



WESSEX MG CAR CLUB THE TOLLGATE INN- HOLT

CHAIRMAN'S CHAT

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**NEXT CLUB NIGHT
BRING YOUR
CLASSIC CAR**
Monday 22nd April
Start Time 7:30pm

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

As we have now experienced the warmest day of the year so far let's hope there are more to come and those of us with roadsters will be able to drive with the roof down

The last month has been a fairly busy one for me having spent some time at the NEC Classic Car & Restoration Show, this is a smaller show than the November one and gives the opportunity to see cars of all types from barn find to concours and also to see enthusiast working on project cars, the MG Marque was well represented at the show with cars from all eras.

Our last club night featured a talk and slide show on photography by John Bishop and I would like to thank John for the effort and time he devoted to this for the benefit of fellow club members.

Our Club Battlefields Tour visiting the Somme and Flanders was a very

interesting and informative event and during the 3 days we visited several memorials and cemeteries and on the first night we stayed at a guest house which had a restored original trench and dressing station on site and also large private museum containing WW1 and WW2 items, on our second day in the evening we were at the Menin Gate where some of our group participated in the daily Last Post ceremony by laying a wreath on behalf of the club and also addressing the large audience.

Many thanks to Tom and Nancy for guiding us and imparting the background knowledge of all the battles fought in the area, without his passion and knowledge we certainly would not have been able to do and see so much in the time we were there.

Our next club night at The Tollgate from 8.00pm on Monday 22nd April is a bring your classic car night.

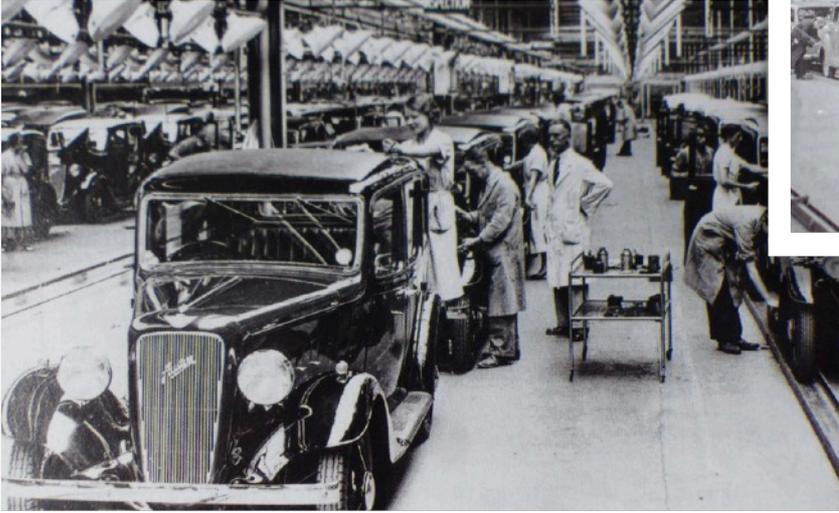
Martyn





The Way It Was

Austin A40s built for export in 1947 - "export or die"



Austin 10s on final inspection 1936



The height of British Leyland's 1970s picket-line infamy



Spilling out of the factory gates at shift's end 1948

Paul Warn





MG TD (T Rials and D eliberations) - MoT, Gaydon and Insurance

Peter Oldale

I am pleased to report that Dorothy flew through her MOT last month. Even the brake balance test was up to standard, so I am now looking forward to attending some events in the coming months.

I attended the MG Car Club, TD register event on Saturday April 6th held at the British Motor Museum, Gaydon. This annual event known as, 'Rebuild', is essentially a technical meeting full of excellent presentations and demonstrations. The topics covered subjects such as SU fuel pumps, oil for classic cars, TD oil pumps and a very useful presentation about the DVLA and the rules of restoration, rebuild and registration. It showed very clearly how our MG Car Club register DVLA representatives play a critical role representing us at DVLA level. I can only comment that without the equivalent role for Peugeots, I would not have been able to register my 1936 Peugeot 201 DL.

