



# WESSEX MG CAR CLUB THE TOLLGATE INN- HOLT

## CHAIRMAN'S CHAT

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#### NEXT CLUB NIGHT

Social Evening

Monday 23rd

September

Start Time 8:00 pm

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

According to my diary autumn begins September 22<sup>nd</sup> but there is still a lot of activity to be enjoyed at club events.

Since the last newsletter the main event was the action day in Tom's field, congratulations to Steve Todd who was the winner in a close contest and is the holder of the Vic Wright trophy for the next year, many thanks to Nancy and Tom for hosting this day for the club.

I went along to the September Haynes Breakfast Meet and was joined by several Wessex members, there was a good selection of cars from all marques at this meet.

Coming up in the next few weeks we have two events to test your bowling skills, firstly on Saturday

September 28<sup>th</sup> the Carpet Bowls at Edington and then on Saturday October 26<sup>th</sup> the Annual Wessex Skittles night at The White Hart Atworth, if you have not already put your name on the list for either of these nights there is still time to do so.

Shortly after you receive this newsletter I will be catching the ferry to the Isle of Man for the Motoring Festival which this year MG is one of the headline marques, I am hoping that the weather is reasonable!

Our next club night is on Monday 23<sup>rd</sup> September from 8.00pm at The Tollgate and will be a general social evening

**Martyn**





# CALLING NOTICE - WESSEX MG CLUB AGM- 2024

## AGM

Please be advised that in accordance with the Club's rules, two month's notice is given for our Annual General Meeting.

### Wessex MG Club

## 2024 Annual General Meeting

Notice is hereby given that the above meeting will take place on the

**25th November**

at

**The Tollgate Inn - Holt**

commencing at

**8:00 pm**

Preceded from 7.30 onwards by the payment of subscriptions for the 2025 season.

Notice of any resolution to be proposed at the AGM should be given in writing/email to the Secretary (Tom Strickland) before the 1<sup>st</sup> November

The proceedings of the meeting shall be as follows:

### **Agenda for AGM**

1. Apologies for absence.
2. Approval of minutes of 2023 AGM.
3. Chairman's Report.
4. Treasurer's Report.
5. Consideration of any motions received.

#### **Break**

**- Photo competition**

**- Voting for awards**

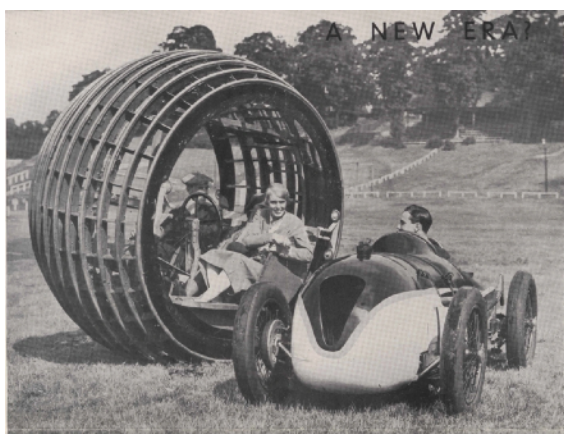
6. Election of Committee for 2025.
7. Presentation of Awards.
8. Arrangements for 2025 AGM.
9. Any other business.

