



WESSEX MG CAR CLUB THE TOLLGATE INN- HOLT

CHAIRMAN'S CHAT

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**THE CLUB'S ASSET
REGISTER**

NEXT CLUB NIGHT
21st November
THE CLUB'S AGM
7:30 START

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

It seems that after a fantastic summer we are now starting to experience autumnal weather.

I have just spent the weekend at The NEC Classic Motor Show, which was very well attended and it was good to meet fellow Wessex MG members at the show. There were displays from around 300 car clubs and a good number of trade stands, if you have not been to this show it is certainly worth a visit, in March there is now a Restoration Show at the NEC, I have not been to this as yet but hope to attend in 2023.

Whilst mentioning next year, June 2023 marks the start of the MG Centenary year celebrations and there will be many events during 2023 & 2024 which will celebrate MG 100th.

During the last month a good number of us enjoyed a Sunday Lunch at The Bell at Standerwick and I found our club night to be very interesting with the talk on the Cromer Lifeboat Hero which was presented by Frank and Alison Bond, many thanks to them for the time taken with this,

Our next club night is the AGM, at which there will be a photo competition and also the opportunity to vote for the club member of the year and also the committee for the new year.

Look forward to seeing you at the Tollgate on Monday 21st.



Martyn



As this is the last edition of the newsletter before Christmas, I'd like to thank everyone who have made contributions during 2022 and to take this opportunity to wish you all a happy and healthy Christmas and 2023. Happy motoring!

Paul



Club Member Car of the Month - 1974 MGB Roadster



My Favourite Car

Jo Dodd

This month's featured car is owned by Jo Dodd

I've always loved MGBs and would get very excited whenever I spotted one on the road. Never in a million years did I ever expect to drive or even own one. Fast forward to the spring of 2020, where Adrian and I were unfortunately cancelling my big birthday and our 25th wedding anniversary holidays due to Covid restrictions. Never to be defeated, Adrian decided my birthday present should be my favourite car - an MGB!

We quickly got to work on finding garages and having test driven a few, decided to take a punt on the yellow one with the walnut dash. In June of 2020 'Auntie Pam' came to her new home! Not having owned a classic car before we were nervous of taking her too far but quickly became satisfied with her reliability... or so we thought!

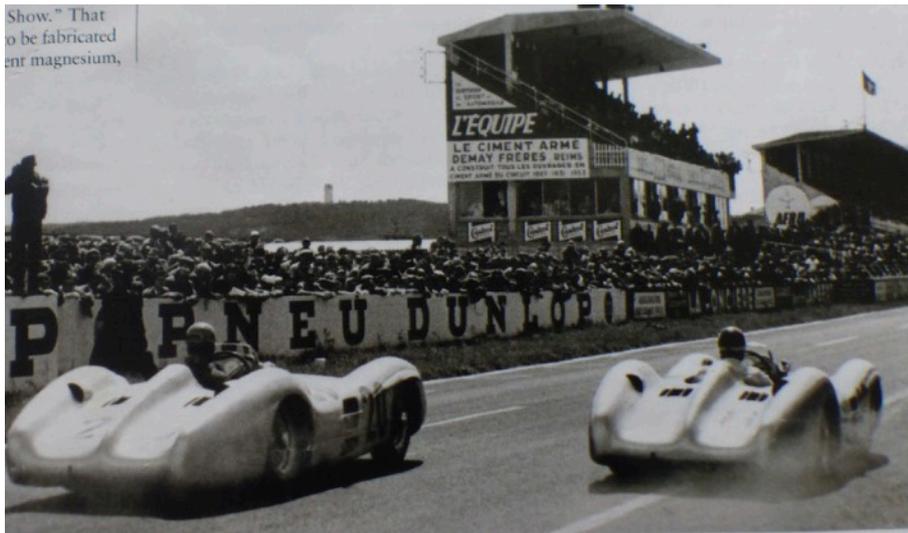
On a blisteringly hot August day, we decided to take her to Bibury. With Issy sitting next to me and Adrian following in his Audi TT, we hit the road and on the approach to Cirencester hit a traffic jam. The temperature outside was scorching and so was the temperature in the radiator - the engine cut out! Adrian was a few cars behind and couldn't help, so it was up to Issy to jump out and push Auntie Pam. Luckily we hit a small descent straight into a service station. We didn't plan to have our picnic there, but it gave us something to do whilst the engine cooled! (We now have an electric fan installed.)

