



WESSEX MG CAR CLUB THE TOLLGATE INN-HOLT

CHAIRMAN'S CHAT

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**CLUB NIGHTS
SUSPENDED FOR THE
FORESEEABLE FUTURE**

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

I hope that everyone is keeping well and has been able to enjoy our recent weather, which for me at times has been too hot.

Although due to the Covid 19 restrictions we have not been able to meet, I know that most of us have been able to get out in our cars on an individual basis and on some days I have been enjoying the pleasure of open top MG motoring to and from work.

Unfortunately due to the current restrictions on social distancing Tom after a lot of thought has decided to postpone the Annual Action Day in his field until next year, so yet another great event to look forward to.

From what I understand providing there is not an escalation of the virus there may be a further easing of the current restrictions by October giving us more opportunity to meet up.

Hopefully we will in the near future be able to organise some form of get together whilst complying with the social distancing regulations, in the new normal.

The Autumn Classic Race days at Castle Combe are scheduled to go ahead on October 3rd and 4th and we have a club stand booked and a discount code for tickets, to comply with the "Track and Trace" requirements all tickets have to be booked in advance and there are limits on numbers and the deadline for booking tickets is August 31st. I believe that it will not be possible to buy a ticket on the day.

Stay alert and keep safe and well.

Martyn





Lockdown Projects Terry Warder

Hello everyone, this was not the way I imagined retirement to be. Staying away from family and friends, washing my hands every ten minutes and getting high on the fumes from hand gel like a glue sniffer. Well at least lockdown gave me an insight into retirement by letting me practice from March till July.

Anyway I'm sure you all have had enough of news items and articles of lockdown, so this is what I've been up to in the garage. The other Tuesday evening when we were attempting the Wessex MG quiz-night, one of the questions was about a two wheeled mode of transport made in Bradford on Avon. The answer as you all know was a Moulton bicycle, well that's one of the things I've been up to in the garage. The bike has been languishing in a box up in my garage loft for many years ever since I rescued it from my mother-in-law's garage. The inspiration to get it down and start the project all came about when I saw, a few months ago, that sir Alex Moulton would have been a hundred years old, sadly he passed away at 92. So that was the push I needed to start, and as I was in the final stages of finishing the little Yamaha Enduro motorcycle, I could begin something new.

The entire bike was there, it only needed cleaning repainting and a few bits re-plating. Easy you would think, but with lots of suppliers either shut down or running on minimum staff, getting parts was not so easy. The tyres were perished and now being an odd size were difficult to track down, but I managed to source some. The plating I did at home with zinc, then buffed and polished it on the lathe (I had to watch many videos on you tube several times until it worked successfully).

Anyway word seemed to have gotten about that I needed something to occupy my time in retirement, and now I have been commissioned to undertake another Moulton that is in a much more unloved state. This one being a MK3 model made under licence by

Raleigh in Nottingham. My mother-in-law's was what they call a Moulton mini which is a 7/8th scale version of the full sized model, aimed at young people and slight adults produced in Bradford on Avon in the early sixties.

Here are a few pictures of them all with Sue being the test rider.

Planning a feature on the Yamaha next time. See pics on page 9.





The America's Cup - Formula One on the Sea

Paul Warn

Through my interest in historical motor sport, I've had a fascination for how and why British engineering was so dominant in many areas of that period between the First and Second World Wars. As well as holding the World Land Speed Record on a number of occasions, the British were also successful in the series of air races that took place between 1913 and 1931 for the Schneider Trophy. Having won it for the third consecutive time Great Britain retained the trophy. The trophy is now held in the Science Museum in London along with the aircraft.



The British steam locomotive Mallard still holds the world speed record for a steam locomotive at 126mph achieved in 1938. British built passenger liners held the 'Blue Riband' on 25 occasions for the trans Atlantic crossing. And on the subject of water, as well as the WLSR, Sir Malcolm Campbell and others also held the world speed record on water, at various times during the 1920s and 30s. Post war of course Great Britain has continued its pursuit of record breaking on land on sea, through most notably, the late Donald Campbell and more recently Richard Noble and Andy Green.