It is of course also a chance to chat with fellow enthusiasts and if you can find time visit the excellent museum too. Some members also bring spare parts along for sale. I was very lucky and was able to purchase two second hand rear wings for £60 for a pending project, more on that at a later date, if the project is successful. (See photograph 1 below).

I read recently but blomed if I can find the original reference, so apologies if I have committed plagiarism. The article mentioned that a 'classic' car had been brought to a halt by a blue light Police car as it was identified as not being insured. (See photograph 2 below courtesy of Microsoft). The owner was fortunately able to prove that this was not the case and continue the journey. The inability to prove insurance can be pretty catastrophic with the car possibly being immediately impounded and hefty fines imposed. The police use amongst other information a

database to check a vehicle's insurance status. Normally the insurance company will have notified the database but information can go astray. You can check that your vehicle is on the database by a simply entering your registration number on <https://ownvehicle.askmid.com/>. Well worth the couple of minutes it takes to do this for your own piece of mind. If your vehicle is not on the database, then please contact your insurance company. Personally, I take a copy of the insurance document with me when out and about but up to you as you may consider this an identity/security risk.

Looking forward to seeing some of you at Bibury for the Drive It day at the end of the month.



Photograph 1



Photograph 2



Graham
Risdon

Those of you that follow my YouTube channel, ClassicMGB, will know that whilst I really enjoy the MGs on Track days, , my on-track skills leave a lot to be desired, even spinning on the parade lap last time out at Silverstone! OK - so it was a little damp, and my rear tyres were 20 years old (Yes really!) but mainly it was bad driving that caused the spin. My thoughts then turned to how I might improve before the next Silverstone outing, and that led to investigating a simulator.

Most of the F1 drivers use simulators to hone their skills and following in their footsteps rather appealed so I got onto Facebook marketplace and bought a used Logitech steering wheel, gear shifter and pedal package and a rig with a seat to mount it on. I had an old TV and PC so repurposed those, commandeered a spare bedroom and set the kit up.

There are a wide range of driving simulator software available on the market, but most focus on supercars, GTs and F1 cars and I realised that whilst these are great fun, they would be pretty useless for improving my MGB-GT skills.

After a bit of research, I discovered Assetto Corsa - not the newest software available, but it has a couple of big advantages - firstly, its really cost effective - I paid just £4 for my copy - and secondly, it allows the online community to extend or modify the game by creating their own cars and tracks. As the program is several years old, there's literally hundreds of different cars that are downloadable and can be installed.. Without too much searching, I found a downloadable MGB-GT that has remarkably similar physics and performance to the real car. As the Silverstone GP circuit is part of the standard software, I was all set!

So how does it compare? Well, the track is remarkably detailed and this made learning the circuit really easy - the software also includes an option to have the racing line displayed so its easy to see the correct approach to corners. You can drive the car

from various viewpoints both inside and outside the car. In order to maintain as much realism as possible, I chose the on-board "down the bonnet" camera angle, rather than the more gamer-orientated follow mode. Another useful feature is that detailed statistics, including lap deltas, are shown on screen so you can see where you're improving or not as the case may be! There's several modes available including Practice, Hot Lap, and a full Race Weekend. The "Quick Race" option allows you to race against any cars you like - even another 20 odd MGB-GTs - and you can set how well the AI-based cars perform so you can increase the difficulty level as your skills improve.

There are clearly some differences between the simulator and the real track day experience; my simulator doesn't offer any sense of G-forces in accelerating, braking and cornering and whilst there are simulators that offer this, they're way out of my price range! Also, on the simulator, there's no danger of causing any costly damage to the car, either by overstressing the engine or by hitting something although as Silverstone's runoff areas are designed for F1 cars, there's not much likelihood of the latter at the speeds I managed! This lack of fear does mean that a lap on the simulator is likely to be quite a bit quicker though!

So would I recommend using a simulator to help your track day performance? The answer is an unequivocal Yes. It allows you to practice with nobody else on track, in your own time, to learn the racing lines around the circuit, and also the likely gear change points that you'll need. I also watched a few YouTube tutorials of Silverstone laps, and then used the simulator to try out the different techniques. Spinning off just resulted in the odd bit of colourful language - a quick reset and I was off again. This really helps build confidence so when you get onto the real track, you'll know exactly where the corners are and the lines through them.

