



WESSEX MG CAR CLUB THE TOLLGATE INN- HOLT

CHAIRMAN'S CHAT

CONTENTS

PAGE 2

CAR OF THE MONTH

Gordon Newman

PAGE 4 - 6

UP COMING EVENTS

PAGE 7

"TRIED & TESTED"THE WAZE MAPPING SERVICE

Roger Binney

PAGE 8

F-TF PROBLEMS

Malcolm Taylor

PAGE 9

AOB MORGAN PLUS 4 LM62

Paul Warn

PAGE 12

THOUGHTS OF SPRING & SUMMER

Rick & Jo Meopham

PAGE 13

SECRETARY'S SCRIBBLES

Tom Strickland

PAGE 14

THE CLUB'S DIARY

NEXT CLUB NIGHT

28th February
8:00pm

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

As it seems that the restrictions are beginning to ease, let's hope that we do not get any further variants of Covid appear.

It was good to see all who came along to the Tollgate for our first club night of the year and the popular Valentine Meal has also attracted a lot of interest.

There are many events planned at present for the coming year and I am certain that we will be adding even more to the diary in the coming months which will mean that on some days there will be a choice of events to attend.

I have received confirmation that our club has been allocated a stand at the Gloucester Steam Extravaganza in August and many of you have already let me know that you would like to

attend, if you have not let me know yet there are still a couple of spaces left.

During the coming month I am getting the cambelt and water pump changed on my TF as it is due at 5 year intervals, I cannot believe that I have now had it for 5 years, also need to get my B checked over for the coming season as there are many special events to attend to celebrate the 60th anniversary of the MGB.

Hope to see you on Monday 28th February at 8.00pm for our next club night at The Tollgate



Martyn

Club Member Car of the Month



This month's featured car of the month is owned by Gordon Newman...

I was just about to leave junior school when I first acquired a taste for MG sports cars when my older sister was invited out by a young man who turned up to collect her in a jet black MG TC with leather upholstery the colour of the benches in the House of Commons. I don't know what happened to him because I never saw him or the car again. That car must have sown a seed in my head but it was many years later that thoughts returned to MG ownership. Much encouraged by Sandra we arranged to go to Henley's in Bristol to try out the new MGF which had been available for about a year. A fairly quick drive across the Downs and we were smitten.

On 25th September 1996 it was delivered with zero miles on the clock since when we have had no regrets about that decision. It has been reliable and though it suffered like many others of the same model with a damaged head gasket by then it had covered 40,000 miles. It has always passed the MoT test without comment until last year when Advisories pointed out potential wear to the front suspension arm. The car has now covered about 86,000 miles and is completely standard which, according to Roger Parker at the

MGOC, is a rarity as most owners can't resist some modification or other. It has been used just like any family car to ferry us to work, go shopping etc. as at one time it was the only car we had.

Of course we also used the car for holidays and in June 2000 we took it to Florence in Italy. We drove it through France stopping overnight at Troyes (SE of Paris), then on the second day went beyond Geneva to the lower French Alps where we stayed overnight in a ski resort hotel. Next morning we briefly headed north until we hit the southern shore of Lake Geneva then passing into Switzerland and up the Simplon Pass over the Alps and into Italy our destination that day being Stresa overlooking Lake Maggiore. The road down from the Alps into Italy was an Italian "motorway" (dual carriageway, no hard shoulder and a surface as bumpy as a donkey's hind leg) nevertheless it was an opportunity to see what she was made of and having reached 90mph before I could look round a platoon of Ferrari's went speeding past leaving us in a cloud of dust. We hit the Mediterranean near Genoa and then drove along the Italian Riviera coast to just north of Pisa thence inland to Florence. Our accommodation was a converted cow barn high up in the Tuscan hills up a gravel track for about 3 miles.

