



WESSEX MG CAR CLUB THE TOLLGATE INN- HOLT

CHAIRMAN'S CHAT

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THE CLUB'S DIARY

NEXT CLUB NIGHT

25th JULY 7:00

Mystery Run

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

It's been an amazing month since our last newsletter, with record temperatures being recorded across the country and it has been a busy month for us with many events to attend in glorious weather.

I know that several of our members went along to MG's on Track at Castle Combe and enjoyed the day, the following week was our annual fun boules game and then a large group of us attended the Chippenham Lions Cherished Vehicle Day ,

This was followed by our annual club picnic which this year was organised by Sandra and Gordon and included a visit to Keyneston Mill and then a short drive to Kingston Lacy for the picnic, I could not join you as I was at the National MG40 event at the GWSR Toddington, this was a very busy event with hundreds of post 1982 MG's attending over the two days from various parts of the UK and Europe and it was good to meet some fellow Wessex members there.

We are now starting another busy month with our Club Mystery Run on Monday 25th July and in August we have a large group attending the

Gloucester Vintage & Steam Extravaganza over the weekend of 6th and 7th August while some others will be going to the MG event at Sammy Millers Motorcycle Museum, and I know that there are also other events on the same weekend.

There is still time to let me know if you are interested in visiting Nuffield Place in September, if we do not get a reasonable number attending I will postpone this to next year, so please let me know by the end of July.

I am changing the date of the Club Skittles match to Saturday October 1st as it seems a lot of members are on holiday in September.

I have booked a club stand for those who wish to attend the Castle Combe Autumn Classic and more details and the discount code are elsewhere in this newsletter

Our Club night this month is the Mystery Run which starts at the Tollgate on Monday 25th at the earlier time of 7.00pm look forward to seeing you then

Martyn



Club Member Car of the Month - 1959 MGA



This month's featured car is owned by Malcolm Barrington

My MGA was the first car and my first auction purchase. This was June 2011 with Richard Edmunds Auction at Castle Combe circuit.

At the time I was looking for a Healey 3000 but was unable to find a Healey that I liked. Three months earlier I saw another old English white MGA at Richards auction, this one was a twin cam. I sat on my hands!

Winning the auction was very exciting. I met the previous owner, who was in tears having just sold his baby. Tracy and I jumped in the car with the expectation of driving home. The MGA was parked in pole position and everyone moved to the side to let me out. The engine started and

I tried to release the hand brake. It felt like an eternity and I kept pushing the button in trying to release the brake, As you all know it only has to be lifted and released! Eventually I got it released and it was a fantastic feeling to drive out of the room with lots of clapping, smiling and admiring faces.



During my ownership Tracy and I have travelled to Classic Le Mans 5 times and been on lots of trips and adventures.

The following modifications that I have made, have been to try and improve my driving experience in the car.

Having broken down in Guernsey and blocked the road for 15 minutes (Fuel evaporation), I fitted an electric fan and replaced the heat shield between the carburettors and manifold. Trying to get more power I also removed the engine fan. Removing the fan was a mistake and it is now back on the car. The sensor for the electric fan is in the top radiator hose. This new hose was very poor quality and split on the way to Le Mans. I always carry spares when going on an adventure and changed the



hose. Having no engine fan, I short circuited the thermostat to ensure the electric fan was permanently working. This was fine during the day, but the dynamo was not powerful enough to drive lights and the fan. I found this out on the way home.

My next modification was an alternator. Problem solved.

During another adventure to Le Mans the engine started to rattle, yes the cam shaft and big ends. On this occasion I forfeited my track laps to save the engine for the journey home. The engine was rebuilt by Dom at "Midland Classic Restorations". They specialise in MG cars and are also prep racing cars. My engine was balanced and the power improved. At this point I also changed to a 5-speed box gearbox.

Apart from a new gear knob, to hide the 5 speed box, I haven't made any more changes and I have all the old bits should someone want to reverse these modifications 😊.

I love the MGA and look forward to many more years of fun.

PS. The bumpers were removed by the previous owner during the cars restoration in 1986.