Post war, Great Britain has been and continues to be the centre of the planet for the fastest and most successful racing cars, in particular formula 1.

Despite all these successes, alas, although a seafaring nation, to this day Great Britain has not managed to win the America's Cup - I wonder what Sir Francis Drake or Nelson would have thought of that?....

The Cup's roots date back to 1851 when a syndicate of businessmen from New York sailed the schooner "America" across the Atlantic for the World's Fair in England. On a



day in August of that year, on the Solent, the schooner America, representing the young New York Yacht Club, beat the best the British could offer and win the Royal Yacht Squadron's 100 Pound Cup.

This was more than a simple boat race however, as it symbolised a great victory for the new world over the old, a triumph that - some

would say - unseated Great Britain as the world's undisputed maritime power. As the schooner passed the Royal Yacht where Queen Victoria was watching proceedings, she asked one of her attendants to tell her who was in second place. "**Your Majesty, there is no second,**" came the reply. Thus was born the America's Cup, named after the winning schooner America.

From there, the United States embarked on what would become the longest winning streak in the history of sport. A 132-year stretch saw boats representing the country successfully defend the trophy 24 times from 1870 through 1980—until 1983, when Australia II became the first successful challenger to lift the trophy from the Americans.

Throughout its history, the America's Cup has fascinated leaders of industry and royalty from tea merchant Sir Thomas Lipton, to brewing and real estate mogul Alan Bond, aviation pioneer Sir T.O.M. Sopwith, the Aga Khan, media mogul Ted Turner, and Harold S. Vanderbilt. And now a formula 1 team

The next British challenger will be INEOS Team UK based in Portsmouth and led by the world's most successful Olympic sailor Sir Ben Ainslie. They are working with the Brackley based INEOS Mercedes Formula 1 team to help develop the advanced technology required to win.

The 36th America's Cup will be held in Auckland in March 2021 and INEOS TEAM UK are working towards Sir Ben Ainslie skippering Britannia in a direct head to head



battle against the holders of the Cup, Emirates Team New Zealand. To earn a place in the final race against Emirates Team New Zealand, the team must win the Challengers Selection Series and lift The PRADA Cup, which is going to be held in January and February 2021.

Historically, motorsport and aerospace have played key

parts in previous campaigns for the America's Cup, with names like BMW, McLaren, Prodrive and Airbus. Now Mercedes has joined the list through their sponsor petrochemical giant INEOS.

All the major formula 1 teams have commercial arms that utilise the technologies and processes developed in formula one and applies them to the commercial world.

Specialists such as aerodynamicists, stress engineers, simulation engineers not to mention in-house manufacturing that helps build reliability into design. This is what is hoped the Brackley based Mercedes formula 1 team will bring to the UK challenger.



The 2021 America's Cup boats are high tech, 75 feet long, carbon fibre monohulls. Flying on hydrofoils that lift the entire keelless, six-tonne monohull and 11-man crew clear of the water. Many questioned whether it was technically possible to balance a single-hulled boat of this size with no keel on just two hydrofoils.

Well, all four teams - Cup defenders Emirates Team New Zealand and the three challengers; INEOS team UK, American Magic and Luna Rossa Prada Pirelli - have launched their boats to this design. Watch this space.....





Scrap Crap - A True Tale Written By My Maternal Grandfather.

Malcolm Taylor

Both photographs are of my grandfather. The pic of the brewers dray above is pre WW1. The other is transport while away in France.

After a tiring afternoon yarning to the grandkids about the old days, it was a relief when they had gone home. Now a nice cool beer as I lounge under the spreading chestnut tree and the mind is drifting away to the times I had been talking about. I am back in the cab of the old Crossley scrap metal lorry on the familiar grind down to Bristol Docks. They complain about the state of the roads these days, but I don't know what they would have made of the old Bath Road when I used to judder along it?

The road surface is uneven and breaking up and the wooden artillery wheels, with solid rubber tyres are adding to the disintegration of the surface. The dust they are kicking up is drifting into the almost open cab, working its way into every crevice of my body and settling on all the surfaces of the old truck. My arms ache from the continual jarring of the steering wheel. Fred, my drivers mate, is asleep as usual. That man can sleep anywhere, under any conditions. He's not much good for conversing and keeping me awake.

