



WESSEX MG CAR CLUB THE TOLLGATE INN- HOLT

CHAIRMAN'S CHAT

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NEXT CLUB NIGHT

APRIL 28th

Prod & Poke

Start Time 7:00 pm

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

Since the clocks have changed it has given more opportunities to get out and about in our cherished cars and the weather has also been reasonable on most days

In late March I spent a weekend at the NEC Practical Classics Restoration Show, this is a "hands-on" show with many stands have cars on which work is being carried out.

Our last club night was well attended, and it was a very interesting presentation given by the Wessex 4x4 Response volunteers, thanks to Graham Bennett for organising this.

There are three big MG anniversaries in 2025, the 60th Anniversary celebration on Sunday June 1st for the MGB GT at The Cotswold Wildlife Park Burford, and then on Sunday July 6th we have MGF30 celebrations at The British Motor Museum, Gaydon and on Sunday 20th July the 40th anniversary picnic for Wessex MG Club at Langford Lakes, I have already put all three in my diary.

Over the late May Bank Holiday weekend some of our group will be in Shropshire for the Club Weekend Away, now is the time to start thinking about the 2026 weekend away and your committee welcome suggestions of where you would like to go.

Following the club Battlefields trip to Normandy, which I believe was enjoyed by all who attended, Tom is considering a trip in 2026 to Berlin, details will emerge in due course.

If you want to join fellow club members at The Gloucester Country and Steam Show in August, and have not already let me have your signed form could you please let me have it by the end of April

Our forthcoming club night on Monday April 28th at The Tollgate is a bring your classic car night starting at the earlier time of 7:00pm to make maximum use of the light. Hope to see you and your car on the evening

Martyn





CLUB DIARY

2025 EVENTS DIARY				
Date	Event	Start Time	Venue	Additional Information
24th March	Club Night - Presentation Wessex 4x4 Response Team	8:00pm	The Toll Gate Inn	
6th April	MGB Register Spring Run		TBA	
18th - 21st April	Easter Bank Holiday			
27th April	Drive It Day	See Page 4 below	Classic Motor Hub	
27th April	Drive It Day		Atwell-Wilson Motor Museum	
28th April	Club night - Prod and Poke night	8:00pm	The Toll Gate Inn	
TBA	COMMITTEE MEETING	TBA		
18th May	Chippenham Rotary Club Run			Chris McCormack
19th May	Club Night - Mystery Run	TBA	TBA	
23rd -26th May	Club Spring Weekend Away		Ironbridge	
1st June	MGs in the Park			Celebrating Anniversary of the MGB
1st June	Chippenham Lions			
7th-8th June	Nick Mason Open Day		Middlewick House Corsham	Chris McCormack
8th June	Classic & Super Car Event		Bowood Park	
15th June	Steeple Ashton Classic Car Show		Steeple Ashton	Graham Risdon
23rd June	Club night - Boules	8:00pm	The Toll Gate Inn	
28/29 June	Charlton Park Classic		Charlton Park Nr Malmesbury	Inaugural event featuring Classic & Super Cars and Vintage Aircraft



2025 EVENTS DIARY				
Date	Event	Start Time	Venue	Additional Information
12th July	Wings and Wheels at Middle Wallop		Middle Wallop Flying Station	Historic Aircraft, Classic and Super Cars and Motor Bikes
13th July	Atwell Wilson Museum Show Open Day		Atwell Wilson Motor Museum	
20th July	WESSEX MG 40th Anniversary Picnic	TBA	Langford Lakes Nature Reserve	Given the importance of this occasion, the club will subsidise this event.
28th July	Club night -	8:00pm	The Toll Gate Inn	
1st - 3rd August	Gloucestershire Vintage & Country Show		South Cerney	
18th August	Club Night -	8:00pm	The Toll Gate Inn	
TBA	MGs in Tom's Field	TBA	Tom & Nancy's Home address	
22nd September	Club night -	8:00pm	The Toll Gate Inn	
27th October	Club night -	8:00pm	The Toll Gate Inn	
TBA	COMMITTEE MEETING			Martyn Lucas
24th November	Club night - AGM	8:00pm	The Toll Gate Inn	Club AGM
TBA	Christmas Party	Yes	The Toll Gate Inn	



SUNDAY
27TH APRIL

Event starts at 10am

We will depart from Morrisons

Chippenham car park at 9am sharp!

See you either at Morrisons, or at the
Classic Motor Hub itself near Bibury



Should be a cracking day.

Dave

THE WAY IT WAS

The Magneto



Magnetos seem and are lightyears from the modern computer-controlled combustion engines which we have now relying on Electronic Control Unit (ECU) to optimise various engine parameters.