Malcolm and Tracy



IT'S A PICNIC - A Thank You



Thank you Gordon and Sandra for organising this year's picnic (along with many other things including my mystery dinner on Monday evening). The taster (or is that snifter) on the way to the picnic was a visit to Keyneston Mill Perfumery. I'm sure the ladies enjoyed it and even though I have absolutely no sense of smell, I found it very interesting. It was amazing what they had achieved since taking over a derelict property 6 years ago. It felt and sounded to me like a rich couples play project in retirement. Whilst they were marketing their own brand of perfume, It seemed like the bulk of their income was from visitors, tours, workshops, cafe and the like. Then on to Kingston Lacey for a very congenial gathering under the trees. A very enjoyable day.



Malcolm Taylor



MGs On Track
Castle Combe
June 2022
Graham Risdon

As a long time motorsport fan, I've been going to the Castle Combe circuit to watch car racing for more than 50 years - my earliest memories are going motor racing with Dad... Several years ago, I did a Formula Ford day - my first experience of driving on the circuit and well worth a go if you fancy driving a racing car. I've also done a couple of corporate things at Silverstone as part of various filming jobs.

So, whilst considering myself a novice, I had driven on a track before; however, the big difference with these events is that I was driving somebody else's car, so it was with a fair amount of trepidation that I signed up to the "MGs on Track" track day as it would clearly involve me driving my own car - and one that's nearly 50 years old to boot...

I caught up with MGOT organiser, Nigel Silman at MGLive and he reassured me that MG on track was set up specifically for MG owners that wanted to have fun with their car on a circuit, and actually wanted to drive home again in the evening - avoiding the stereotypical boy racers that apparently do "normal" track days!

One good feature of the website is that once you're signed up, you can see who else has signed up for the event, and also what car they drive so there were several MGBs and MGFs along with various MG ZRs, a few midgets and the odd Triumph as well.

Having nervously looked at the weather throughout the previous week, the day itself dawned bright and sunny, and signing on started at 7:30 with the obligatory bacon butties and safety briefing. Fellow Wessex member, Steve Todd, had also signed up so we met up in the paddock - me with my MGB GT and him with his MG F VVC.

The day was really well organised with 4 groups arranged to suit experience and car performance, with each group being allocated a 15 minute session per hour so you were likely to get a couple of hours of circuit time during the day. Safety was covered in great detail with helmets and arm and leg coverings being mandatory, as well as driving standards and how overtaking could only be done with the consent of the driver being

overtaken. There was also a pro photographer on hand who clearly knew the circuit well with a digital download of all the images of your car (there were 17 of mine) available for a very reasonable £48.

The track time for each group starts with a couple of sighting laps behind the course car to show the lines. As Steve and I were keen, we were immediately behind the course car with Steve leading. Once we'd followed the course car for a couple of laps, it went into the pits and we were off..

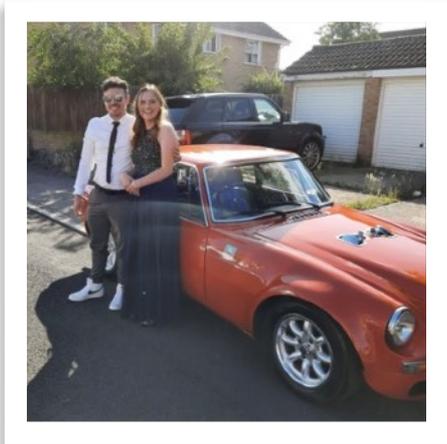
Well, at least Steve was - the extra horsepower of his MGF VVC, coupled with clearly better driving skills meant he had soon disappeared into the distance! One nice thing about the event is that you can take passengers for no extra cost so both Nicola (wife) and Holly (daughter) had sessions in the passenger seat - pretty brave really, but both said they loved it!



I'd also booked a session with the instructor which was really useful and I'm sure improved my sessions throughout the day. Running a video production company, I have several minicams so Steve and I rigged them on our cars which was interesting to watch back. Whilst timing on circuit is rightly forbidden, I thought I was going pretty quickly but on reviewing the footage afterwards, I was averaging a lap time of about 1:48 - an average speed of around 60mph. On checking Youtube, I clearly have a fair way to go with the lap record (albeit in a Formula 3 car) of just over 58 seconds - an average of 113mph!

