



# WESSEX MG CAR CLUB

## THE OLD BEAR INN STAVERTON



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#### CLUB DIARY

#### NEXT CLUB NIGHT

21st August - Boules - Start  
Time 7:30pm The Toll Gate

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

## CHAIRMAN'S CHAT

Hi, everyone,

We have been extremely lucky to have had good weather for the two major club events which have taken place in the last month. Firstly I would like to thank Paul and Anne for organising a very interesting visit to Chavanage House, we also had good weather for our club visit to the Gloucester Steam Extravaganza at South Cerney, I would like to thank all members for making this a very well attended and enjoyable event. I have received an apology from the organisers regarding the delays in leaving the show and they are planning to change the system for next year. I am certain that there will be more elsewhere in this newsletter about this event and the club training session on erecting the events shelter, at the next event when we use the shelter it should be easier!!

In the remainder of August we have two major club events. Our annual Boules night, which is being held at the Tollgate Inn at Holt, on Monday August 21st with an earlier start time, even if you have not played before please come along as it will be a fun evening, and then on

Sunday August 27<sup>th</sup> Tom is hosting the annual Club Action Day in his field. There will be more details on both of these events elsewhere in this newsletter.

The Bicester Heritage centre is home to many classic car specialists and on Sunday October 1<sup>st</sup> they are holding a "Sunday Scramble", at which the specialist open the doors of their workshops for visitors to see and there will be an excellent selection of classic cars attending, I have booked reserved parking for our club, this entitles our members to reduced rate entry to the event by booking online before mid September. There is more information of how to book on another page of this newsletter,

**Hope to see you at our Club Night which this month is Boules Night, please remember that this is at the Tollgate and not the Old Bear.**

**Martyn**





## How Much Trouble Can You Have With A Door

(Part 3)

Malcolm Taylor

How much trouble can you have with one door?

Thanks Martyn for organising an excellent day out at South Cerney. He even rescued dunderhead here, who left his entry permit on the notice board at home. Martyn whips out a spare permit, compliments of Steve, and in we go.

During the drive home, the infamous offside door begins to rattle. On later investigation, the window has jumped the top stop and the rear guide block has become detached from the glass and dropped off it's runner. There appears to be a nut missing. (I am talking about the car, not the owner!) Said nut is not in evidence. Either it has exited through the drain holes in the bottom of the door, or someone(?) forgot to fit it last time they were in here.

Luckily, I have a complete set of gear from the old door and so I can re-assemble everything. Including the nut which clamps the guide block to the glass. Now how tight shall I fasten the nut? Considering it may have previously come loose, I had better make sure. Just one more ratchet of the spanner. Oh, bugger.

There is a loud crack and the window disappears in an instant. It is now evidenced only by thousands of tiny jewel like fragments filling the door shell and scattered over the drive. As I said, I have a complete spare set of gear and that includes the glass. So back to the drawing board and lightly with the spanner, does it.

I'm getting to know my way around the mechanisms inside a TF door.







## Why the Bishops' MGB Looks so Clean!

John Bishop

Some of you have been kind enough to comment that our MGB looks very clean at the moment. Now I'll take that as a compliment and not as an implication that it's usually a bit grubby, although I'll concede that I'll never match the perfection regularly achieved by Ron and Anne Alderson on their MGC.

There is a reason for everything, of course. This particular frenzy of washing, waxing and polishing was occasioned by our daughter Becca asking if this could be her wedding car when she married the love of her life, Payam Gammage, on July 8<sup>th</sup>. My orders were to get her there on time without ruining her hairdo (hood up then), and it simply would not do to get oil or black marks on her wedding dress. Hence a good deal of interior vacuuming and leather polishing would be needed. It didn't stop there, however, and once in the spirit I got out the tyre polish, fast glass, chrome cleaner and I daresay several other products with the aim of achieving "wedding car standard".



Several days in advance I attached the white bows and ribbons. These were mainly quite easy to tie on, but I decided to use gaffer tape on the ribbons as there was nothing on the inside of the windscreen to which to attach them. A trial run round the block late one

evening suggested that all would be well.

And so the great day came! The past few days had been very hectic with a house full of bridesmaids, so it was lovely to have a quiet half an hour with my daughter, Becca, on the way to the Assembly Rooms in Bath. The sense of occasion was heightened by people in cars honking, waving and flashing their headlights to wish us well.