The truck is well overloaded, as usual. The boss likes to get every pound of profit out of each trip. On the long grind uphill to the summit, the poor old engine is working overtime and I am down in bottom gear. I can sense that she is overheating. There are no instruments to show what the temperature is, but I can see the tell-tale signs of steam beginning to force its way out of the pressure cap on the radiator. I have to keep pushing her, though. It's no good stopping as I would never get her underway again with this load on. Just a little further and then the old girl can have a breather on the downward slope into Marlborough.

As we crest the top of the hill, I ease off the throttle and start to let her run. I know the road and am sure that I can control her whilst having the engine disengaged. That way the engine can idle and the water can cool down with the added air flowing through

the radiator. I can't use the brakes too much or they will overheat as well. So we are rattling down the road, all liketty split, with all the scrap metal clanging and jangling on the back. It takes some effort to keep her where she should be with the steering wheel bucking and jerking in my hands. Even Fred wakes up, but it's no good him trying to talk with all that racket going on.

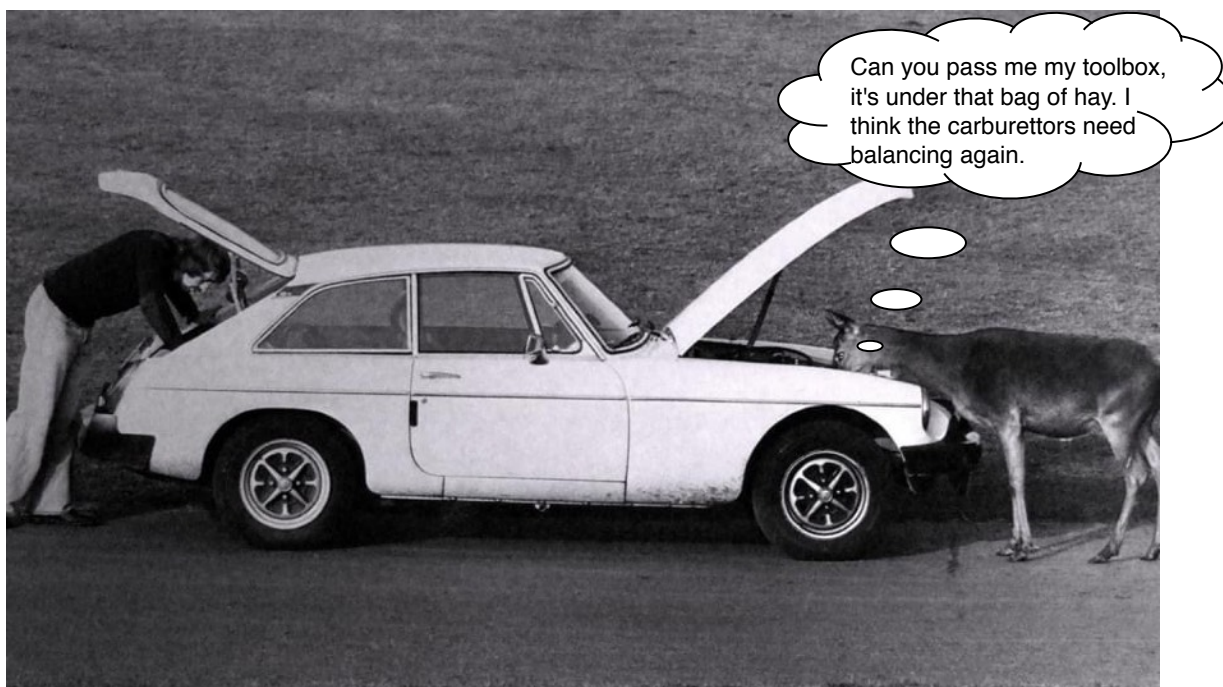
As the road begins to level off and the truck is slowing and the noise abating, I am surprised to see a policeman step into the middle of the road from behind a tree and put his hand up for me to stop. Is he trying to commit suicide or something? I stand on the brakes with all the strength I can muster and scream to Fred to haul on the handbrake as well. The smell of burning asbestos is horrendous, but there is no way we are going to stop before we smear this stupid copper into the road. This same conclusion comes to the policeman and he throws himself aside as we career past him.

