette a proper service.

In the mean time I had used the car to go to work and she had been a bit grumpy on the way home so I ordered plugs, distributor cap, leads, filter and sent Nancy and the kids into Halfords to pick up some classic oil (they were out for the usual 'jolly' whilst I did house DIY).

I haven't changed my leads for a while so decided it was time to do this. The service went straight forwardly - I always hate doing the old fashioned cartridge oil filter though - there is no way of not getting mucky! I don't use points as the quality is so variable and instead have a fairly cheap "accuspark"

electronic ignition which is great - with this I have a red rotor arm (from the time when red plastic actually meant that you got a better quality item) I greased the suspension as well. The car's exhaust is blowing a bit as a result of the gearbox swap and I now need to get on and get this sorted.

I also need to start upgrading the suspension bushes and I have made the decision that the quality of new rubber parts is so poor that it is worth the money to use Polyurethane moving forward. This is a job for the end of the season. So I hope that this makes up for last month! Now I just need to give her a good clean and polish before the run to Gaydon. Happy days!

Tom



## PICTURE GALLERY



## ELEVATION

Home made ramps to aid polishing of underside of Mata Hari in preparation for club trip to France. Or even checking the coolant pipes twixt engine and front mounted radiator.



## Images from The 74th Members' Meeting



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

2016 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
<b>TBA</b>	Summer Picnic	Yes	<b>TBA</b>	Paul Warn
<b>25-Jul</b>	<b>Club Night - BBQ</b>	Yes	<b>The Old Bear Inn</b>	Paul Warn
<b>22-Aug</b>	<b>Club Night - Boules/ Games</b>	Yes	<b>TBA</b>	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	<b>TBA</b>	Ken Scott
<b>26-Sep</b>	<b>Club Night - Talk on Wiltshire Transport - Invited speaker</b>	Yes	<b>The Old Bear Inn</b>	Graham Bennett
<b>24-Oct</b>	<b>Club Night - The Racing Life and Times of Sir Stirling Moss. Talk by Paul Warn</b>	Yes	<b>The Old Bear Inn</b>	Paul Warn
<b>TBA</b>	<b>Pre AGM Committee Meeting</b>	No	<b>The Old Bear Inn</b>	Paul Warn
<b>28-Nov</b>	<b>Club AGM</b>	Yes	<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	<b>TBA</b>	<b>TBA</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 10. Just click-on their email address or give them a call.

**ED**

## Beaulieu Simply Classics and Sports Car Day Saturday 18<sup>th</sup> June

We are planning to join in this day as a club, but would like to have an idea of numbers to enable us to contact Beaulieu for further details (ticket ordering etc.). The cost is £10 per person and we thought it would be nice to all take a picnic. We will meet for coffee at a venue close to Beaulieu at 10.30 (TBA) so that we can all enter at the same time, otherwise they cannot guarantee that we can park together. Please email us at [sue@warder.orangehome.co.uk](mailto:sue@warder.orangehome.co.uk) before the 1<sup>st</sup> May if you intend on coming along.

Thank-you  
Sue and Terry Warder

### About Simply Classics:

All classic vehicles (pre-1990) and sports vehicles (of any age) are invited to drive into Beaulieu and park up within the museum complex for what promises to be a superb day out for both classic & sports car owners and enthusiasts.

The event is set to provide a great opportunity to admire a range of stunning vehicles and to connect with fellow enthusiasts.

Plus! Joining us this year, the [Bows and Braces](#) Vintage Village will be choc-a-block with a variety of high quality vintage traders celebrating decades of all things vintage. It will be an opportunity to purchase unique items from the 1920s to the 1980s for your wardrobe and decorating your home.

We'll also be welcoming [Company B](#); a vocal quartet based on the Isle of Wight, inspired by The Andrews Sisters, who perform popular 1940s songs in close harmony.

As well as all of this the MR2 Owners Club will be putting on a display for their 25th anniversary.

There will be a cavalcade of the People's Choice Classic and Sports Cars from the show. All participants have the opportunity to be chosen as the winner of the People's Choice Award, selected by public vote.

The winner will receive the Beaulieu Simply Classic and Sports Car trophy.

### DON'T FORGET...

As well as being an opportunity to see hundreds of classic & sports cars, there is also the opportunity to enjoy all that Beaulieu has to offer... Your entry will include admission to all the Beaulieu attractions including; The National Motor Museum, World of Top Gear, Palace House, Beaulieu Abbey and more.

