



WESSEX MG CAR CLUB THE TOLLGATE INN- HOLT

CHAIRMAN'S CHAT

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NEXT CLUB NIGHT

27th March - Talk
Grand Prix Racing

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

Unfortunately we have sad news that Jenny Neale has passed away. Jenny along with Tony were long standing active members of our club participating in and organising many events for the club, Jenny will be much missed by all in our club who knew her, Tony is planning a celebration of life event for Jenny in the near future, and our deepest condolences go to Tony and family.

In the next week the clocks go forward which should mean that we are approaching spring and the start of the events season, and also the beginning of the MG Centenary year, there are already a large number of events in the

diary with more being added weekly, it looks like it is going to be a packed year of events.

At our February club night we had a visit from the Guide Dog Charity which featured a very interesting presentation on their work and also included a visit from a puppy in training.

Our next club night on Monday March 27th at The Tollgate will be a presentation by Paul Warn our resident expert on Grand Prix Racing which will celebrate the start of the F1 season, for those new members this will be a very good evening and usually attracts a large attendance .

Martyn





It is with sadness that we announce the passing of Jenny Neale, a long-term and active member of the Club after a long illness. Condolences to husband Tony and the family, from the Wessex MG Club.



2022 Club Charity



As a follow-up to our February club night featuring the club's 2022 charity - Guide Dogs. I've included this photo courtesy of Steve Todd of Liz, Ian and the surprise of the evening Ian brought along "May" who is being trained to become a guide Dog.



Spring Tour

Sussex by the Sea and South Downs

All those going on the Spring Tour be sure to attend the March Club meeting at The Tollgate to receive your Guide for the weekend. This will give you ideas for visits, a route down to West Sussex and a scenic drive through the countryside.

Its not too late to join this happy band of travellers. Just phone The Roundabout Hotel on 01798 817336 to book a room.





Third in my series of contemporary British Leyland advertisements for MG Sports Cars.



YOUR MOTHER WOULDN'T LIKE IT.



From British Leyland
Makers of the best selling cars in Britain

1275 cc. 94mph. 0-50 in 9.6 seconds.* £987 89†

*Including car tax and V.A.T. †Number plates and other accessories chargeable extra. **See brochure

MG MIDGET

A Winter Project - 1970 Triumph TR6



Having owned a TR5 & TR6 in the not too distant past and looking for a winter project, I came across this advert last September(2022).

Triumph TR6 CP 150 BHP 1970

This attractive looking car is a genuine UK right hand drive car. It's an early CP chassis number with 150bhp.

The car is in very nice condition but does require some jobs and bits and pieces to make it a really superb example.

Bodywork appears to be rust free and overall in very nice condition but on closer inspection the paintwork has imperfections and in places chips and wear have been touched up. The chrome work on the body fittings such as bumpers is quite worn.

Interior is in good condition, age worn but generally it's in nice condition. Fitted with new carpets. Indicator switch is broken as is the passenger side door handle.

Mechanically the car runs and drives fine. Engine shows good oil pressure and runs well. Overdrive is fitted but I think the switch isn't working.

Comes with its soft top roof but hood frame is missing.

This car is sensibly priced. It does require a few jobs sorting out but all DIY stuff.

With some care and love this will be a fantastic car.

The above was the advert for the car, which the dealer had purchased a little while before from Mathewsons Auctions (Bangers & Cash).. Apparently, no viewing allowed now, so they relied on a video. It was now for sale due to an apparent cash flow problem.

At first & second sight, the car looked reasonable as a project for the winter. Bumpers needed re-chroming or replacing, the seats needed recovering and a few odds and sods needed fixing/replacing. The chassis was thickly coated in underseal, so no clear view of chassis. New front and rear wings had been fitted at some time recently and bodywork looked reasonable. So, I went ahead and purchased.

A week later, the car turned up. Despite later comments, the car ran well, although no overdrive working and a leaking core plug.

And so the work began on the Lemon as it was soon to be called.

The suspension looked down on the offside, when compared to the nearside. Stripped down front & back offside suspension, and found a metal bar jammed in the front coil & an angle grinder flap disk on top of the rear coil. Presumably someone's idea of a quick fix to level up suspension.

Decided to replace front coils, top & bottom joint, wheel bearings, discs and calipers, which looked rough and leave the rear for the time being.

Took a good look at the electrics, including behind the dashboard. Found parts of loom missing or very tatty and realised overdrive not connected, no wiring and no relay and all dashboard dials rusty. Sent dials off for refurbishment and ordered new dashboard (old one cracked) and front loom.

Seat rubbers totally perished and had collapsed on both seats. Seat face damaged on passenger side. Seat refurb kits ordered.