It was a beautiful spot with our own swimming pool and only one other property in view. Despite pebble-dashing the underside of the car on the track we daily descended into the valley and caught the (much graffiti-covered) train into Florence to see all the wonderful sights of that city. (I have also seen the inside of their hospital, but that's another story). We also took the car to Sienna about 50 miles to the south. Sienna is famous for its twice yearly horse race, the Palio de Siena around the city square where 10 riders ride bare back to the delight of the crowds.

For the journey home we took the road along the French Riviera and stayed at Nice before following the Rhone Valley then to Calais.

The old car didn't miss a beat for 2,700 miles, and has been a joy to own over the last 25 years.

We have also had a holiday adventure in the MGF in Southern Ireland, but maybe that's a story for another day.

Gordon Newman



Visit to Exbury Gardens, Hampshire

Sunday 15th May 2022



Your Club has secured a group booking in May to these extensive gardens fronting the Beaulieu River in the New Forest renowned at this time of year for its spectacular display of azaleas and rhododendrons as well as a display of camellias and magnolias. Additionally there will be a short ride on a miniature steam train for all the Choo! Choo! fans. The cost of entry and the train ride together will be £13. Facilities at the site include parking and restaurant, café and pizza take-away. There are also picnic areas so in true tradition of the Club a picnic is probably our preferred option (though there will be a short walk to these areas). To view the full details of what's on offer go to <https://www.exbury.co.uk/>.

Details of how to make payment and route to get there will follow but in the meantime please <mailto:gornew@yahoo.co.uk> to confirm your attendance.

This trip has been introduced into the Club calendar in lieu of the proposed trip to the RLNI HQ at Poole because they are unable at the present time to arrange group visits.

Gordon and Sandra.



Cornwall MG Owners invite you to:

MGs by the Beach

'A Post Pandemic Paddle'

at Beachside Holiday Park, Phillack, Hayle, Cornwall.
TR27 5AW

on

Sunday 10th April 2022

and enjoy a Sunday Roast Luncheon
in the Coast Kitchen Bar Terrace
Restaurant



For further information, contact Robert Lynex on 07972 881442
or email: areasec0701@cornwallmgowners.co.uk.

Please contact the Coast Restaurant directly to pre-book your
Table and order your Sunday Roast Luncheon on 01736 808754.
www.beachside.co.uk.

Event Open from 10:30am - Sunday Roast Luncheon served Noon to 7:30pm





Advanced Notice for the Summer Picnic Sunday 17 July 2022

Keyneston Mill near Blandford & Kingston Lacy

Your Committee has been listening to wishes of the lady club members and have arranged a visit to a perfume garden near Blandford Forum.

Keyneston Mill is a collection of scented gardens set in "compartments" with each one featuring different plants which are wonderfully scented that go on to produce perfumes. As you wander from each scented garden you can touch and smell the leaves and flowers. The Padua Garden for instance has varieties of Roses and depending on the time of the year, you may also see tulips, narcissi, irises, jasmine and many other plants. There are many other fragrant gardens including the Perfume Crop Fields, Spice Garden, River Meadow and The Lost Orchard. We are then taken to a Distillery Exhibition where you can learn how the unusual plants and crops are turned into the highest quality oils which then become the key ingredients for their perfumes. There is also a gift shop and Bistro Café.

This visit is then followed up with a short drive to Kingston Lacey (NT) for our picnic in the grounds and a visit to the house and gardens if you choose.

Sandra





"Tried & Tested"
The WAZE
Mapping Service

Roger Binney

I am sure many of us now have built in satnav systems in our cars, but maybe not in the MG's and Morgans.

Many of them however are not "live" systems which constantly update your proposed journey, but rely simply on your current geoposition.

So for those that have not yet discovered it, I thoroughly recommend you try the

Waze app on your mobile phone, both in your classic and in your less desirable newer car.

Waze is free, very simple to install on your phone like any other app, and is really excellent and saved Lynne and I many times.