Of course, another great aspect of the simulator is that you can indulge in a fantasy or two that are extremely unlikely to happen in real life- I've driven my MGB-GT round Monaco, Spa, and even the Nordschleife so I'll be ready when MGBs-on-Track go continental!

If you want to see how my simulator lap compared to the real thing, head over to the [ClassicMGB channel on YouTube](https://www.youtube.com/watch?v=HOG_dZSQbMU) using this link - https://www.youtube.com/watch?v=HOG_dZSQbMU and let me know what you think in the comments!

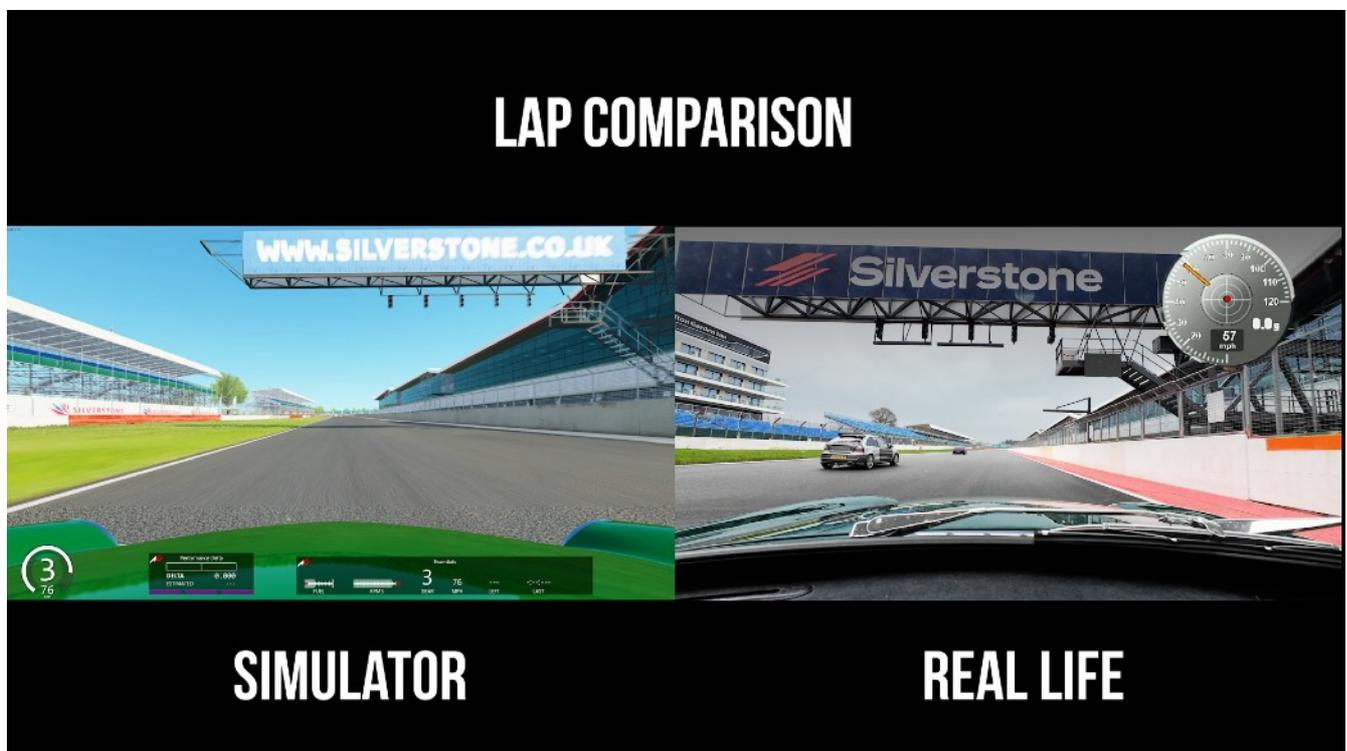
If you'd like some advice on simulators, feel free to drop me a line at grahamrisdon@classicmgb.com





Info Boxout if required

ClassicMGB is a YouTube channel run by MG Car Club member, Graham Risdon, who owns an 1973 MGB-GT and is a self-confessed MGB nut. The channel offers content on a wide range of MGB-related topics including track events, show highlights, viewers cars, as well as feature videos like the "Top 10 famous MGB owners", and even interviews with "celebrity" car nuts like Richard Hammond and Derek Matthewson.