At this point realised that the above was possibly just tip of iceberg, so decided to do a "body off" and to strip the chassis down to bare metal.

Stripped all under seal off and discovered body filler in plenty, hiding a number of rotten places. Decision time. Replace chassis or repair?

I had started using Rimmer Brothers for parts (trade account), but after several instances of missing or wrong parts and courier delays, moved to TR Shop, who have been outstanding with advice, less expensive and quick deliveries.

Found a first rate second hand chassis from Arizona by way of the TR Shop. While waiting for this stripped the old chassis of all parts, ready for replacement

Stripped Arizona chassis to bare metal, and painted red lead and chassis paint.

Re-installed front suspension and brake callipers & discs I had previously fitted to old chassis. I had purchased the complete rear suspension, diff and trailing arms and with the Arizona chassis. Decided to stay with the US diff, slightly lower ratio, as much better condition after replacing the three oil seals..

Purchased from Revington, fast road coil springs for rear and lever arm to shock absorber conversion kit plus trailing arm adjustable brackets.

Fitted US rear axle and replaced wheel cylinders, brake pads and pipes.



Dropped engine , gearbox and overdrive back on chassis. Draining gearbox of oil, bits of cog came with it. Removed gearbox and stripped down to find constant gear damaged and countershaft in poor shape, so decided to do a full refurb of gearbox. What a pain. I wouldn't do another, rather pay someone else and just get that pain.

Decided to check overdrive, sent photos to TR Shop, who advised unit was from a Triumph 2000, not really up to TR6 spec. Replacement overdrive unit purchased.

I had decided to fit wire wheels, so decided to sell Rostyle wheel trims, only to discover that these trims were in fact Vitesse trims glued to TR outer rims. No surprise there.

At this point I knew the engine would be a problem, ran a compression test and found one cylinder down badly and three others low. Stripped engine down, rusty push rods, water damaged cylinder bore, but new pistons. Single timing chain instead of Duplex.

Block has gone off to be re-sleeved, and crank reground. Block & Crank should be back in a few weeks and the work can continue.

Starter motor a bit lethargic, so have a High Torque motor ready to fit.

Ordered a replacement radiator and after chasing up supplier after a couple of weeks, was offered an aluminium alternative for same price. That was a nice result.

Ant roll bar missing, new one fitted.

On the body work side, removed windscreen frame and found rot on one leg, sourced a second hand one and new screen to fit later. I decided not to re-chrome the old bumpers, but to replace. More on the body work later.

I suspect that this car was a barn find at sometime that someone has done the minimal work required, to shift it on. Did the Mathewsons purchaser know how much of a lemon it was, or was there a genuine cashflow problem.

I have my suspicions. This car has been a bloody nightmare, costly, but I have enjoyed the challenges so far. Let's hope not too many further "nasty" surprises.

I guess this will now be a winter and spring project, but hopefully ready for the summer.



Mike Mitchard



The Queen of Speed

Malcolm Taylor

Mary Petre Bruce was known as the Queen of Speed. I came across this piece of information by reading a newspaper article about Wolsey Lodges. These are an association of 75 privately owned unusual B&B properties.

The chairman of the association owns Priory Steps a 17th century property in Bradford on Avon.

This was once the home of Mary Petre Bruce who was the first woman to fly solo around the world. The aircraft was shipped across the ocean sections, but the sections she flew sound eventful and challenging.

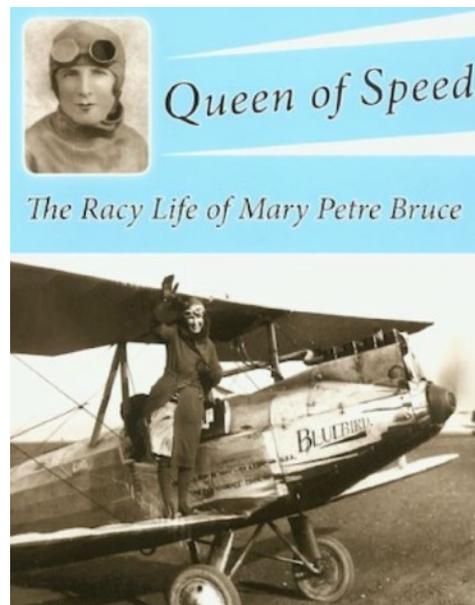
She was also the first woman to complete the Monte Carlo Rally.

In 1932 she turned to exploits in the new mid-air refuelling technique, to support 24-hour flying. Running a commercial airline followed for many years, and some quirky car records as well.

Her active years from the end of the war included running a glove factory, backing a bus coach-building concern, running a magnificent boat, collecting antiques, and property development. She also found time to publish her memoirs *Nine Lives Plus*. You can say that again.