Being on your phone Waze you are "live" all the time and collects and reviews road conditions constantly by measuring the speed of other Waze-using cars on your prospective route, and reviews your prospective journey in real time and re-steers you to another fastest route if necessary.

It is remarkably accurate and gives you advance warning of broken down cars, police radars, and any other hazards.

If you have a "clever" car system you can also see the display on your car screen, whilst running in the

background of your radio or whatever. It operates throughout Europe and I use it all the time on long journeys, not because I am not familiar with my route, but I want to be aware of unusual hazards ahead.

I use it also just in advance of journeys to make sure I can meet any arrival deadlines.

As of now the app does not give you warning of other MG drivers on the road, so it does not cover a complete set of hazards!





F-TF Problems

Malcolm Taylor

As we wait with bated breath to find out how much Steve's F will drain from his bank balance for a head gasket job, I will muse about my TF problems.

Harvey has been playing up for a couple of years or so. The basic problem is uneven running and some people have suggested a cracked distributor cap. But I'm not so sure. It never runs absolutely steadily and sometimes pulling away is fraught. He needs more throttle than would be normal. On a good day, as long as you give him plenty of welly in all situations, it's not too bad.

On a bad day, after a reasonable run and then coming down to tick-over, when you go to pull away, he jerks and shudders violently and won't pick up. It gives you neck ache, as Pat will vouch for.

For the last couple of MOT's he failed the first time on mixture, then they do some adjustments and manage to get him through. In fact the last time, I'm sure they adjusted the machine not the car. I think they spent a lot of time and hence money on it and were getting nowhere. When I saw the readout from the test machine all the settings had been changed from automatic to manual?

He occasionally gets engine fault lights up. Sometimes I have to get my neighbour to plug his gadget on and clear them or sometimes they clear themselves. The last one I had a readout for was a leak on the inlet side of the engine.

I read up about this and the article was about a leak at the inlet manifold seal. The symptoms were almost identical to mine.

Therefore the plan is to take it to get the inlet manifold seal changed and maybe the distributor cap changed for good measure and then the MOT done.

Wish me luck.





AOB

Morgan Plus 4 LM62

Paul Warn

A New Year and new ideas for the newsletter.

Although primarily a means of communicating club information eg the club's diary, promotion of events and that sort of thing. The newsletter is also a means of recording the life and times of the membership, their cars - the good and the challenging! Only last month Rick Meopham included his experience of having his



MGB roadster's steering converted to power assistance steering. Currently for example I've been encouraging you to send a pic and a few lines about your MG, I have also included snippets on the future of the classic car movement. To diversify a little more we now have a series of "Tried and Tested" and in addition and to add to that trending word diversification I've now introduced AOB or "Any Other Business".

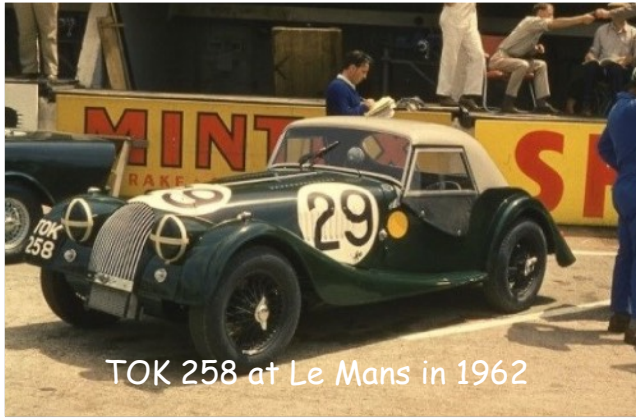
We pride ourselves in being an eclectic membership which is reflected in our interests outside of the club and in the cars we own. None more so than Jo and Adrian Dodd and Malcolm Barrington who own a variety of classic cars and vehicles and of course yours truly and Peter Hine with our Morgans...So potentially there is more to talk about than MGs but within the remit of the membership.

Which brings me on to this month's AOB topic.