Well it all started
so well, and then!!!...

Roger Binney

It actually just got better and better and better..... ending up being an amazing trip full of discovery, coincidences and bravery. Thank you so much Tom from all the participants.

The tour started with a preparatory meeting and dinner in Devizes some days before the trip, where Tom outlined the tour, gave an extensive background on what we would do and see and little did he know, but received a thank you gift from the group.

We had managed to buy a Death Penny from a local WW1 collector to give to Tom and it unleashed his investigative nature. Death Pennies were given to the families of everyone who died in military service during WW1, and Tom unearthed a huge history about our man, where he was borne, the IOW, his regiment, battalion, and even the battle and circumstances of his death, sadly probably friendly fire. Most exciting, we were able to re-unite the Death Penny with the commemorative name inscription on a monument near the battle site. Probably the first time the Death Penny had travelled to where our man had died...amazing!

So too, with Tom's research skills in hyperdrive, we were able to visit the graves and commemorative sites of several tour members' fallen relatives.. I even found a Binney from the Yorks and Lancs at the monument at Ypres. Who knows if we were related.

Two members proudly wore their grandfathers medals at the Menin Gate evening service and were promptly pulled out of the crowd and taken to the front. Then Sue, proudly and in tears, watched Terry walk to the microphone and give an amazing reading for the watching crowd.

The tour took in a huge number of sites, museums, trenches, monuments, graves and even a tour of caves used in an attack at Ypres. Sadly, the recurrent theme was one of valiant effort and massive sacrifice, frequently only for minimal territory gain, subsequently to be lost once again. Nevertheless we had to admire the effort put in to commemorate and maintain recognition of those who lost their lives.

Thankfully no cars expired during the trip even after a certain white Jag traversed a very muddy dirt track encouraged by Google Maps!

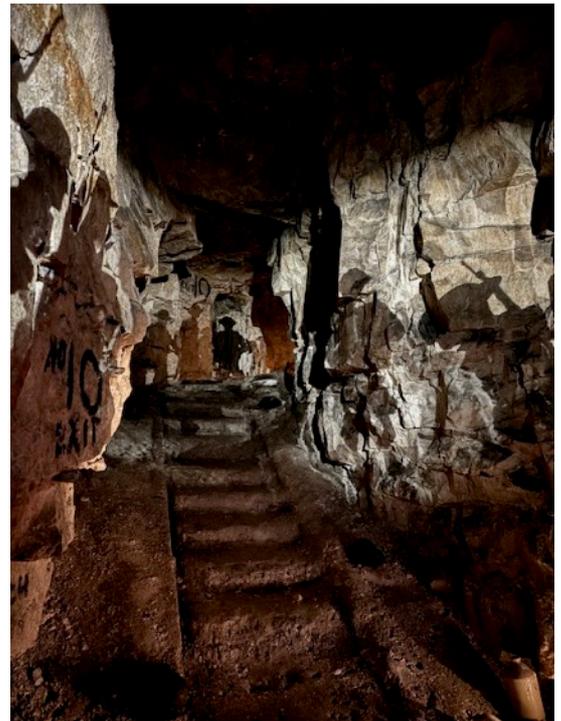


So all returned safely with a few souvenirs and a lot of fond memories, despite the soggy weather we endured.

Lynne however was deeply critical of the group for not putting more pressure on me to buy her Belgian chocolate whilst we visited a high street chocolate shop. You will be pleased to hear I am recovering from the injuries.

Thank you Tom. Amazing effort and great fun. On to the next trip!





The members of the club who went on the Battlefields trip this April presented me with a bronze 'Death Penny' as a thank you – this is the story of the soldier commemorated..