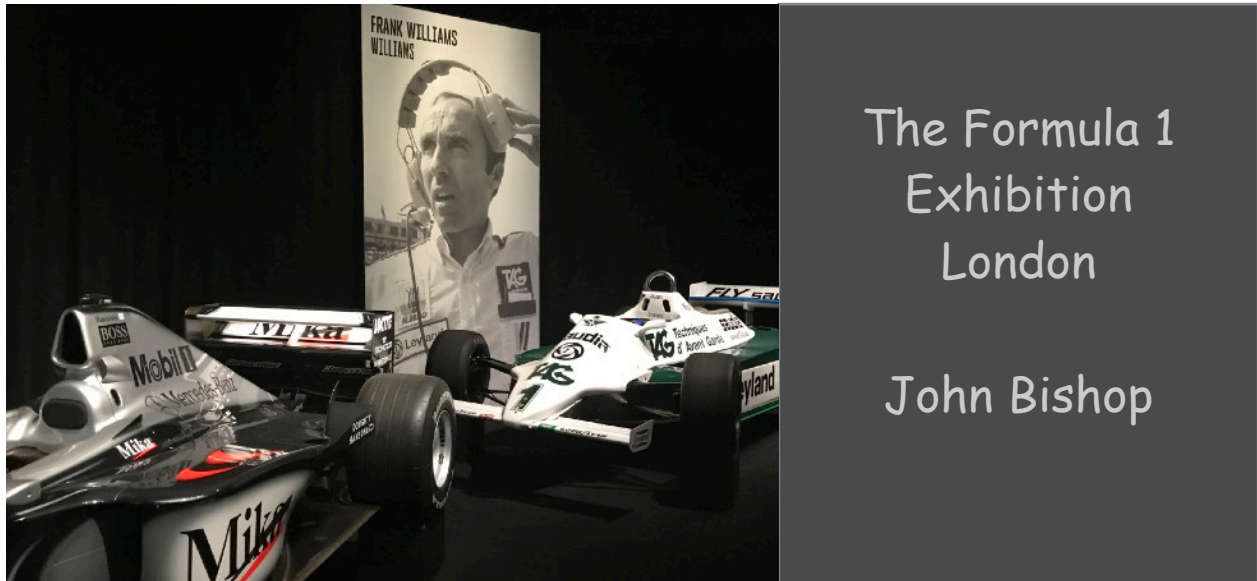
## The Way It Was

### THE GYROCAR



In 1930 John Archibald Purves created a gyrocar called the Dynasphere. It consisted of a 450kg iron latticework built like a wheel with a small petrol-powered engine. The device was steered by the driver leaning in the desired direction of travel...





**W**e recently visited our son and daughter-in-law in South London and were expecting a couple of lazy days, maybe a walk in Richmond Park and maybe one or two nice pub meals. On Saturday afternoon, however, it was announced that we were going on an outing to ExCeL to visit the touring F1 exhibition which, in its advertising blurb, promised to "lift the curtain on one of sport's greatest stories".

And indeed it proved to be a really interesting trip. The exhibition is organised in six main rooms, each with a different approach and offering a range of perspectives - a couple of hours is about right before you hit information overload. There is an energetic mix of famous F1 cars (seven of them), history, regalia and a huge amount of information conveyed either through boards or an audio commentary. F1 has always been technologically based and this is a focus for much of the material on offer.

So if you are keen to learn more about wind tunnels, porpoising, steering wheels (about £50k each), tyre construction or carbon fibre technology you will be in seventh heaven. It's also fun to be a couple of feet away from an F1 car that you have cheered on in the past. There is plenty there to learn about some of the famous team managers and inevitably about Bernie Ecclestone. A sobering moment was standing in front of the burned out carbon fibre monocoque which saved Romain Grosjean's life in Bahrain in 2020. Safety, of course, is also a key focus.

Is it worth going? That depends on the individual I guess. At £25 it's cheaper than a ticket to the British GP at Silverstone: it provides a genuinely illuminating look at the history of the sport and the route it has taken to becoming the glitzy, billion pound industry it has become today.









## Filling The Space and Downsizing

Roger & Lynne Binney

Last month Roger Binney wrote a piece entitled "The Old Girl's Sold" that is his MGA. He included a post script...

"...Another 1966 classic is soon to be delivered to my garage, but this time with only two wheels..."

So our lovely "A" finally went to a new home and is hopefully putting a smile on the new owners face when he opens the garage doors. 24 years of mostly fun! But with just two motorbikes and an e-mountainbike, my garage suddenly felt very empty...only one thing to do!

But the story starts a long long way back, 1968.

Having decided to go to Newcastle University, my parents took the very wise view that I would need a bike upgrade from my Bantam, to something more appropriate to the Great North Road journeys. Who was I to argue?

So Lynne (17 at the time) and I visited the Royal Enfield shop in Sheffield and spotted the only one worth buying....the lovely cafe racer, 250 Enfield Continental GT.

Persuasion prevailed and we rode one home with a big smile on my face.

In the death throws of UK's Royal Enfield, due to lack of investment and development, the company produced an outstanding bike for its time. A beautiful cafe racer, the fastest 250 of its time, and certainly a good looker. But soon after, the company closed and the name was sold to India where the famous Bullet continued to be produced.

