



WESSEX MG CAR CLUB THE TOLLGATE INN- HOLT

CHAIRMAN'S CHAT

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NEXT CLUB NIGHT

Photography Talk
John Bishop
Monday 25th March
Start Time 8:00pm

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

We are now getting to the time of year where there are events most weekends.

I will be at The Practical Classics NEC Car & Restoration Show on Friday 21st to Sunday 24th March, this is an indoor show which features both "barn find" cars and also those in pristine condition, and hopefully will see other Wessex Members at the show,

Then the following weekend on Easter Monday a group of us will be heading to Folkestone to board "Le Shuttle" for what promises to be a very interesting visit organised by Tom to the World War One Battlefields, the pe-tour briefing evening at The Bear was certainly very interesting and informative and it will be good to visit the sites in Toms excellent guide book.

As the celebrations for the 100th anniversary of the MG

Brand continue there are many more special events to look forward to.

Looking ahead to June I have booked a club space at The Bath Festival of Motoring, this is free to enter if you book by May 19th and is a show which we have not attended in the last few years so will be a change of scenery.

Our next club night is on Monday 25th March from 8.00pm at The Tollgate and will feature a presentation by John Bishop on Photography, this should be a very interesting evening and many thanks to John for volunteering to present this for the enjoyment of his fellow members.

Martyn



The Way It Was



In exulted company between a couple of works Ferraris, Jed Noble and Derrick Astle's **MG Midget** lined up on the Le Mans type grid just before the start of the 1962 Nurburgring 1000Kms Sports Car Race.



After the starter's flag dropped the Ferrari mechanics decided to change tyres on car number 72!



Paul Warn



MG TD (Trials and Deliberations) Rear End Rebuild

Peter Oldale

Last year at the TD's (affectionately known as Dorothy) MOT, the tester commented that the rear suspension bushings should be replaced in the next year or two. Feeling that there is no time like the present, I decided to do this in February in preparation for the next MOT and in preparation for bringing her out of hibernation. Yes, I know that a 1953 car does not need an MOT but feel that the peace of mind of having an MOT and of having a professional look over the car is well worth while.

The two rear hydraulic suspension dampers came off relatively easily but then as always with an old car one thing led to another and what should have been an afternoon's work turned into several afternoons. But then at least that keeps me happy and out of mischief. It turned out that the dampers were not balanced and at least the offside was ineffective. I considered a modern-day upgrade, but at £600 and the wish to keep as original as possible, I decided on an exchange rebuild. This was done by NTG Services (www.mgbits.com), who advertise on the back page of the MG Car Club magazine, 'Safety Fast'. They provided an excellent service at a very reasonable price. I always have a fear that rare parts could go missing in transit and jeopardise a project, however, NTG organised a pickup and return tracked and insured service with APC for some £15 each way, they did all the administration and labelling for this which for an almost 20KG parcel is excellent value.

It was whilst under the car to remove the dampers that I realised there was more to be done. The rubber boots on the rear brake and hand brake cylinders had disintegrated and needed replacing. The issue here is that to do the work, the brake lines have to be disconnected. Not knowing whether DOT 4 or 5 was in the brake circuit I decided to go the whole hog and flush the system out completely and replace

with Dynolite silicone-based brake fluid. This has the great advantage that it is not hygroscopic and is recommended for cars of this age. I also bought an Easybleed kit which in theory means it is a one-man job to flush the system. However, it turned out that this would only work if the brake reservoir has a screw on top; as some of you will know the TD has a threaded male opening, so the Easybleed kit had to be returned. It then became a two-man job but was greatly aided by the fact that the silicone brake fluid is purple, so it is easy to see when the old colourless fluid has been ejected and replaced with the new fluid.

Once the suspension dampers were removed, I now had a clear view of the leaf springs and their rubber bushings. As can be seen in [photograph 1 below](#) the bushings were clearly starting to wear especially on the outer edges, so as the MOT tester had mentioned, it was time for replacement. The first puzzle was to determine how to remove the springs for bushing replacement. The space afforded between the shackles and shackle nuts is almost none and certainly not enough for their removal. So, I consulted the TD forum of the MG Car Club, which recommended loosening the fixings on the rear wings. I do not know if this advice is meant for perhaps a TC or TF but could see in my case that this would not be sufficient for access and even if the wings were removed completely, it would be a difficult job to realign the bodywork piping. Having puzzled over this for a time, I decided to remove the rear splash apron which gave me loads of space as you can see in [photograph 2 below](#). Removal of the springs, shackles and shackle pins was relatively easy and certainly the experience with my 1936 Peugeot suspension came in very useful. There was just one bushing which proved to be stubborn, this proved in the end to be due to the shackle having been welded at some stage to the shackle pin. I decided on polyurethane replacement shackles, which although much more expensive than rubber ones, last much longer and are not prone to deterioration. These were supplied by Moss, (www.Moss-europe.co.uk), again a very good company with everything you need to hand. One step to note is that when replacing suspension bushings and those on the hydraulic dampers it is important to finally tighten everything when the car's weight is back on all four wheels. In my case I double checked after a test drive. I do not know but suspect that the rubber bushings deteriorated in part due to over tightening prior to loading the suspension, thus preventing them taking up their correct orientations.

