



WESSEX MG CAR CLUB THE TOLLGATE INN- HOLT

CHAIRMAN'S CHAT

CONTENTS

PAGE 2

**CONTEMPORARY MG
ADVERTISEMENT**

Paul Warn

PAGE 3

**25th ANNIVERSARY OF
THE GOODWOOD
REVIVAL**

Paul Warn

PAGE 8

MG CYBERSTER

Paul Warn

PAGE 9/10

SECRETARY'S SCRIBBLES

Tom Strickland

PAGE 11

THE CLUB'S DIARY

PAGE 12

THE CLUB'S ASSETS

**NEXT CLUB NIGHT
QUIZ NIGHT**

25th September at
theTollgate
Start time 8:00pm

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

The last month has been another busy one and also at times too hot for me!

Congratulations to Adrian who on Bank Holiday Monday was the winner of the Wessex Action Day and successfully managed to keep the Vic Wright Memorial Trophy in the Dodd family, many thanks to Nancy and Tom for once again letting the club use the field for this very popular event.

Since the last newsletter I along with fellow Wessex members have been to several events including the White Horse Car Show at Westbury, where we had a good variety of club cars attending on a very warm day, this years show had a great variety of cars of all makes on display and it is good to support local charity shows.

The following Sunday I went to the MG 100 Not Out Show held at the Abingdon Vale cricket ground, it was good to be at a show in the

home town of MG and also to see a good selection of all decades of MG cars.

The next evening was a visit to Frome to see the MG Speed Championship competing MGF, I was joined at this event by a number of fellow members.

Our next major event in the MG100 calendar is the MG100 day at The National Motor Museum at Beaulieu, where we should have a club parking area, hopefully we will get a rain free day, there is still time to book a ticket from the museum website if you have not already done so.

Our next club night is on Monday 25th September from 8.00pm at The Tollgate, hope to see you there.

Martyn





I've Found Another MG Advertisement This Time From 1971 and with a Little Poetry...





The 25th Anniversary Edition of the Goodwood Revival Meeting

Paul Warn

I wrote a little about the 30th edition of the Goodwood Festival of Speed in the July edition of the newsletter and hot on the heels of that event came the 25th anniversary event of the Revival last week. And yes just like the FoS neither Anne or I could believe how time has flown.

To my eyes its a completely different event to the first edition in 1998. In 1998 the emphasis was on the revival of the Goodwood circuit for racing cars during the period 1948 when the circuit opened until its closure in 1966. Gradually over the years probably to broaden its appeal - and make more money - it has been promoted and has evolved into a period fancy dress event and a retail opportunity.

That said the cars are still the stars. The Revival has become a hugely prestigious event world wide and is recognised as the best event of its kind for historic racing in the world. With that monicker also comes the prestige of your car winning one of the events and of course adding to its value...So what you have is yes, the same cars that raced in period but highly developed to capture one of the much sought after trophies.

In past years I have written and reported on the **MG** aspects of the event so here goes for this 25th edition.

One person I was looking forward to meeting was John Mayhead who has written a book about Goldie Gardner a hero in the story of the MG marque. Gardner was a veteran of the Somme in the first world war and was decorated for his bravery. He was badly wounded and only able to walk with the aid of a stick. He found a sense of purpose in motor sport and raced at Brooklands. He along with the current Duke of Richmond's grandfather were the first to race the new MG C-Type Midget in 1931 - the creation of Cecil Kimber the founder of the MG marque.

However it was record breaking in MG cars that came to define Goldie Gardner. Goldie was perhaps the most prolific speed-record holder there has ever been. Unlike most other record breakers of the past he was not a showman and its a great shame that he is not better known today for his place in the history of the MG story. Goldie Gardner drove a MGTC extensively as his private everyday car and through a strange twist of fate John Mayhead now owns that car and had it at the Revival - see Pic 1. Pic 2 shows Goldie at Jabbeke in 1946 with EX135.



PIC 2



PIC 1

Talking of MGTCs, this year's revival was celebrating what would have been the 100th birthday of Carroll Shelby of AC Cobra fame amongst other things including the Le Mans winning GT40 in 1967. His grandson was driving his grandfather's MGTC - Pic 3.