Spring 2021 we noticed a flat tyre whilst she was parked in our garage. We got her to Bathwick Tyres in Chippenham. The young lad took one look at the spinner nut and was stumped. After some education and a request to borrow our hammer, they removed the tyre and replaced it but didn't realise they needed to repair the inner-tube too. Realising the old tyres were dated from 1998 and the inner-tubes had been repaired multiple times, we replaced them all for new.

Another weekend, and another adventure out in Auntie Pam. This time we had only gone as far as Bumpers Farm roundabout and she wasn't pulling as she should be. She was spluttering a bit and then she was OK again. As we passed Allington Farm Shop she started spluttering again, so I decided to pull up at the next available stop so Adrian could see what was wrong. Our petrol gauge said we had a quarter of a tank but with the hood up, we realised that there was no fuel getting to the filter! Amazingly, and quite by chance, we had pulled into a petrol station. So near and yet so far - being on an uphill slope and having parked away from the pumps, we couldn't get her to the pump. We had to buy a petrol can and fill her up to make the last 10 yards to the pump. (We now have a spare can of petrol in the boot!) Not everyone can say they have run out of petrol at a petrol station!

She is actually very reliable and has given us lots of fun and even more stories to tell, but they're for another day...





Next Time you
are Travelling
from Calais into
France and
beyond...

Paul Warn

For me there's nothing more haunting than the crumbling remains of an old motor racing circuit, they reek of history and daring deed where the greatest racing drivers and teams came to do battle - not all survived. The obvious example in the UK is Brooklands or what's left of it. That is to say the members' banking, the hill climb and the club house and out buildings. A similar circuit is the Autodrome de Linas-Montlhéry situated south west of the small town of Montlhéry about 30Km south of Paris.

There are many more scattered around Europe. The best known and most frequently visited I suppose is Le Mans but it has been modified so many times during its lifetime as constant alterations have had to be made to keep pace with the evolving technology of the modern racing car. Not forgetting Goodwood of course, unaltered since it was opened in 1948 - a relative newcomer compared to those listed above.

As soon as the second ever car was manufactured way back when, then motor racing was born and where else but France and the great city to city road races at the beginning of the 20th century. At the outbreak of the Great War the major car manufacturers of the time turned their focus to the manufacture of aircraft and aircraft engines. Post war these very same companies - using the technology gained during the war - turned once again to building and racing cars.

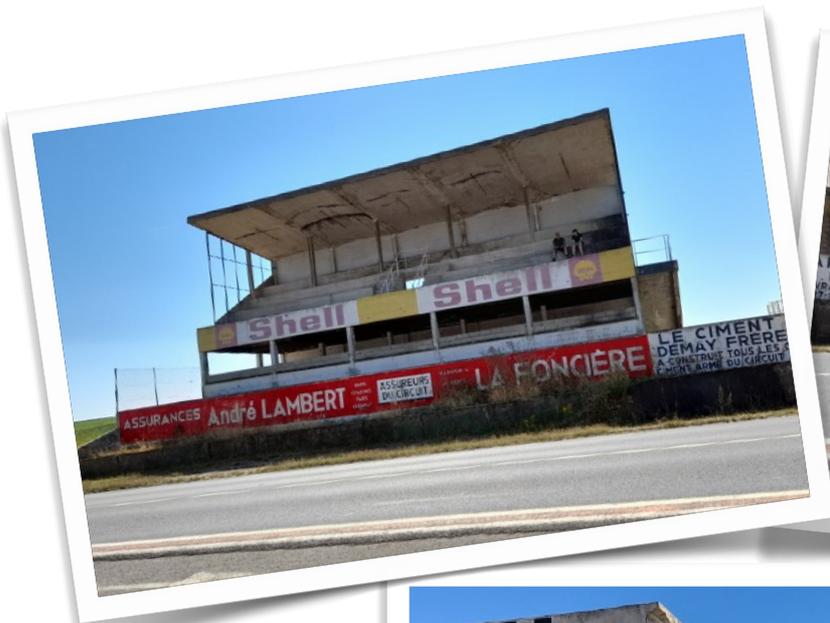
It was during the 1920s that most of the great circuits were built to provide venues to race these cars. Some were closed circuits - Monza, Nurburgring and Castle Donnington in the UK - others were classic road circuits such as Spa Francorchamps, Montjuic, Solitude, Bremgarten, Pescara and the subject of this story Reims.