I also spotted that the rubber on the axle check straps was starting to deteriorate. Replacements were an unbelievable £49 each. So, a search round the neighbouring farm where I help out from time to time revealed some old rubber horse matting. A short strip cut from this and some rivets for the princely sum of 20p from Grant Barnes an old school saddle maker in Malmesbury and a lick of paint and the job was done. Even if you are not interested in horses, I can only say that a visit to Grant Barnes shop is a delight, a real craftsman and a wonderful smell of leather.

Whilst the car was up in the air, I also took the opportunity to repaint the chassis as there was considerable red over spray from when the body was painted. For this I used

an epoxy 2-part paint from Rustbuster (www.rust.co.uk) and where necessary treated any rust with their rust converter Fe - 123. I have used the epoxy paint before and can highly recommend it as giving a good and durable finish. One tip, do not mix more than you need as any excess paint will go off in a couple of hours and will need to be discarded.

Job done, a test drive followed and pleasingly all seems to be ok including braking in a straight line. The MOT is booked for later this month, so all being well I hope that Dorothy and I will see you at some future Wessex MG club event.



Photograph One



Photograph Two

Would I Lie To You Mark 2

Once again the audience was a little thinner than we had hoped but nevertheless we had again an hilarious evening.

There was disbelief at Peter having eaten a whole baked baby chicken feathers, head and all, when in China, my travelling in southern Russia in an aircraft cabin full of flying chickens, Peter travelling past Kemble at 200 miles an hour, and Paul and Anne having fun with George Harrison and more.

Our Chairman was totally believable, as was Sue slumming it with Princess Anne at a local horsey event.

Well the professional TV version it was not, but great fun

Thank you to the volunteers and the audience.

Maybe see you there next time!



Roger Binney

EVs Versus Internal Combustion Engine

As an undecided fence sitter Rick Meopham will be writing a piece for the April edition relating to the title. In the meantime he has asked that I include the following as a taster...

Imagine if you will a world where all the cars were electric vehicles (EV).

Then along comes some bright spark who invents something totally radical.

'The Internal Combustion Engine'. Think just what an impact this will have on us all.

A vehicle half of the price, half the weight therefore less damaging to our road surfaces, cheaper insurance, less complex to drive and maintain, capable of being refuelled in one tenth of the time and has a range four times that of an EV regardless of weather conditions.

A vehicle that does not rely on the use of environmentally damaging non renewable rare earth materials, uses less steel and other materials in the manufacturing process.

Unlike EVs the Internal Combustion Engine vehicles wouldn't have to be promoted by self serving politicians and the 'Let's glue ourselves to the M25' looneys which would provide immense confidence to potential buyers plus the performance data would be transparent and reliable.

And it's even possible that unlike EVs some of these new fangled Internal Combustion Engine vehicles could still be around in say fifty years time to be referred to as 'Classic Cars'. Ah - We can but dream eh!?

Rick Meopham





Motorcycle Culture in Vietnam

John Bishop

Priscilla and I have just returned from a very full-on two-week trip to Vietnam. The tour started in Ho Chi Minh City (formerly Saigon) where we rapidly donned our summer clothes to cope with a humid thirty five degrees. We then travelled north via Hue and Hoi An to Hanoi which was a rather overcast fifteen degrees. We saw plenty of modern MGs which is not surprising given that Vietnam is an easy target market for the manufacturing plants in China, Thailand and India, although I can find no reference to any MGOA affiliation or ownership of historic models. However I'm not really writing this piece about temperatures or cars, but about the quite extraordinary motorbike culture which exists throughout the country and which added a huge amount of interest to our trip.

I should make clear that my intention here is to write descriptively and factually about what we saw and not to be critical or to pass judgement. Things are just different in south-east Asia and I'm sure that visitors from there to our country would find our rules and regulations very puzzling and challenging.