To promote it, aged 81, she strapped on an aircraft again and looped the loop! Just reading about her exploits is exhausting.

There's a book titled '*Queen of Speed: The Racy Life of Mary Petre Bruce*' by Nancy R. Wilson. I've got to have a copy, unless anyone has it and can lend it to me.



March Club Night - Talk

How did we get from this...



To this!



Just to steer a Grand Prix car!

Well join me at the March club night when I will attempt to give you the inside line.

Paul Warn (ED)

The Fifth Column

I thought I'd introduce a new section into the newsletter and I thought I would call it **The Fifth Column**.

Now I know it has a subversive feel about it, and yes it does! in fact I looked up the meaning of which there are a number - I found this one in a political dictionary...

A "fifth column" is a group which operates in secret, usually within enemy lines, in order to help further a cause which they secretly support.

In this context for "group" read Peter Hine and me for "enemy lines" read Wessex MG Club as for the rest it's all about sharing Morgan information with like minded car enthusiasts in a convivial way. And if it generates good natured banter along the way all well and good...

So to kick my new column off I have included below an image which I'm sure you have seen before but not in this context.

More next month.





Secretary's Scribbles

Hi all,

Well, I still haven't moved forward with any of my MG jobs. The weather has turned rubbish again and snow has just been on the ground – not really MG weather. I have a master plan to do a few key jobs with the released funds when I sell the Magnette including fixing the awful scrape on the ZS and the other idea is to purchase a red soft-top for the TF.

More and more photos are emerging of the new MG sportscar along with a rumour that it may be called the MGC. The MG4 continues to get good reviews and they seem to be selling well, in fact I see many more MGs on the roads full stop now.

Don't forget to book your tickets for MG100 on the 27th May, this has to be done on the Gaydon museum website: <https://www.britishmotormuseum.co.uk/whats-on/mg-centenary>.

This week I am off to France for my first Battlefield Trip with 50 Year 10 Students since before the pandemic and it is yet another step back to the 'new norm'. Maybe we are due back  over as a club..

Tom



CLUB DIARY

2023 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
27th March	Club Night - Talk Grand Prix Racing	Yes	The Toll Gate Inn	Paul Warn
7th - 10th April	Easter Bank Holiday			
15th April	Pride of Longbridge	No		
TBA	COMMITTEE MEETING			Martyn Lucas
21-24th April	Club Spring Break	Yes		Gordon and Sandra Newman
24th April	Club night - History Talk	Yes	The Toll Gate Inn	Tom Strickland
22nd May	Club night - BBQ Prod & Poke	Yes	The Toll Gate Inn	Martyn and Peter
27th May	MG 100		Gaydon	
1st June	MG100 Celebration at the original Garage in Oxford		Oxford	
4th June	Chippenham Lions Cherished Vehicle Show		Chippenham	
4th June	MGs in the Park		Cotswold Wildlife Park	
10th - 11th June	MG Live Silverstone	For Info	Silverstone	
11th June	Lions on the Green			Devizes Lions Club
17th - 18th June	Thruxton Historic	Yes	Thruxton Circuit	Martyn Lucas
18th June	Bowood 'Masters in Motoring'	For Info		
26th June	Club night - Mystery Run	Yes		Steve Todd



2023 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
9th July	Atwell Wilson Museum Open Day			
15th - 16th July	Post-Abingdon MG Show			
23rd July	Club Annual Picnic	Yes	Dorchester Sculpture Lakes	Gordon and Sandra Newman
24th July	Club night - Boules	Yes	The Toll Gate Inn	Martyn & Terry
6th August	Gloucester Country & Vintage Extravaganza	Yes	South Cerney	Martyn Lucas
6th August	Haynes MG100 Breakfast Meeting			Martyn Lucas
21st August	Club Night - Theme TBA	Yes	The Toll Gate Inn	
3rd September	White Horse Car Show	Yes	Westbury	
25th September	Club night - Theme TBA	Yes	The Toll Gate Inn	
30th September	Beaulieu MG Event	For Info		
23rd October	Club night - Theme TBA	Yes	The Toll Gate Inn	
TBA	COMMITTEE MEETING			Martyn Lucas
TBA	Club night - AGM	Yes	The Toll Gate Inn	Club AGM
TBA	Christmas Party	Yes	The Toll Gate Inn	



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2023 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time

OTHER POTENTIAL EVENTS

Boat Trip on the Thames? (Martyn)

REME Museum at Lyneham? (Martyn)

Abingdon and Nuffield Place? (Martyn)

RMA Sandhurst – Would be Weekday? (Peter)



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.