



WESSEX MG CAR CLUB THE TOLLGATE INN-HOLT

CHAIRMAN'S CHAT

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THE CLUB'S DIARY

NEXT CLUB NIGHT 23rd August Club Run

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

The last month has been a busy one and it is good that we are able to meet again under the new normal, I hope that we will now be able to gradually get back to near normal.

The MGF 25+1 celebration at Gaydon was a really good day with over 500 MG F & TF cars attending, I drove up in convoy with Graham, there are a couple of pictures from the day elsewhere in the newsletter.

The following evening was our first club night for over 16 months and it was good that we could all get together again at The Tollgate, catch up on chat and cars and also welcome some potential new members, who commented that they enjoyed the enthusiasm and welcome given to them, we are certainly a friendly club true to the MG slogan "The Marque of Friendship"

Unfortunately I could not make the MG Picnic event at

Athelhampton but I hope those that did go enjoyed the day.

This coming Sunday we are the "featured" Club at the Chippenham Lions Cherished Vehicle Day and we have a good selection of club cars attending.

The following day Monday 23rd is our next club night which is a short run of around an hour and will finish at the George Longbridge Deverell near Warminster, by the time you read this you will have had the email with details of the evening.

Our flagship event this month is the Action Day in Toms Field on Bank Holiday Monday 30th August, this is always a popular event in the club calendar and this year will see the first presentation of the new Vic Wright Memorial Trophy.

Look forward to seeing you at one of our upcoming events

Martyn



Club Member Car of the Month



Many thanks to Mike Childs for sending this pic of his MGA.

"The old girl (the car that is) went to Dartmouth for a short holiday a few weeks ago during the heatwave. I haven't watched temperature gauges so intently since I was quite a bit younger!! Now I know what petrol evaporation means as well, old cars take a long time to start after getting hot, performance isn't very good for a while once they start again!!"

Mike





My Recent Lockdown Schooner Project

John Thomas

My latest lockdown project. It's a schooner, not a particular ship but typical of the type. It's made from scratch using 2.5mm plywood and spruce strip. The sails are from cotton poplin don't look too closely at my sewing! On the water my boat is in the background.

I asked John how much work is involved to trim the model for sailing...

"The waterline is indicated on the drawing. The keel is removable. It's 13.5ins. long with a 8.5lb lead bulb at the bottom and not shown in the photos..The weight of the bulb was arrived at after consultation with the designer and adjusted after floatation tests. The design is by an American who designed full size racing yachts before retirement..He lives on

a boat in Mexico! A club friend and I built them to 90% of the original model size too enable them too fit into our cars..The sails and rudder are radio controlled through servos. The sail servo is a winch in the back of the boat with a return pulley at the front. The sails are sheeted in and out on a closed loop of cord below deck..

Very impressed John!





A Family wedding

Malcolm Taylor

Like Paul, Pat and I went to a wedding recently. The reception was in the local village hall and catering was by means of a giant fish and chip van. As Paul said, so good to catch up with people.

We had a few problems. Pat and I booked into a Travelodge on the westbound services between junctions 11 and 12 of the M4 south of Reading. The problem was that when we were trying to get back to the hotel about midnight, junction 11 was closed. So I worked my way back towards London, got on the A329M and then out to the M4. So, I'm heading west on the motorway, get to junction 11 and they chuck us off?

The whole motorway section between junctions 11 and 12 was closed. So we had to resort to the back-roads to find the back entrance to the services. Pat was convinced we were going to spend the night in the car.

My sister and her husband came down from north Wales in their motorhome and parked on another brothers front garden. Brother-in-law got taken ill and ended up being taken to hospital by ambulance. He is the only driver for the motorhome, so they patched him up good enough to get home and referred him to hospital in Wales.

An eventful weekend.

All the best parties have a dancing girl popping out of the cake. In the photograph, the little girl who appears to be sitting in the cake is the bridegroom's niece.