William Gordon Palmer

- Army Number: 1774
- 2nd Battalion Rifle Brigade (The Prince Consort's Own)
- Born in 1888
- From Newport, Isle of Wight
- Commemorated on the Ploegsteert Memorial to the Missing, Panel 10

William's Parents were William Leonard and Laura Eleanore Palmer of Newport. (He was 1 of 7 children).

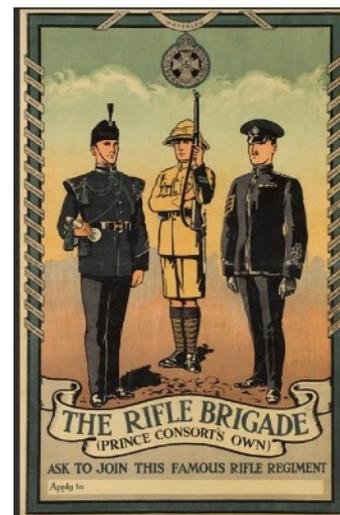
By 1903 he was an Errand Boy in a printers then when he joined the army he was recorded as being a printer. In November 1906 he enrolled at Winchester and was therefore a professional soldier by the time of the First World War.

His army records, which fortunately have survived, record that he was 5ft 7 Inches, Fresh, Blue eyed, Brown haired with a small mole on the left side of his neck.

His battalion (2nd Battalion of the Rifle Brigade) was in India, with him arriving through Calcutta in December 1909 and they were still there in August 1914 when war was declared. He was based initially at Fort William in Calcutta and the regiment even formed the honour guard for the King's departure in January 1912. Though, unfortunately William spent 29 days in hospital in January for



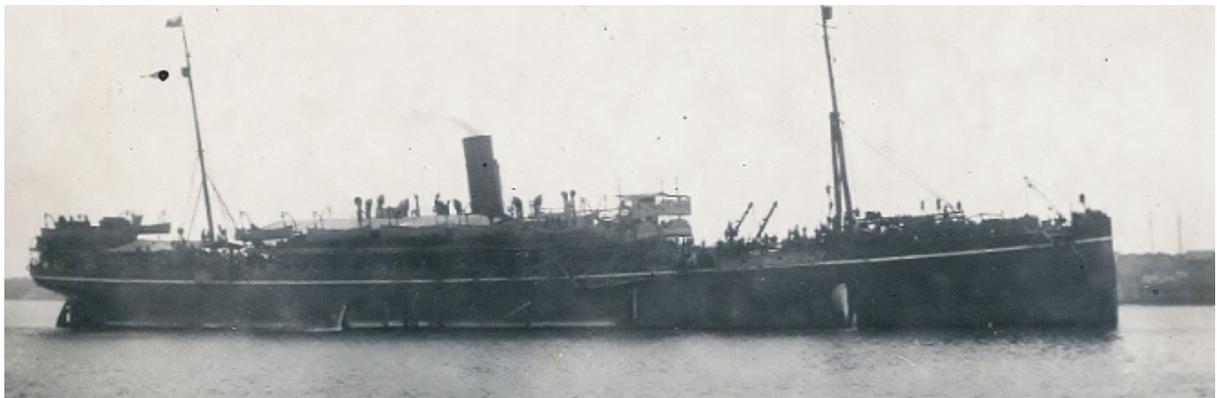
"B" COMPANY'S FOOTBALL TEAM. WINNERS OF THE MINERVA CHALLENGE CUP, CALCUTTA, 1911.



Inflammation of the Liver and so probably missed out on this opportunity. They then moved north to Kuldana, Rawalpindi (Now Pakistan) and was inoculated against typhoid there in July 1914 and it was also here that he extended his service in the army. Kuldana is right in the north guarding the infamous khyber pass.



Following the declaration of war, the battalion returned to Britain from Bombay



on the SS Somali (see above) landing at Liverpool 22nd October 1914. He was then in Winchester Hospital with 'Ague' 23rd October – 26th October 1914.

It wasn't long at all before the battalion heads to France. It lands at Le Havre on 6th November 1914 without William, presumably because he was still recovering.