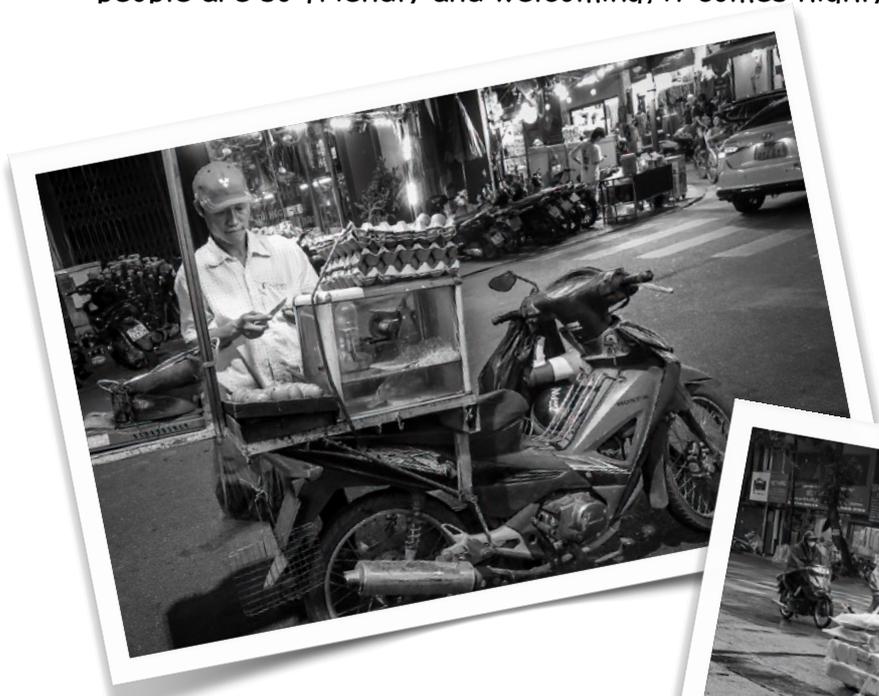
Our visit prompted me to do some Googling to uncover some statistics, but I'm happy to be corrected on any of these. Vietnam apparently holds the fourth largest two-wheeler market in the world (after India, Indonesia and China) with sixty five million registered motorbikes - over 90% of households have a scooter of some kind - while there are about five million cars, giving a ratio of something like 13:1 in favour of two wheels. By way of contrast in the UK in 2022 there were 1.3 million motorbikes and 33 million cars, giving a ration of roughly 25:1 in favour of four wheels. So using the roads in Vietnam is a completely different experience on many levels and is governed by a wholly different set of norms and expectations which we observed, often mesmerised, from the relative safety of our tour coach.

Whilst in this country we expect motorbikes to be either on their own or occasionally in well behaved club groups, in Vietnam they seemingly operate in swarms which ebb and flow in fluid and mysterious ways: there are some wonderful videos of this on Youtube.

In the busy cities this is immediately apparent at red traffic lights where groups of fifty plus bikes soon build up, maybe eight or ten abreast. But the motorbike is far more than a way or getting from A to B and in many cases is the basis of many people's livelihood. Clearly regulations are very different and traders use their bikes to transport

Large numbers of motorbikes cluster around school gates in the afternoons to do the school run when the children obligingly climb aboard. It is commonplace to see three on board and I managed to get a shot of a family of four - we saw a couple of fives but sadly I didn't have the camera handy! Motorbikes often tow trailers and are used as places of business, as a focus for social interaction and sometimes as somewhere to relax with your feet up or even to sleep. The photographs will, I hope, give some

One of the most exciting parts of our trip was a rickshaw ride in Hue where our riders negotiated the traffic with consummate ease and confidence: growing up in Vietnam and experiencing its ways from childhood is, I am sure, the best way to learn. So if you fancy a trip to this country, where the motorbike rules and the people are so friendly and welcoming, it comes highly recommended!







The Motorbike Show Rocks up at The Classic Motor Hub

Paul Warn

Whenever the opportunity arises during the winter months Anne and I take our Morgan "Millie" out to blow the cobwebs away. Recently we made our way via Marlborough and Cirencester and on to the Classic Motor Hub near Bibury - they cook a nice breakfast.

Anyway on arrival we were greeted by one of the staff who informed us that Henry Cole and his fellow presenters were filming an episode of The Motorbike Show. A great series fronted by Henry Cole. It was good to mooch around and watch the proceedings and chat to them.



2024 DIARY UPDATES

ADVANCED NOTICE

2024 ANNUAL PICNIC



at

Bucklers Hard on the Beaulieu Estate

On Sunday 21st July

Costs per person to include short RIVER CRUISE

Adults £11.75 Child £7.45 (Age 5-16 inc.)

Expressions of interest to Gordon & Sandra asap

<mailto:gornew@yahoo.co.uk>

0757374405

Sandra and I have been doing a bit of research for the Annual Club picnic and come up with a trip to Bucklers Hard where we will be able park on the grass in the village.