Roll on the years to 12 years ago and a visit round the Enfield factory in Madras, where I spotted a new prototype, a 535cc copy of the old bike, still to be called the Continental GT. "If you ever sell them in Europe" I said. "I want one of the first".

Roll on two years.."Where do you want your Continental to be delivered to?" Said the European Director, on the phone. ....then soon to be in my garage!.... A near memory of my earlier bike.

But then, the space in my garage appeared post MGA and soon after was spotted an advert for a 1966 Royal Enfield 250 Continental GT, restored by the British Motor Cycle museum. Only one course of action possible..



So now stands three bikes in my garage and one of the a beautiful replica of my 1968 bike.

So eight wheels before, excluding the e-bike, and now a downsized six, but a garage brim full of memories.

Lynne and I toured Scotland on that bike, with a crawl in tent, a single Gaz stove, two sleeping bags and not much else. But we were 17 and 18 so what else did we need!

Memories.....



**1966**

**2014**

**ROYAL ENFIELD CONTINENTAL GT**

**OLD vs NEW**

The 1960s original was a raceraping 250 beloved of learners with a lust for speed. Its 2014 namesake is a cafe racer offering classic style without the hassle for just over £5k, and it's proving a sales success. So, which is for you?

**L**unched in 1965, the original Continental GT was Enfield's genuine instrument for the removal of cash from L plate 210 pilots' pockets. Styled like a little red Marx Norton, complete with spooty flyscreen, clip-ons, marsters and a hump-backed seat, boasting a fine chassis and powered by Enfield's 246cc (70 x 64.5mm) 9.5:1 pushrod, overhead valve four-stroke single driving through a three-speed five-speed gearbox, the bike was an appealing machine for speed-shy youngsters.

Unless you're a newcomer to this planet, you'll know that the Royal Enfield production barn was handed from the UK to India some half a century ago. The new Continental GT, the brainchild of current boss Siddhartha Lal, was launched last year, with what can only be described as immaculate timing. Into a world of expensive fuel, expensive motorcycles, heavy traffic,

classophobic speed limits and a sudden appetite among great swathes of the population for all things cafe racer, Enfield released an off-the-shelf roadhouse with an attractive price (£5,199), a heritage-laden name (production in three iterations, no less - that's authenticity), the right looks and trend come like a left-foot gearbox, electric start, mirrors and a two-year warranty.

So is the new one any good? Was the old one any good? And can a half-decent, legally-allowed 2014 motorcycle see the acid and the sun in anything like the same way as a genuine 1960s machine? To find out, we've brought a 2014 Continental GT to meet Classic Bike reader and original Continental GT owner Nick Turner. We looked at the two bikes while having a cup of tea and took them for a ride on the roads and back lanes of rural Essex, swapping between the two bikes as we went, before phoning up for a highly scientific evaluation of the two machines... 30



## Grand Prix de Puy Notre Dame

Roger & Lynne Binney

During the last week of July the village of Le Puy Notre Dame, a few miles south west of Saumur, in the Loire valley, closes its roads to ordinary traffic (not that there is much on the French country roads) and gives itself to pure motoring nostalgia. Roads throughout the village are lined with straw bales, creating a winding grand prix circuit with Le Bar Morgan at its centre. The village is closed off for two days and becomes a Mecca for pre war three wheelers, cars and motor cycles.

The wooded centre of the village becomes the pits, food outlets and of course somewhere to buy beer and wine. The atmosphere is amazing enhanced by a mesmerising smell of petrol, oil and grilling meat.

Cars and bikes are aplenty and the drivers and riders dress to the era.

You park anywhere outside the village circuit, free of course, and with not a marshal in sight.

You have to wait for the racing to stop to allow you to cross the road (sorry, circuit) and in you go, dogs, children and envious motor-heads.

In normally beautiful August sunshine the racing starts by class and there are plenty of Morgans and MG's present and because of the time period, plenty of classic British motor bikes too.

And everyone really goes for it with the inevitable bump and spill.

It is a classic French event, casual, friendly and free, something we seem to have lost to money-making and health and safety pressures in the UK.