William eventually crosses to France on 26th January 1915 once fully recovered. The regiment were in **Laventie**, near Estaires. They rotated in and out of the trenches – with much talk of sniping and shelling. It was though, to be at Neuve Chapelle where things were going to get really tough for him.

The Battle of Neuve Chapelle

This was the first proper trench warfare 'positional attack' on the Western Front. It was in cooperation with a French attack to the south and it was hoped that the Germans who were now fighting on the Eastern Front as well would be unable to cope. The battalion attacked on the left of the Indian corps. It must have been interesting for the regiment to be alongside the Indians having spent so long in India before the war.

10th March: At 8.25am the men were out of the trenches and lying down behind the firing line. At 8.35am they advanced attacking in four lines of small columns, each half a platoon. By 8.50 they had reached the village and a section of German trench known as the 'Smith Dorrian Trench' was captured. They also took 50 German prisoners – most found hiding in cellars by the Riflemen

who took the bayonet to them to usher them out. They found the Indians to be level on the right flank and the Royal Irish Rifles to be slightly behind on the left flank. The battalion had done really well and had taken its objective, next it was time to dig in – as they did so the CO requested to HQ for permission to push on as there were few enemy present, but the request was denied as the lefthand side of the attack was held up – they never got such a good opportunity again! They continued to dig in all day, coming under fire from 2 field guns and a Maxim which moved up and down the road in front of the wood to their front.

Casualties = 4 Officers and 112 men killed and wounded.

11th March: They were shelled early in the morning and when the daylight emerged the Germans were seen to have dug a new trench overnight parallel to the edge of the wood to their front. Orders were then received to withdraw when relieved by West Yorks and to form up on the line in order to become the reserve for the next advance. The orders also specified to attack if the Germans counter attacked them. In the meantime, the CO again asked if he could advance and attack the new German trench – this was denied.

12th March: 1am orders came in for an attack at 7am on the new German trench line. At 2am the Indians reported they were leaving to attack forwards. At 4.45am the Germans counter attacked them which was easily repulsed. Then when daylight came the ground in front was seen to be strewn with German dead – many of which were near the new German trench showing that the reserves were hit whilst forming up to attack them. As a result of the German counterattack the planned attack was put back and back to 12.30 with a preliminary bombardment at 12 noon. The Indians had different orders, which were to attack again at 1pm. The Germans had not given up and at about 9am the Germans tried another counterattack which was stopped quickly.

At 12.30 the planned attack started and was immediately hit by machine gun crossfire and rifle fire from the direction of the new German -these positions were 400-800 yards away across No Man's Land. Most of the ground was open ploughed field and only a small percentage of the attackers made it – the remainder were all killed or wounded crossing the open field. The CO therefore ordered the attack to stop as it was impossible to cross the ground under the weight of German fire.

At 4.45pm, Orders were received to attack again at 5.15pm – this time they were specifically told to rush the trenches regardless of loss! There was a short sharp bombardment first but it didn't lessen the amount of fire coming from the German lines. The attack failed in the same manner as the previous one – with even more casualties. The battle was over. The first day had been a success, but this enabled the Germans to co-ordinate a defence that stopped further progress.

The CO recorded the following reasons for the failure:

1. Heavily ploughed fields and ditches running obliquely to the line of attack.
2. Too great a distance to 'rush' the enemy's trench
3. The Germans had been reinforced and well dug in with MGs
4. The British Artillery bombardment was ineffective – probably because it didn't know the exact positions of the enemy.

Total Casualties: 12 Officers and 365 other ranks killed or wounded.

They spend the next few weeks rotating in and out of the trenches at Neuve Chappelle – improving them. The weather was particularly poor at this time.

The Battle of Aubers Ridge

Aubers Ridge is not far from Neuve Chappelle and the battle was again timed to attack alongside a French attack – they were attacking Vimy Ridge. The attack was planned as a pincer attack – north and south to the slightly raised ridge around the village of Aubers. Unlike at Neuve Chappel there was no part of this battle that could be considered a success!

The battle started on the 9th May and at some point on this first day William was killed..