We eventually stop some way past him and he runs up to us. He has a bit of a rage on, as if we deliberately tried to run him over. Then two more coppers arrive on bikes from back up the road. They huddle together and scribble in a notebook, doing their sums.' Do you know that the speed limit on this vehicle is 12mph', hurumphs the sergeant. 'Yes', I reply trying to sound restrained. 'Well you were doing 17mph, we timed you between two trees', he responds testily. I try to plead for pity for my poor old engine, but they are having none of it and he starts to write out a summons for me to appear before the magistrate.

'It's like a police state', I say loudly to Fred. 'You wouldn't have guessed that we took all that shit in France to try and prevent the old country being over-run by officious bastards in uniforms with big pointed helmets, would you?' I knew it was a mistake as soon as it was out but I had to get it off my chest.



Many thanks to Malcolm Taylor for providing this caption.....



CASTLE COMBE AUTUMN CLASSIC

SATURDAY October 3rd and Sunday October 4th, 2020

I have booked a club stand for the autumn classic at Castle Combe Circuit, which this year is being held for 2 days.

We have a special code to book discounted tickets which need to be booked by August 30th to get the special price

You can book at <https://castlecombecircuit.co.uk/shows/autumn-classic-racing-festival/03/10/2020/club-book>

And enter the code WESSEX AUTUMN

Tickets are for one day £15 or for seniors £12

For both days £20 or £18 for seniors

Hopefully this event will go ahead and not be postponed due to Covid-19



Secretary's Scribbles

This month I finally took the plunge and decided to have a go at the Magnette's carburettors. The problem, some of you may have heard me talking about recently, was that the spark plugs kept fouling- getting covered in Black crud and then the car ran poorly. I've been putting this job off as last time I played with the carburettors I completely broke the car and it was undriveable.

The Magnette carbs are the earlier H5 type and also only have one spindle connecting them, whereas all the diagrams and carb videos on YouTube all have two spindle linkages between the carburettors. Things are complicated by the fact that all the choke mechanism is attached to the air cleaner so by the time you have access to everything, you have already undone quite a lot.

Carb tuning is done with the engine warm and with clean/new plugs. I didn't want to warm the car up covering my new plugs in black crud before then making adjustments. I therefore adopted A plan that I would weaken the carbs by two flats and then clean my old plugs prior to a warm up run. I then drove the car for a fast run before seeing the colour of the plugs. The car ran well and the plugs were a good colour, so I then didn't need to do any further adjustments - I had solved my problem much much more easily than I had expected.

Good job Tom! How have other people got on with car jobs recently? The ironic thing is that it is now too hot to be driving around in the Magnette.....

Tom

Club Diary

2020 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
24th Aug	Club Night - Social Evening	No		Cancelled
30th August	Tom's Action Day	Yes	Tom's House	Cancelled
6th Sept	Westbury White Horse Classic Car Show	For Info	Westbury	Postponed to September 2021
28th Sept	Club night - Talk TBA	Yes	The Toll Gate Inn	Talk by Tom Strickland - TBC
26th Oct	Club night - Talk TBA	Yes	The Toll Gate Inn	Talk by Paul Warn - TBC
23rd November	Club night - AGM	Yes	The Toll Gate Inn	Club AGM - TBC
12th December	Christmas Party	Yes	The Toll Gate Inn	TBC

Club Asset List

CLUB ASSET LIST			
ASSET	CURRENT HOLDER	CONTACT DETAILS	
Engine Hoist	Tom Strickland	012489 447125	stricklandto@hotmail.com
Club Sail Banner	Tom Strickland	012489 447125	stricklandto@hotmail.com
Event Shelter + Sides	Tom Strickland	012489 447125	stricklandto@hotmail.com
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	Tom Strickland	012489 447125	stricklandto@hotmail.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.