How many of you remember the registration numbers of your parents' cars - I know I do. Our first family car was a Morris Minor split windscreen with the headlights in the grille - MCV 40 and the second a later model Morris Minor MXP 69 - I could go on but you get my drift...Our daughter can also reel off the registration numbers of our early cars.

My life long interest has been in motor sport and apart from my racing heroes it is also the cars that have been the stars. In the day when Stirling Moss, Graham Hill,

Paddy Hopkirk, Mike Hawthorn and Timo Makkinen et al were winning races either in sports racing cars or rallies the winning cars carried registration number plates! During the club's Valentines supper last Saturday I was talking to Mike Childs whose cousin fettles Lord Vestey's 1961 racing E Type Jaguar registration number ECD 400, regularly seen at the Goodwood Revival. In period it was one of the first five E Types to be built and sold to Jaguar's favoured customers for racing purposes only and are



TOK 258 at Le Mans in 1962

primarily recognised by their registration numbers. The most famous of which were ECD 400 and BUY 1. ECD 400 won first time out at Oulton Park in April 1961 driven by Graham Hill. The 1961 pic above shows a Ferrari 250 GT flanked by these two E Types - ECD 400 on the left and BUY 1 on the right at Brands Hatch.

What is the point of all this? Well to continue the theme, in 1962 a Morgan was entered into one of the world's toughest races, the 24 Hours of Le

Mans. The competing Plus 4 SuperSport was not the most powerful or highly developed car on the grid, but after 24 hours of racing - at an average speed of more than 93mph - it took the chequered flag at the top of its 2.0-litre class. It's an achievement that has gone down in Morgan history as one of the company's greatest. Again well known by its registration TOK 258 and wearing Number 29.

To mark the 60th anniversary of this achievement Morgan has introduced another version of the Plus Four the LM62 - see title pic. Unique details include a bespoke graphics pack - which comprises roundels with TOK 258's number '29' - an LM62 rear badge, silver-painted wire wheels, Le Mans-style fuel filler cap, domed rear panel and active sports exhaust with black tailpipes, along with options including two-eared wheel spinners and a Moto-Lita steering wheel. Yours for in the region of £79,000.

No doubt if you are going to this year's Le Mans Classic, the original car will feature in the paddock and in the racing.



The M.G. Car Co. Ltd., Sales Division, Cowley, Oxford. London Showrooms: 80 Conduit Street, W.1. Overseas Dealers: Nuffield Export Ltd., Cowley, Oxford & Prosser, W.1.

In true BBC fashion reporting needs to be balanced.

Therefore to finish on the registration theme I'm including an example of MG at Le Mans - one of the many occasions that the mark has featured and been successful in international motorsport.

Defying the 'no-racing' ban imposed by Longbridge following

the 1955 Le Mans disaster, MG returned to the 24-Hours Race in 1963 with a 'a private' entry driven by Alan Huthcheson and Paddy Hopkirk registration number 7 DBL. Despite



Hutcheson putting the car in the sand at the end of Mulsanne for some 90 minutes - see below, the MGB finished 12th overall and won its GT class.





Thoughts of Spring and Summer Rick & Joy Meopham

What I wonder stirs your thoughts out of winter hibernation and slowly begins to focus the mind on Spring and Summer? Is it the first bulbs slowly emerging from the apparent dormant soil, the sound of birds as they commence their search for mates and nesting, the on-line hunt for holiday breaks or perhaps the sheer joy of your first hood down spin of the year, albeit a tad nippy, into the countryside in your classic car?

Mine is all of the above but what really gives me the greatest pleasure at this time of the year is receiving from our Club Chairman, Martyn Lucas, the first classic event notification of the season, made even more special this year as it was for the South Gloucestershire Vintage and Country Extravaganza scheduled for August 6th/ 7th. after an absence of two years.