So, in summary, it was a fantastic day - well organised, great friendly atmosphere, interesting circuit - so if you're thinking of having a go I would thoroughly recommend an MGOT track day - I'm planning my next one already!





BEAUTY AND "THE BEAST"

It's that time of year in the Academic Calendar.

Our son Tim asked if he could borrow the MG to take his best mate's daughter to her prom.



So out came the polish, vacuum cleaner and tyre black- I've never seen "The Beast" looking so good (and come to that, Tim brushed up quite well in his aviator shades etc.)

Thankfully he didn't have to take all three girls.



He arrived at the Leigh Park Hotel amidst a throng of vehicles - including a tractor or two - but the beast was definitely the loudest, much to the disgust of a Ford Mustang owner.

Terry Warder

My Latest Invention

Has anyone else noticed how far away the ground is these days. It seemed to be much closer when I was younger. I'm sure it's been lowered. Getting down to the level of your feet seems to be much more difficult.

I was just trying to slip my shoes on quickly to pop out to the car the other day, but it didn't work. I had to resort to sitting on the bottom of the stairs, opening up my shoes and putting them on with my hands. Then of course you have to defeat (sorry, defeat) gravity and get upright again.

It's a lot of faff and I suddenly had this brainwave. Why not have a pair of shoes that can be made to open and close remotely?

Thinking about it, the easiest way would be arrange for the backs of the shoes to hinge down, sort of like a drawbridge. Then when you have easily slipped your feet into them, you press the button on your remote fob to close the little drawbridge and, hey presto, your shoes are securely enclosed around your feet. No getting down to floor level.

Of course, this would mean that the shoe would have to contain some sort of electrical mechanism to open and close it. This would also require a receiver to be instructed by the remote fob. That means the shoes would also have to contain a battery to operate all this equipment.

Then, of course, the battery would need to be kept charged. So when you parked the shoes and took them off, you would need to plug them into the mains for charging.

You would have to remember to unplug them before their next use, otherwise when you moved away, your feet would stay behind. This could result in you ending up horizontal with your face very close to the ground that you were wanting to stay away from in the first place.

There is a Rolls Royce solution to this. (There you are, there is a motoring connection to this, so it can legitimately be included in this prestigious motoring publication.)

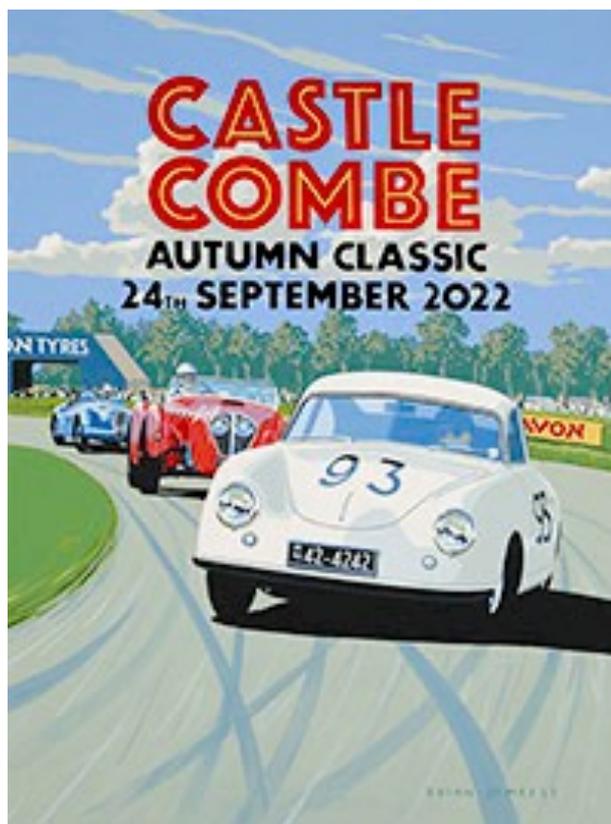
This solution is to use what I think the military has, which are shoes that have the ability to generate electricity whilst walking or marching. The action of alternately putting weight onto and off of each shoe, powers some internal mechanism and generates the power to run their radio packs.