After the ceremony my new son-in-law took the wheel. The weather was being kind to us so the top was down and the newly-weds, along with the interior of the car, were liberally showered with confetti! Payam's judgement was perhaps a little impaired by all the excitement, but he managed to leave in grand style skilfully missing the bollards, well-wishers and parked cars (pew!) as they set off for the reception at Hamswell House. He managed, however, to snap off the immobiliser key which he didn't need to touch, but who cares about details! This was trust indeed on my part, but I should point out that a requirement of him being given the keys was that he accustomed himself to the quirks of a fifty-three-year-old car during the weeks preceding the wedding, a course of instruction to which he duly submitted.



I've included a few photos that I took, although I daresay that the official photographer will have far better ones. But it's the memories that matter. Somehow the white wedding bows and ribbons transformed the car and driving it to the ceremony was such a different experience. We've only got one daughter so I guess this was all a one-off, but it was a lot of fun. I wonder if any more of you have wedding day stories that involve your MG....





## Caption Competition



I was inundated with 3 very good replies to last month's caption - many thanks to:

Ken

*"It was only a matter of time before somebody proved that the extra weight of the 'Rubber Bumpers' was a benefit."*

Malcolm T

*Vic is famed for keeping the hood down in all conditions but Jenni eventually convinced him to try one of those new fangled overhead heaters.*

Pat

*Where did you say you parked the car, dear?*



Do you remember when seat belts were made a legal requirement?



## Integrity of Design

Ken Scott

Although not MG related, this may be of interest for those BMW owners in our midst. In praise of the strength and integrity of the BMW Design, I unfortunately have recent experience of putting this to the test.



On Wednesday 26 July we were travelling south on the A350 near Lacock and just passing the left turn to Lacock village when a car travelling north, turned right without warning and hit us forcing us off the road, onto the grass verge, hitting a tree causing us to overturn landing on the roof; not to be recommended in a convertible! We both escaped with minor cuts and bruises, much to the consternation of all who stopped to help including the ambulance crew and the police. We were hit with such force that we were lucky not to have been killed or severely injured. As you can see from the attached photos we owe our life to the intrinsic strength of the design. In the car that hit us were a family of 4 just arrived from Spain, hired a car from Hertz and could not speak any English! The police confirmed that we were in no way to blame and said that had they been UK nationals, they would have arrested the driver but it would not help us. Not to put too fine a point on it, my beloved BMW is a complete write off!



I would certainly recommend the BMW and am now trying to find a replacement, but that is another very stressful story!



## Bicester Sunday Scramble

The final **Sunday Scramble** of the year will take place on 1st October from 9.00 am - a great closer to an exciting events season at the former Cold War airbase

The specialist businesses of Bicester Heritage will be open to the public, which is a fantastic opportunity to see inside their workshops, showrooms and buildings and catch a glimpse of their latest projects, restorations and stock.

Hagerty International, the classic car insurance specialist, will again host their live Valuation Arena at the Sunday Scramble, supported by H&H Classics, Classic Cars magazine and the online classified site [ClassicCarsForSale.co.uk](http://ClassicCarsForSale.co.uk). Valuation experts will be on hand to inspect and photograph vehicles, swiftly providing the owner with a valuation certificate and thus ensuring that your vehicles are properly valued and therefore properly insured.

Entry into Hagerty's Valuation Arena is only available to people attending the Sunday Scramble at Bicester. The Valuation will cost £15, all of which will go charity, and each valuation will include a certificate and goody bag of classic extras from all participating partners. Owners are urged to bring as much information on their vehicle as possible for the valuation experts to inspect.

Finest Hour Experiences will be offering Tiger Moth flying lessons on site.

TO BOOK visit <http://bicesterheritage.co.uk/event/sunday-scramble-tickets/>

Please could you advise your members that when they arrive at the booking page to select the 'Buy Club Member Vehicle tickets' option. This not only enables them to purchase advance discounted tickets but allows us to see how many club vehicles to expect when planning the space for your club parking display area. **Please note, club tickets sales close at midnight Sunday 24<sup>th</sup> September and are subject to availability**

What is the deal for vehicle club members? Members of vehicle clubs can benefit from our advance Club discount offer of £4 per person (plus a booking service charge) provided their club representative has registered the club attendance with us in advance

Online ticket sales for the Sunday Scramble are now open, I have booked a club area which providing we get at least 10 cars attending will guarantee us a reserved club parking area.

If you have any questions please let me know and also email me after you have booked so I can monitor numbers.

**Martyn**

## The Gloucester Vintage & County Show



A more typical scene of an English summer festival, reflecting a life of bygone days would be difficult to conjure up. But before we could investigate the many sides to this show there was the small matter of erecting the "Events Shelter" A story in itself. However as you can see we now have a few nominated competent people....