9th May. The British bombardment dropped a good many shells short of the Germans and on to William's Battalion. So much fire landed short that men retired from the advance sap and front line trench as they were hit by the friendly fire.

At 5.40am the first line advanced – the German front line was captured, and they pressed on, although suffering heavy casualties. There was a lot of confusion. Some made it into the German front line - Red and Yellow flags were flown to HQ that they had occupied the German front line. The neighbouring flank units had both failed to be as successful, so bombing parties were sent sideways down the German trenches to support.

Bombs (grenades) were in short supply. They had now an exposed front of 250 yards of captured German line. Some of the men were then pushed back by MG fire enfilading them from the flanks. In the captured German trench the riflemen got a captured German MG firing but were increasingly cut off in the exposed position. They managed to successfully repel a German counterattack. Then in a quiet period the CO went back for reinforcements and returned with anyone he could find – about 70 men and 2 more MGs.

When William was killed cannot be pin pointed – he may have been killed by the friendly fire at the start or as part of the battle to gain and hold this new exposed position.

On the 10th May with Rifleman William Gordon Palmer now dead his battalion held on against more counterattacks during the night. Despite the British MGs doing severe damage to the Germans, they were unfortunately driven out of the trench and retired back to the British lines.

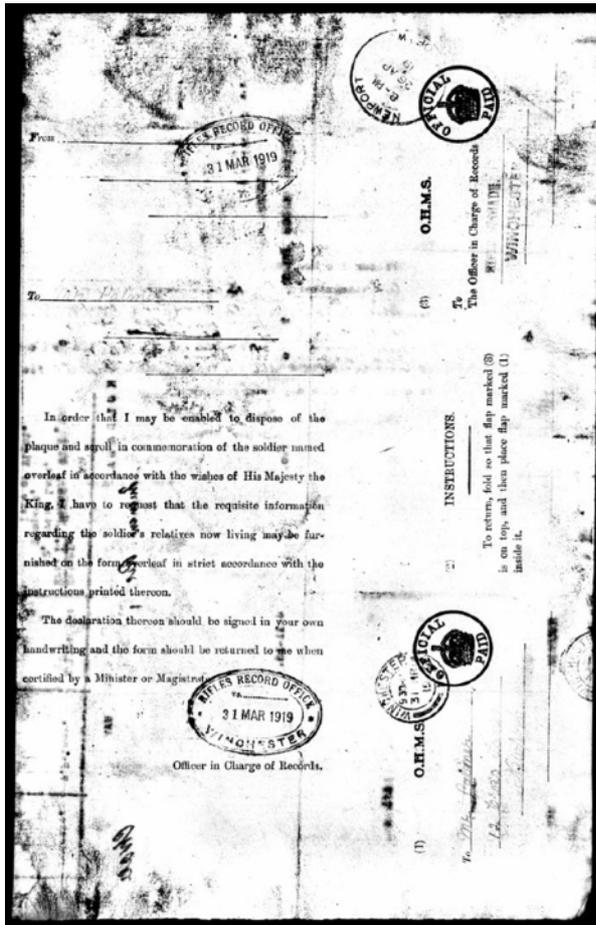
So, at 5am on the 10th May the battalion consisted of only 3 Officers and 195 men!

Casualties from the engagement were listed as:

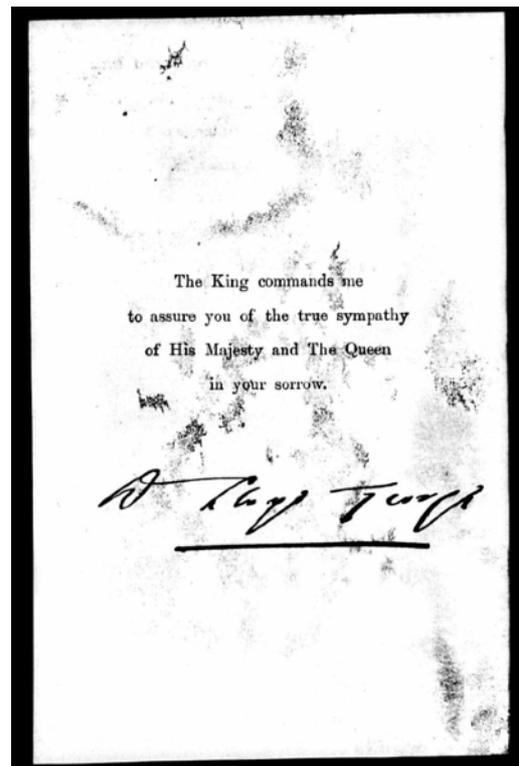
Men: 77 Killed, 340 Wounded and 194 missing, 18 wounded and missing. Officers: 9 Killed, 8 Wounded and 4 Missing