The other important thing would be not to lose the remote fob. Otherwise you would have to go to bed with your shoes on.

Now, if after reading this you have questions about my sanity, you won't be the first. Ask Pat.



Malcolm Taylor



SATURDAY SEPTEMBER 24TH, 2022

ANNUAL CASTLE COMBE HISTORIC EVENT

- **Celebrating the first Porsche driving in the UK at Castle Combe 70 years ago on the 4th October 1952, by Claude Bannister in a Porsche 356!**
- **Featuring racing from: GTSCC Touring Car Trophy, GTSCC, F500, Fiscar, Ecurie Classic Racing inc Pre '66 Jaguar & HSCC Griffiths Haig Trophy**
- I have booked a club parking area and we can now pass for Autumn Classic Historic Race Day. To do this we will need to select your club from the dropdown list in the club member zone, and input the following code when selecting items for purchase.

Your unique club booking code is: WESSEXMGAUTUMN22

The link you will need to book club tickets is as follows: <https://castlecombecircuit.co.uk/shows/autumn-classic-historic-race-day/24/09/2022/club-book>

Please note that club passes are sent out in the post roughly 3 weeks prior to the event.

BOOKING DEADLINE IS FRIDAY AUGUST 26th



WESSEX MG SKITTLES NIGHT

SATURDAY OCTOBER 1st 2022

Please note new date

Our first skittles match for three years will take place at The White Hart, Atworth on Saturday October 1st starting at 7.00pm, there will be food available and it will be a fun evening.

I have moved this event to October as from the replies I received there were quite a few members on holiday at the time of the previous September date.

Hopefully the change of date will enable more members to be with us on this new date.

Please let me know if you wish to join us for this evening, if you do not want to play skittles you are welcome to spectate.

Wessex MG Visit to Nuffield Place, Huntercombe near Henley On Thames.

Sunday September 11th

I am arranging a club visit to Nuffield Place, entrance is free for NT members but we will need to book online about 3 weeks before.

The plan is to combine this with a visit to the Abingdon Museum which has a display of MG memorabilia and also one of the last MGB LE cars.

Please let me know if you would like to join this event and then I can plan the timings.

Martyn

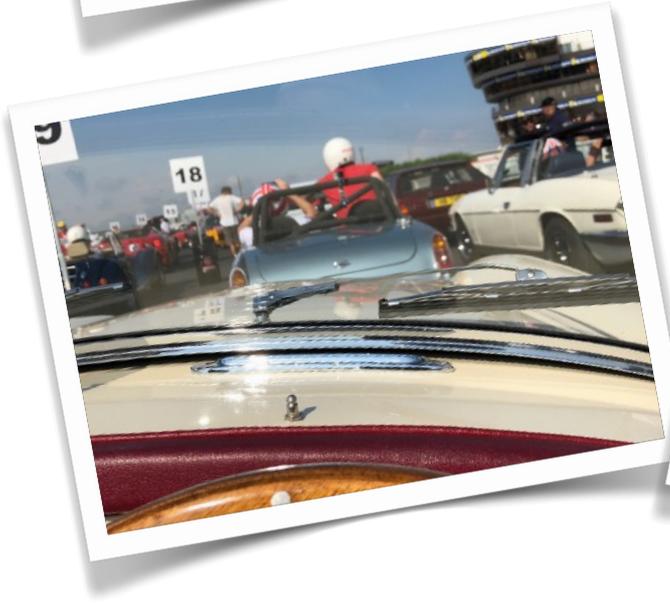
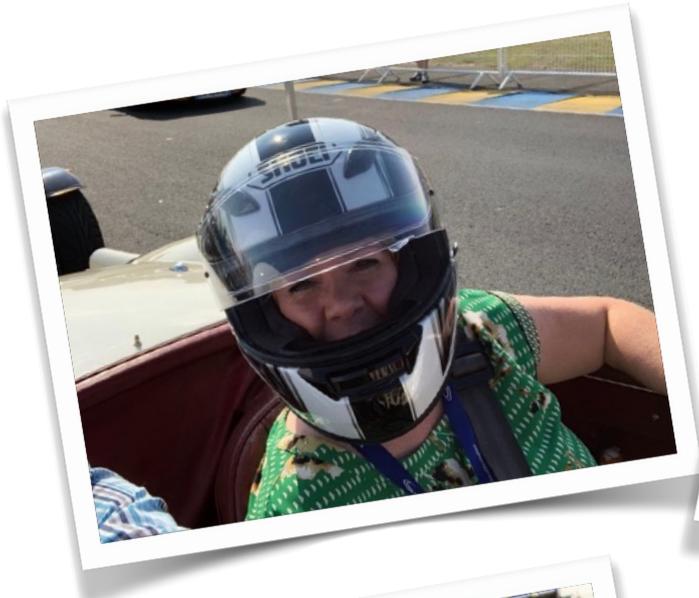
Nuffield Place an OVERVIEW