The photos reflect a few of the diverse - and typical - scenes of this county show. Ranging from a silver band, steam engines from the miniature to the massive, classic cars, crafts people, dog shows, birds of prey, even a nod to modernity in the shape of radio controlled jet aeroplanes and much, much more. A favourite was a pair of c1896 roller skates complete with hand operated brakes which operated on the rear wheels - exquisite. Many thanks to Martyn for organising this great day out.





# Transport through the Ages - no China 2017

Thanks to Sue & Terry



## Secretary's Scribbles

This month I can talk about proper MG stuff. On the way to the Wessex Picnic I noticed a lack of power and we struggled to get up some hills.... I started to worry. I haven't done anything to the Magnette's engine whilst I have owned it so I was quite worried about how serious this could be.

Vic gave me 'the look' as we went to leave Chavenage and suggested I performed a cylinder compression test. Unfortunately I had a busy last-week of term and then we went straight off to France so I didn't get anywhere near the car - the fear rumbled on- seeping through my body.

Several nightmares later we finally returned home and I got the compression gadget out and went for it. The readings came back good! Cylinder 3 was slightly down but within tolerance so I did my usual and rang Vic. He advised that I pop over and have a look over it together. Vic started methodically, using his vastly superior experience. He got some pliers and pulled each cap off the plugs in turn to see how the engine changed and when he got to plug 3 something strange happened - we had found the problem - a plug was breaking down (a pretty new one!). I am reminded not to panic when it comes to our cars - be methodical and try all the basics before you start imagining engine rebuilds and open heart surgery to your beloved car.

We did identify that I need to replace the water pump but not

essential - I am a very relieved chap! I always pop the last set of plugs in the boot when I do a change so I had a replacement to hand - I am back to my 'boy racer' best! Vic is going to help do the suspension bushes as well so the Magnette is definitely getting some love and attention at last.

We really enjoyed the picnic at Chavenage so many thanks to Paul and Anne for organising it. If you were inspired by the Dunkirk story then I urge you to try and get a hold of the BBC docu-drama - you need episode 3(Deliverance). Here you see the best scene of the whole set of programmes that involved the action where Angus McCorquodale and Jimmy Langley(played by Sherlock Dude) of the Coldstream Guards desperately hold the line as part of the Rear Guard. A neighbouring unit try to fall back and McCorquodale has to stop this and keep the line intact. I won't spoil what happens but it really demonstrates the situation - watch it. Try this link.... Copy and paste it.

<http://www.dailymotion.com/video/x3l85fz>

This story also covers the storylines missed from the recent block buster movie - in particular about the organisation and the holding back of the Germans. Maybe Dunkirk and 1940 Blitzkrieg would make a good talk for me to give this year?

**Tom**







## Club Diary

2017 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
<b>21st Aug</b>	<b>Club night - Boules</b>	<b>Yes</b>	<b>The Tollgate Inn</b>	Vic Wright
27th Aug	Tom's Action Day	Yes	Tom's Field	Tom Strickland
23rd Sep	Piston & Props Event	No		Vic Wright
<b>25-Sep</b>	<b>Club night - Talk TBA</b>	<b>Yes</b>	<b>The Old Bear Inn</b>	
1st Oct	Bicester Heritage Scramble Open Day	No	Bicester Heritage Centre	Martyn Lucas
Oct <b>TBA</b>	Haynes Motor Museum	No		Martyn Lucas
23-Oct	Club night - Talk Grand Prix Racing	Yes	The Old Bear Inn	Paul Warn - The Racing Life and Times of Jim Clark
<b>TBA</b>	<b>Pre AGM Committee Meeting</b>	No	<b>The Old Bear Inn</b>	
<b>27-Nov</b>	<b>Club night - AGM</b>	<b>Yes</b>	<b>The Old Bear Inn</b>	
<b>9th Dec</b>	Christmas Party	Yes	<b>The Old Bear Inn</b>	

## Club Asset List

CLUB ASSET LIST			
ASSET	CURRENT HOLDER	CONTACT DETAILS	
Engine Hoist	Nigel Fowler	01380 840031	erchfonte@gmail.com
Club Sail Banner	Vic Wright	01225 704685	vic@devizes-domestic.co.uk
Event Shelter + Sides	Vic Wright	01225 704685	vic@devizes-domestic.co.uk
Projector	Paul Warn	01225 768676	paul.william.warn@gmail.com
Speakers	Paul Warn	01225 768676	paul.william.warn@gmail.com
Projector Stand	Paul Warn	01225 768676	paul.william.warn@gmail.com
Projector Screen & Cover	Paul Warn	01225 768676	paul.william.warn@gmail.com
New Set of Boules	Vic Wright	01225 704685	vic@devizes-domestic.co.uk

### 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.