The Morgan Archive

Paul Warn

As you will have gathered on reading through this month's edition, it's been a month of weddings. Rick Meopham mentioned his grand-daughter's wedding when submitting his piece, Malcolm has written on an eventful family wedding elsewhere in this newsletter and as you will read in Tom's scribbles, his Magnette was once again pressed into service for a colleague's wedding.

In the calling notice for this month's newsletter I also mentioned that we were invited to a wedding, in fact my godson's wedding which took place in the grounds of the bride's family home in a small village just outside of Bewdley in Worcestershire. The family owned Teachers whisky and so there was a large collection of malts available for tasting...another story.

What I'm getting round to is that avoiding motorways which I always try to do, the outward route took us through Malvern and the Morgan factory and further north, past

the oldest racing venue in the world still in use today ie Shelsley Walsh. Both popular destinations.

In fact our hotel was not too far away from Shelsley and our room was named after this famous racing hillclimb.

Now, there was no time to tarry at either of these venues on the way to three days of eating and drinking but the return journey was a different matter. The club has journeyed twice to Malvern for a tour around the Morgan factory, the last outing was arranged by Peter

Hine and very popular it was too. Given what I am about to describe, another tour may be worth considering....

A number of changes have taken place since Peter arranged the club's last trip. Morgan has received a large but unspecified injection of money from Italian financier Investindustrial; the fundamental chassis architecture of the new Morgan range has been redesigned and is now known as the CX; a new design facility has been built; and also the Morgan Experience Centre which includes a new museum or rather Archive Room. I have written about all of the above in previous editions, however the



redesigned museum - see title pic - has only recently reopened and was the reason for our visit on our homeward journey.

On arrival and as we were walking toward the entrance to the Centre, I recognised Morgan's latest project was parked outside the reception area. We got talking to Harvey Fulford who as it turned out was one of Morgan's design team on the project and was giving the car the once over in preparation for its homologation inspection later in the morning - a nice coincidence.



Inside the Archive Centre

He explained that Morgan had teamed up with Rally Raid UK to beef up the new Plus 4 for proper off-road touring use. The 2.0-litre BMW TwinPower turbo four remains untouched, but the addition of a three-mode locking differential and competition-grade coil-overs attached to Plus Six wishbones give the car the traction and cushion it needs to claw and leap around rugged countryside. Add in a set of off-road tyres and an SUV-like 9 inches of ground clearance, jerry cans, roof mounted headlights and the Plus Four is now ready to explore the moors and

highlands without getting hung up on every stone and root!

Ever onward, as mentioned the museum is no longer the museum but the Archive Centre - and very posh too, accessed via the shop. You wouldn't know it's the same space as the old museum, all the walls have been knocked down and it's now a nice airy open plan room. You can hopefully see from the photo above that the walls have videos projected onto them. This is the interactive aspect of the archive, where displayed artefacts have a button which when pressed projects film of the subject. Glass display units are filled with Morgan memorabilia and the wall leading down to the centre is covered in historic photos - lovely.



Inside the Archive Centre





MGF 25+1 Event

Martyn Lucas

The following are some pictures from MGF 25+1 at Gaydon. The title pic is of the first F off the production line. The others are 2 concept/prototype MGs on display in the museum and a picture of some racing Fs outside the museum.





Cars and Planes

Rick Meopham

During the 80s I managed a military aircraft design group for an aerospace company. The Chairman, who I will refer to as Sir Andrew, ran the company with a rod of iron. It was not unknown for him to call me at home on a Sunday to announce he was holding a meeting shortly and my presence would be appreciated. Although into his eighties he worked 12 hours a day seven days a week and the work ethic was very much encouraged.

However some of the aircraft production team night shift had a lucrative scam which was classic car restoration using the company aircraft paint hanger, machining, plating and extensive engineering facilities which Sir Andrew finally got wind of.

At 2.30 one morning Sir Andrew apprehended the three culprits in the aircraft paint hanger putting the finishing touches to spray jobs on two cars. He simply told them, " My office at nine".