The run to the venue at South Cerney, a place which stirs fond memories for me when it was an RAF airfield and occasionally I would land there, takes you through some charming countryside. Set in over two hundred acres, it's estimated that this years event should attract almost a thousand classic vehicles and for those club members who have no keen desire to spend the day discussing the various merits of thrangle valves and floset pins, there are so many other interesting distractions in the form of displays/ stalls/events.

The Wessex MG Club will be one of over thirty classic car clubs participating and I now feel that after a long a winter of mechanical attention it's almost time to dust off the MG and apply the seasonal coat of wax and get out and enjoy it.



Rick & Joy Meopham

Secretary's Scribbles

I am awaiting the February Half Term break and some nicer weather to get started on my many updates to the TF - they are currently sat in a tub in my study looking forlorn.

I will also check the battery and if necessary, order a new battery for the Magnette at the same time - although I do need to write an essay on the Ministry of Munitions for my First World War MA which will have to take precedence.

I did take the TF out for a good blast with daughter Millie last weekend, we had the theme music to Disney's Encanto blasting out as we roared through the lanes to Little Somerford - I have so missed driving hood down the last few years!

After I write this I am due to record a Podcast about my book with the Western Front Association - keep a look out on Social Media as I will put out the information about its release once I know.

By the way if you haven't "Liked" the club's Facebook page do go and find it and join in.

Once you read this it will nearly be March and we all know March ends the hibernation period for classic cars!

Take care all,

Tom





CLUB DIARY

2022 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/ Time
28th Feb	Club Night - Games/Social Night		Tollgate	8:00pm
28th March	Club Night - Talk TBA		Tollgate	8:00pm
4th April	Committee Meeting		TBA	8:00pm
22nd - 25th April	Club Spring Weekend Away		The Stradey Park Hotel Llanelli	
25th April	Club Night - Prod and Poke		Tollgate	8:00pm
15th May	Visit Exbury Gardens		Hampshire	Gordon and Sandra Newman
23rd May	Club Night - BBQ			8:00pm
11 - 12th June	Thruxton Classic		Thruxton Race Circuit	Martyn Lucas - Club Stand booked
11 - 12th June	MG Live		Silverstone	
19th June	MGs in the Park			
20th June	MGs Track Day		Castle Combe	Steve Todd - TBC

Date	Event	Club Event	Venue	Contact Details & Start Point/ Time
27th June	Club Night - Boules Evening		Tollgate	8:00pm
10th July	Chippenham Lions			Martyn Lucas - Club Stand booked
16th July	MG40 - MGs later than 1982		The Gloucester & Warwickshire Steam Railway - Toddington	Martyn Lucas
17th July	Club Annual Picnic		Keyneston Mill & Kingston Lacy	Gordon and Sandra Newman
25th July	Club Night - Mystery Run		TBA	Gordon & Sandra Newman - Start Point etc TBA
6 - 7th Aug	Gloucester Steam Fare			
6 - 7th Aug	Bournemouth MG Meet		Sandy Miller Motor Bike Museum	
22nd Aug	Club Night - TBA			
29th Aug	Tom's Action Day		Tom & Nancy's House	Tom Strickland
4th Sept	White Horse Show		Westbury	
24th Sept	Castle Combe Classic			
25th Sept	MGB 60		Gaydon	
26th Sept	Club Night - TBA			

Date	Event	Club Event	Venue	Contact Details & Start Point/ Time
TBA Oct	Pre AGM Committee Meeting			
24th Oct	Club Night - TBA		Tollgate	
21st Nov	Club Night - AGM		Tollgate	
10th Dec	Christmas Party		Tollgate	

Other potential events:

- Club Skittles Event
- Skittles Vs Gloucestershire MG
- Ramsbury Brewery/Gin Distillery
- American Museum
- Clifton Suspension Bridge
- SS Great Britain
- Westonbirt
- Boat Trip
- Abingdon Museum and Nuffield Place
- Autumn Walk

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.