I and a French neighbour go each year and another British friend, now a French resident, races his Squirrel there.

The French seem to love classic cars and another fun event takes place during the first week of September at another nearby village, St Maure de Touraine. St Maure was on the main Paris to south of France drive and the road was annually blocked by traffic before the new parallel super-good motorway was built.



So to celebrate "le grand bouchon" (the great traffic jam) the two ends of the village are closed and classic cars circulate up and down the high street, attired in holiday get ups, hooting horns and harassed by "gendarmes" threatening them with fines for slow driving. Needless to say wine, period music and food and wine is not far way. A great way to close the summer.









## Secretary's Scribbles

If Paul had asked for my article a day ago then I would have been a bit lost for words.. however I had an interesting day today with the TF. I decided to have another go sorting the remote boot release system as it is a pain to have to switch the car off and use the key each time to open the boot. I had left the solenoid and wiring in place after my previous attempt so all I needed was to reattach a switch and fettle it, or so I thought. I came up with a plan to mount the switch like a James Bond one inside the ashtray I also bought a very cheap 2<sup>nd</sup> Hand catch so that I could play around with it and properly understand how it works as the one on the car is difficult to see and upside down. Anyway, I got it all together and as soon as I tried to use the electric solenoid, I started to have the same problems as before with the boot not shutting well - if I unplugged the electric cables and left everything else in place all was OK - which is a bit strange. I played around with positions and looked at whether I was causing any electrical earthing issues with the metal cable and whether anything was fouling which

didn't do any good. I played with my practice catch a bit more and decided there was less play in the lever on it than the one on the car so decided to swap them over and see if that was the problem. So, I swapped them over and went to check the location of the catch by trial shutting the boot... ah oh s\*\*t. I hadn't connected the cable up to the key lock and so as I currently sit here I have no - zero - ways of opening my shut boot. Now if you were in a hatchback etc you could access the boot from the car - But not in a TF with it's frustratingly located engine bay. I have a choice - I either bust my way in through the light cluster or go through the engine bay and see if I can undo the hinges and get enough access to move the lever in the catch at the other side of the boot in its rather inaccessible spot. I put a post on the TF Facebook page and another chap in a Grey TF fiddling to fit his electronic boot release had done exactly the same and he had gone in through the rear passenger light cluster - so I think that will be the answer. At least you can pick up an ebay light cluster for about £20. Fingers crossed.. **Tom**







## CLUB DIARY

2024 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
23-Sep	Club Night - Social Evening	YES	The Toll Gate Inn	
28&29 Sept	Somerset Festival of Transport	For Info	West Woodlands Showground	Martyn Lucas
28-Sep	Carpet Bowls		Eddington Village Hall	Roger Binney
26th October	Club Skittles Evening		White Hart Atworth	Peter Hine
28th October	Club Night - Tom Strickland Remembrance Talk	YES	The Toll Gate Inn	
23rd November	Scalextric Challenge		Eddington Village Hall	Roger Binney
25th November	Club Night - <b>AGM</b>	YES	The Toll Gate Inn	
7th 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	<a href="mailto:stricklandto@hotmail.com">stricklandto@hotmail.com</a>
Club Sail Banner	Kevin Meakin	01380 727151	<a href="mailto:kevinmg1@live.com">kevinmg1@live.com</a>
Event Shelter + Sides	Kevin Meakin	01380 727151	<a href="mailto:kevinmg1@live.com">kevinmg1@live.com</a>
Projector	Paul Warn	01225 768676	<a href="mailto:paul.william.warn@gmail.com">paul.william.warn@gmail.com</a>
Speakers	Paul Warn	01225 768676	<a href="mailto:paul.william.warn@gmail.com">paul.william.warn@gmail.com</a>
Projector Stand	Paul Warn	01225 768676	<a href="mailto:paul.william.warn@gmail.com">paul.william.warn@gmail.com</a>
Projector Screen & Cover	Paul Warn	01225 768676	<a href="mailto:paul.william.warn@gmail.com">paul.william.warn@gmail.com</a>
Set of Boules	Terry Warder	01225 766068	<a href="mailto:suewarder60@gmail.com">suewarder60@gmail.com</a>

### 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.