Duly at the appointed hour the three individuals found themselves on the mat in Sir Andrew's office. " Gentlemen", he commenced, " before handing each of them an envelope inside of which was a detailed breakdown of the costs incurred including rental of hanger space and equipment, plating facilities, materials, lighting etc. Sir Andrew continued, " Gentlemen, you have but two choices. You can leave my office and go immediately to the accounts department and settle the bill in full or you can go straight to the employment office (this was pre HR) and pick up your cards".

Needless to say they paid the bill. And the cars? Well, it transpired that they were owned by two other company employees who also received bills for storage; bills which were also paid promptly.

A further amusing anecdote concerning Sir Andrew and cars occurred when the chief aircraft designer, who I will refer to as Roy Mills, was driving home after work in his company Jaguar when he spotted Sir Andrew in the mirror behind in his huge Cadillac, a gift from a grateful US customer, coming up fast. Too fast. Knowing that Sir Andrew's failing eyesight in no way met legal UK driving standards, plus Cadillac brakes at that time were fairly hopeless and with the lights turning to red, Roy braced for the inevitable rear end impact.

The Jaguar did not fare nearly as well as the Cadillac and as Roy emerged from the wreckage of his Jaguar he was confronted by Sir Andrew with the words, " Bloody silly thing to do Mills", who then promptly kicked aside some of loose bits of wreckage from his Cadillac and drove off.

In conclusion, I would point out that I and the majority of the company workforce, held Sir Andrew in high esteem. He was an inspiration and great mentor to me who I hugely admired. Sadly, his breed of executive leader of character are no more.



Secretary's Scribbles

This month the Magnette has been again used as a Wedding Car for a work colleague. I had been asked by my Renault Zoe driving Geography teacher if I would drive her to her wedding in Frome and I couldn't wait to show off my zero World shipping miles MG to her. Children were deployed to grandparents, and it was also a chance for Nancy and I to have an adult day out. There is always a lot of pressure for this sort of thing - I don't have a spare classic if the Magnette decides to play up on the day. I wonder if my colleague would have been disappointed with a modern ZS? All went well though and although the day had a dodgy forecast it miraculously stayed dry until driving home when we typically got caught in a giant downpour in Melksham - we could actually see the haze of rain on the

horizon as we approached.

I am looking forward to seeing you all at the Autotest day in our field. This year we will have many of the usual tests, but there is a new big final test that was devised by Vic to be done instead of the speed test around the cones - you know the one with hoops! You will have to wait and see to find out more.

If you are coming, then please note that we are switching from BBQ to Picnic this year as we won't have Vic's big BBQ to use.

Tom





CLUB DIARY

2021 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/ Time
22nd Aug	Chippenham Lions Cherished Vehicle Show		Meadow Farm Nurseries Chippenham	Club Stand booked
23rd August	Club Night Car Run			Destination - The George at Longbridge Deverell
30th August	MGs in Tom's Field		Tom's house	
5th Sept	White Horse Vehicle Show		Westbury	
27th Sept	Club Night		Tollgate	
2nd Oct	Castle Combe Autumn Classic		Castle Combe Race Circuit	Club Stand booked
25th Oct	Club Night		Tollgate	
30th Oct	Scalextric Evening		Eddington Village Hall	Roger Binney
22nd Nov	Club Night AGM		Tollgate	
11th Dec	Christmas Party		Tollgate	

Club Asset List

CLUB ASSET LIST			
ASSET	CURRENT HOLDER	CONTACT DETAILS	
Engine Hoist	Tom Strickland	012489 447125	stricklandto@hotmail.com
Club Sail Banner	Kevin Meakin	01380 727151	kevinmg1@live.com
Event Shelter + Sides	Kevin Meakin	01380 727151	kevinmg1@live.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
Set of Boules	Terry Warder	01225 766068	suewarder60@gmail.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.