The Battle is often referred to as an 'unmitigated disaster'

Here is his 'Death Penny' plaque as presented to myself by Wessex MG Club. They were issued to all families of Empire service personnel killed in WW1. 1,355,000 plaques were issued, which used a total of 450 tons of bronze, and continued to be issued into the 1930s to commemorate people who died as a consequence of the war.



These documents from William's records are in reference to his death - they are associated with his scroll and death penny that the family would have received.





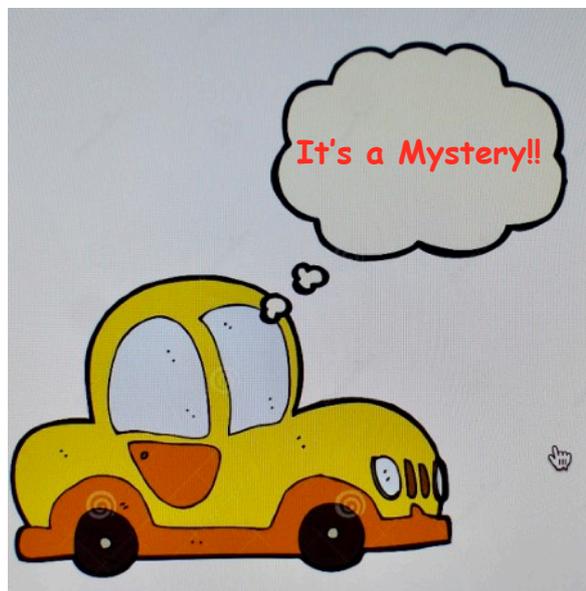
“ ALL THAT IS LEFT OF THEM ”

THE SURVIVORS OF THE ORIGINAL 2ND BATTALION, RIFLE BRIGADE

The 2nd Battalion, Rifle Brigade, went out to France in 1914 with the original B.E.F.—twenty-nine officers and 930 other ranks. Of that battalion as then constituted only the above remain. They have left 800 men buried in France. In the centre is Major J. H. Alldridge, M.C., D.C.M. On his left is R.S.M. Doulton, and on his right R.Q.M.S. Watkins

2024 DIARY UPDATES

Club Mystery Run on Monday 3rd of June



The run will start from B&Q car park in Trowbridge. Participants need to be there no later than 6.15 pm.

The run is about 29 miles long and should take about an hour and a half - it is not a race, just a gentle drive around the countryside.

We will end - as usual - in a pub for a meal.

The pub would like to know the approximate numbers, so we would like to hear from those who will be taking part.

Please email us on suewarder60@gmail.com.



Terry and Sue

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





Secretary's Scribbles

My new coolant alarm that I was telling you about last month is a winner - the hardest part of fitting it was removing the engine cover under the hood. Once this was done it was just a matter of following the excellent instructions and connecting things up and using cable ties - it was super easy. The buzzer Velcro's to the carpet behind the drivers seat so easy to hear even when the hood is down. You can find the kit on eBay 'MGF/MGTF - Low coolant alarm kit - no drilling required- The Original!' sold by 'bcotsell'. 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

The Great War Battlefield's trip was a great success and I will let someone else write it up. It was an absolute pleasure to lead the group and I know there are discussions about maybe doing another tour next year - I will let the club know when I have decided the best option. Please do ask the people who went about the 4x4 cross country contest that was had between Paul Adam's E Type and the Malcolm's Nissan Navara...

Tom





CLUB DIARY

2024 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
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	
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



CLUB DIARY

2024 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
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.