Sandra and Gordon



Bath Festival of Motoring Saturday 15th and June Sunday 16th June



I have booked a club stand at the Bath Festival of Motoring.

The main show is on the Sunday and I have asked for 10 spaces

All cars need to be booked individually but stating the affiliation to Wessex MG Club

When booking please use this link [Bath Festival of Motoring Exhibitor Entry 2024 - Bath Festival of Motoring](#)

And Enter Wessex MG Club in the club box

Entry for display vehicles is free if booked before May 19th, but donations to the supported charities are welcomed by the organisers.



Martyn



Secretary's Scribbles

Right - I have worked out why my new apple CarPlay stereo failed last month as I replicated the fault recently. The problem is heat -after about 45mins of full belting heat coming out of the car's heating system (I rather like being toasty) it packs up until the car cools where it then comes back to life. Guess I need to be less keen to roast myself in the future.

I have a new project on the TF which is a coolant low level alarm. I have been keeping tabs on the options here as the loss of coolant is a famous problem on the Fs and TFs. Most options are either expensive or involve butchering the coolant reservoir - both of which therefore put me off them. I came across an alternative sold by a TF owner on eBay 'MGF/MGTF - Low coolant alarm kit - no drilling required- The Original!' sold by 'bcotSELL'. The kit has very clear instructions with MGTF photos and all the wiring etc. The sensor is glued on the outside of the reservoir and plugs into the reversing light electrics. One is alerted by a piezo alarm velcroid to the carpet behind your seat. This kit needs no special wiring - it

has all the connectors already on the wires - you just plug it all up following the instructions. I haven't fitted it yet but will let you know how I get on. The kit is about £30 and all you need additionally is the araldite glue and time. The chap has 102 positive reviews in the last 12 months with no 'neutral' or 'negative' reviews. https://www.ebay.co.uk/itm/305053857329?mkcid=16&mkevt=1&mkrid=711-127632-2357-0&ssspo=nv5k3E1FSbu&sssrc=2047675&ssuid=VHsv41jFSW6&widget_ver=artemis&media=COPY

I am getting really excited about the upcoming Battlefields trip - although I admit to carrying quite a lot of anxiety around it. The members going kindly bought me a 'death penny' which was very kind and I have enjoyed the research that I have already completed - the catch is now the trip may need an extra stop on the itinerary.

Tom





CLUB DIARY

2024 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
22nd-25th March	Practical Classics Show		NEC	For Information
25th March	Club Night - Talk on Photography	YES	The Toll Gate Inn	John Bishop
2nd - 4th April	Club Battlefields Trip	YES		Tom Strickland
21st April	"Drive It Day"	YES	The Classic Motor Hub	David Collier
22nd April	Club Night - Prod and Poke	YES	The Toll Gate Inn	
5th May	Haynes Breakfast Meet - British Cars			For Information
17th May	Club Trip to Wales	YES		Graham Bennett
20th May	Club Night	YES		
1st - 2nd June	Masters of Motoring	For Info	Castle Combe & Bowood	
2nd June	Chippenham Lions Cherished Vehicle Show			For Information
3rd June	Club Mystery Run	YES	ITSA MYSTERY!	Terry Warder
9th June	MGS in the Park		Cotswold Wildlife Park Burford	
June (TBC)	Poulshot Cars on the Green			
15&16th June	Bath Rotary Festival of Motoring	YES	Bath	Martyn Lucas
23rd June	Visit to Abingdon Museum & Nuffield Place	YES		Martyn Lucas
24th June	Club Night - Boules	YES	The Toll Gate Inn	



CLUB DIARY

2024 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
29th -30th June	Inter Club MG/Triumph Weekend		The Malvern Showground	
13th July	Wings and Wheels day - The Army Museum of Flying	YES	Middle Wallop Andover	Martyn Lucas
14th July	Atwell-Wilson Museum Car Show	YES	Calne	Martyn Lucas
22nd July	Club Night - BBQ	YES	The Toll Gate Inn	
21st July	Wessex Summer Picnic	YES	Bucklers Hard	Gordon and Sandra Newman
17th-18th August	Post-Abingdon MG Weekend Show		Location (TBC)	
19th August	Club Night - TBA	YES	The Toll Gate Inn	
1st September	The White Horse Car Show		Westbury	
23-Sep	Club Night - TBA	YES	The Toll Gate Inn	
28-Sep	Carpet Bowls		Eddington Village Hall	Roger Binney
28th October	Club Night - TBA	YES	The Toll Gate Inn	
23rd November	Scalextric Challenge		Eddington Village Hall	Roger Binney
25th November	Club Night - AGM	YES	The Toll Gate Inn	
TBA	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.