After you have visited Reims Cathedral on your way into deepest France and beyond, take time out and leave the city via the N31 towards Soissons and another great

cathedral a cathedral of speed - the ghostly remains of the Reims racing circuit. When you get to the village of Thillois turn left onto the D27 which was the main straight of this once great and extremely fast circuit. At the village of Gueux turn right and up to Muizon which lets you back onto the N31 two miles further on than Thillois. Turn right and in the day if you were racing say a works Mercedes - see the title pic - Maserati, Alfa Romeo or Vanwall you'd be travelling flat out for the two miles back to Thillois hoping nothing would break such was the reliability of contemporary Grand Prix cars.

In 1966 the last year a Grand Prix was held on this circuit Lorenzo Bandini driving a Ferrari claimed pole position at a speed of 143.3 mph! The circuit didn't hold the driving challenges of Spa, the Nurburgring, Rouen, Monza or the Osterreichring. However racing in those days subscribed to a formula where the thrill rose proportionately with the danger level.

The pits area and grandstands are now being gradually preserved by French volunteers who get together generally on a Friday. See the following pics. The grand stand in the first pic is same as that in the title photo. 





Martyn has included a few pics of his visit to this years NEC Classic Motor Show...



A MG SV which is being recommissioned in the MGOC workshops

4 MG SV cars on the SV Club stand, one of the cars has been owned by Rowan Atkinson



A Midget in the spirit of Remembrance weekend

Richard Hammonds Smallest Cog Racing MGB GT





New MG
Cyberster
Electric
Roadster
Tom Strickland

Words from Auto Express web site

MG has built much of its reputation on small affordable roadsters, and now, fresh leaks all but confirm that the brand is returning to its roots with a dainty, probably [all-electric](#), roadster called the Cyberster.

Our exclusive images provide a clear view of how the forthcoming sports car could look, but a newly released teaser video indicates that the Cyberster will feature bold design details to set it apart from other drop-tops from [Mazda](#) and [BMW](#).

The Cyberster will get scissor doors that swing upwards to reveal a space age interior, with a digital dashboard mounted behind a steering yoke, similar to that of [Tesla's](#) range-topping [Plaid](#) models.

MG could fit a variable-ratio steering system to make the yoke easier to operate at low speeds, but this hasn't been confirmed. Either way, it's likely that the shift paddles behind the yoke will be used to adjust the car's brake regen settings, given that the Cyberster will probably be an EV.

The car could hit the roads in 2024 to coincide with MG's centenary, possibly with an MGC EV badge, following parent firm SAIC filing a trademark for the name. Direct rivals will be few and far between, but the new car could give buyers of internal combustion-engined convertibles like the [Mazda MX-5](#) and [BMW Z4](#) a new avenue to explore.



Secretary's Scribbles

This month I have fallen out of love with my ZS and it is all my fault. The other week I was driving into the school car park to park in my favourite space and managed to hit the rear driver's side on the corner of the building and yes I was going forward, which makes it even worse.

I cut the corner too finely to line up with the bay.... I feel such a complete idiot. The damage is across the door, rear wheel arch and rear wing and looks terrible. In the current climate I am averse to making a claim and I also don't have the cash to take it to a body shop - it is superficial damage, and the maths doesn't add up.

I have used the so called 'colour matched' touch up paint to darken down the scratches but it still looks awful! The car has been blemished

and I struggle to be proud of her now - its in my head and I can't shake it out. It doesn't help that where we park the car at home I see the damage as I sit to eat, as I boil the kettle, as I exit the house... arghhhhhh!

Good news - MG is about to release a proper two-seater sports car that we can be proud of (hopefully). It is electric but that means acceleration, doesn't it?

The initial pictures on social media look good and there is a debate about what it will actually be called - so we wait. In the meantime, there is a lot of positivity around the new MG4 so if you are in the market for a mid-range sized car and want to go electric maybe now is the time for a new MG?

Take Care Everyone

Tom





CLUB DIARY

2022 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/ Time
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.