The home of one of the most remarkable men of the 20th century

Nuffield Place reveals the surprisingly down-to-earth lives of Lord Nuffield, founder of the Morris Motor Company, and his wife. Their home and personal possessions are just as they left them, the decor and furnishings intact.

From the comfortable sitting room with a small black and white TV, to Lord Nuffield's humble bedroom with a secret built-in workshop, this intimate home exudes the tastes and interests of its remarkable owner.

Malcolm Barrington's Photo Album - 2022 Le Mans Classic





Secretary's Scribbles

This month Nancy and I went down to the Chalke Valley History Festival, we went on a Tuesday evening without the kids as we couldn't get there at the weekend this year. If you haven't been and you are into your history, then you should try and go next year - lots of talks from famous historians and lots of living history displays with tanks driving around etc. It is just down by Salisbury near Wilton so easy for us to get to.

Nancy and I went in the new TF which was great. At the end of the evening Nancy was a bit unsure about returning home with the hood down - she has some cold memories of journeys in Midgets and MGBs where she has had to thaw out at the end - well I didn't have much sympathy and assured her that TFs have much better heaters (I hadn't got a clue as I hadn't really tried it out yet). Well, I was right the TF has a cracking heater and we soon had to reduce the heat that was slow roasting us!

The journey home was one of those rare journeys where you are crossing absolutely picture-perfect British summer countryside - we absolutely blatted across the plain with nothing in our way - the roads were completely empty, and it was divine! As I drove, I imagined Spitfires swooping and cider being drunk beside threshing machines - I wish you could all have been there, but then again getting stuck behind Paul or Steve in German Messerschmitts would have ruined everything.

Today is the Friday before the picnic and the red weather warning about heat doesn't sound good for 1958 Magnettes and passengers... let the negotiations begin! Take care everyone.



Tom



CLUB DIARY

2022 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/ Time
25th July	Club Night - Mystery Run		It's a Mystery!	Gordon & Sandra Newman - Start Point The Toll Gate 7:00pm
6 - 7th Aug	Gloucester Steam Fare			
6 - 7th Aug	Bournemouth MG Meet		Sandy Miller Motor Bike Museum	
22nd Aug	Club Night - Talk by Gordon Newman			
29th Aug	Tom's Action Day		Tom & Nancy's House	Tom Strickland
4th Sept	White Horse Show		Westbury	
11th Sept	Visit to Nuffield Place			Martyn Lucas
24th Sept	Castle Combe Classic			
25th Sept	MGB 60		Gaydon	
26th Sept	Club Night - Talk by the "Bobby Van" Trust			Martyn Lucas
1st Oct	Wessex MG Skittles Night			Martyn Lucas



2022 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/ Time
TBA Oct	Pre AGM Committee Meeting			
24th Oct	Club Night - Talk by Frank Bond		Tollgate	
21st Nov	Club Night - AGM		Tollgate	
10th 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	Gordon Newman	07597 374405	gornew@yahoo.co.uk
Speakers	Paul Warn	01225 768676	paul.william.warn@gmail.com
Projector Stand	Paul Warn	01225 768676	paul.william.warn@gmail.com
Projector Screen & Cover	Gordon Newman	07597 374405	gornew@yahoo.co.uk
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.