PIC 3

In racing terms the most successful model that MG produced was the MG K3 Magnette. It's most famous success was winning the team prize in the 1933 Mille Miglia **Pic 4** is one of the team of works cars in 1933 and was the subject of one of my talks just before COVID put the kibosh on everything.



Finally I found another MG K3 Magnette. Thirty Three were built in period this one **Pic 5** below is K3021. It won outright a race in the first Goodwood meeting in 1948.

It's had a rather chequered career - forgive the pun. It was built at Abingdon as a standard 2 seater K3 in 1934. Later that year it was crashed in unofficial practice at the Isle of Man with K Don driving, killing the mechanic Frank Taylor. K Don was subsequently jailed...

In 1939 the then owner commissioned Monaco Motors to convert it to a single seater, the work was not finally completed until WW2 was over in the latter part of 1945. There was an article in the Autocar of the conversion in 1945. For those of you who have made the trip it also raced at Angouleme and as I've said won outright one of the first races at the newly opened Goodwood circuit in 1948.

In 1979 Phil Hill tested the car at Donington Park for Road and Track magazine and put a conrod through the block and the car was put aside until 2017. The car has since been rebuilt and is to exactly to the same specification as the Monaco Motors Commission in 1939.

As I've said the cars are the stars and there were plenty of stars on show last weekend including MGs!

It's interesting to note - well I think so anyway! - that **PIC4** and **PIC 5** are the same model of car ie MG K3 Magnette.





Other Cars seen on the day







From the historic to the modern. I wonder what Cecil Kimber would have thought of the Chinese owning MG?



Luscombe's Leeds becomes first car dealership in the world to showcase new MG Cyberster

Electric sports car is embarking on eight-month world tour

Bosses say they are already taking orders despite pricing not being known

They also tell Car Dealer that there have been 'no further details' on how the car will be sold



Secretary's Scribbles

See below -

Page 9

The Magnette has now been sold and is just awaiting collection, sad.... but, the right thing to do. I rescued the Magnette and with much help from Vic and other friends in the club it has become the lovely and capable car that it is today. Paul Adams drove me to pick up the car and she was in quite a sorry state with quite a few frilly bits to see past. Now with the kids growing up fast it is time for a new owner.

This week I have been doing some jobs on the TF interior. Last autumn I bought a complete red interior (grenadine it is called officially) out of a storage container and I had changed most of it over to my car



straightaway. I had completely failed when it came to the seats' hexbolts, which I just could not get loose so I could not put the red alcantara seats in or change the T Bar section at the rear of the cockpit that needed the seatbelt hex removed so the seatbelts would pass through the hole in the T bar. Anyway, whilst the car was in having a new alternator, I asked the garage to loosen them all for me which meant I could finally fit the new seats and T Bar. In the meantime, I was worried about whether I really wanted to change them at all as there was some damage to the outside bolsters that looked fairly ugly and in theory there wasn't a lot wrong with my original black seats. I discussed my woes with Nancy and she suggested that I just got on and tried them.. so, of course I did! Well, they looked good and the damage or repair was

only visible when the doors were open – but it wasn't great! I did some research online and decided to try and improve the repair. I used some 'Leather and Vinyl heavy repair' paste which I then sanded before spraying the section of bolster in Leather and Vinyl black paint. The results are good and I am really happy with the job. I also took advantage of having the seats out to properly sort the wiring under the seats – my car has suffered from the dreaded SRS light coming on everytime Nancy or I moved the seats. This is

a common fault from a poor quality connector under the seat. I removed the connectors and added bullet connectors instead. Several good jobs done.



TOM





CLUB DIARY

2023 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
23rd September	Castle Combe Classic			
25th September	Club night - Quiz Night	Yes	The Toll Gate Inn	
30th September	Beaulieu MG Event	For Info		
22nd October	Visit to REME Museum		Lyneham	Martyn Lucas
23rd October	Club night - Theme Would I lie to You	Yes	The Toll Gate Inn	
TBA	COMMITTEE MEETING			Martyn Lucas
25th November	Carpet Bowls		Eddington Village Hall	Lynne and Roger Binney
27th November	Club night - AGM	Yes	The Toll Gate Inn	
9th December	Christmas Party	Yes	The Toll Gate Inn	



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.