Magnetos date back to the dawn of the internal combustion engine. A mysterious little machine that produces sparks without a battery, the magneto was fitted to most cars of the pre-war years - and is still a requirement for modern piston-engined aircraft.

Piston-engined aircraft are required to have dual magneto systems as it is usually possible to anticipate failures with magnetos, whereas electronic systems can fail without warning - and be very expensive to replace assuming you can get the fiendishly clever little mites in this - say it quietly - Donald Trump era of tariffs.

They're even used on Top Fuel Dragsters, as modern magnetos pack a bigger punch than most other ignition systems.

Magnetos have always been a back art, and those that really know how to rebuild them tend to keep the trade secrets to themselves...





A Story That Includes
- a Turnip, Twins,
Aston Martin and a Pot
Bellied Pig.

Malcolm Taylor

I belong to a short-story Writing Group and this month's task was a story that includes all you see in the title...

FOUR LEGS PLUS FOUR WHEELS

The twins were models and were known as the longest four legged creation in the business, as they were often hired to appear side by side.

They were looking forward to their next assignment, to appear on the Aston Martin stand at the Earls Court Motor Show. This would be their most prestigious assignment so far.

They were to be as scantily clad as possible and wander around handing out brochures and obviously to pose with the cars whenever there was a photo opportunity.

At one such event, Amanda was sat in the car, leaning out of the window, smiling and waving at the camera. Georgina was draped seductively over the bonnet.

They noticed a particularly grotesque individual lurking around. He was dressed in country tweeds that were bulging at the seams as he was so fat.

'Urgh, gives me the creeps,' said Georgina. 'He looks like a pot bellied pig.'

He eventually approached them and waved his arms around and shouted at Georgina.

'Get off there you trollop. Those stilleto heels will damage the paintwork of that beautiful creation.'

Mark, one of the young salesmen came dashing over to the girls defence.

'Clear off back to the farm Giles and leave the girls alone.'

'Thank you Mark, you are my hero,' cooed Georgina.

'Do you know who I am, sonny?'

'I don't care who you are or whether you grow turnips or potatoes, just clear off and leave the girls alone.'

'I'm Claud Farnworth and I own three Aston Martin dealerships including the one you used to work for.'

Oh dear, Mark seemed to have brought an end to his sales career with Farnworth and Courtney, but at least he had impressed the girls.

MG TD **T**rials and **D**eliberations -

As those who are also members of the MG Car Club may know, the TD register held their annual technical meeting at the British Motor Museum in Gaydon on March 22nd, entitled, 'Maintaining the Breed'.

One of the topics was distributors by Paul Ireland, who has also written a book, '**Classic Engines, Modern Fuel**'. Paul is exceptionally knowledgeable on the subject and everything else related to engine management including carburettors. Although not necessarily exactly applicable to later marques of MG, the basics are much the same. I can thoroughly recommend the book.

https://www.google.com/search?q=classics+engines+modern+fuel&rlz=1C1RFPM_enGB921GB921&oq=classics+engines+modern+fuel&gs_lcrp=EgZjaHJvbWUyBggAEEUYOdIBCTE3MDE2ajBqN6gCALACAA&sourceid=chrome&ie=UTF-8

Other topics included, 'Steering and Suspension', by Ron Gammons of Brown and Gammons, (<https://www.ukmgparts.com/>) and very practical information on Touring in a classic MG presented by Bill Silcock.

A very informative day was had by all



Peter Oldale



More Rogue Wessex MG Vehicle Histories - Royal Enfield Motorcycles

Roger Binney

Having sold off my lovely MGA, a space opened up in my garage alongside my two other bikes, that needed to be filled. The result was a 250cc Royal Enfield Continental GT bought on route to my mother in laws funeral (I know !).

The bike, restored by the British Motorcycle Museum is exactly the same as I had to go to university way back when I was 19 and Lynne 18, so it had to be done. But, I thought you might be interested in a little interesting history about the company, particularly because of its connection with Trowbridge.

In 1891, a Redditch-based needle-making company of 50 years standing which had just commenced manufacturing bicycles, was bought by a couple of entrepreneurs.

In 1893 they won a contract to supply parts to The Royal Small Arms Factory of Enfield and renamed the company The Enfield Manufacturing Company with their bicycles named Royal Enfield and their logo "Made like a gun".

In 1898 they produced their first motorised vehicle which in fact had four wheels and called The Quadricycle had a $\frac{1}{2}$ French De Dion engine and was entered into a "race" from Edinburgh to London and back. The result was not convincing! 1901 saw their first two-wheeler with a $\frac{1}{2}$ horsepower motor in front of the handlebars, connected by a long leather belt to the rear wheel.



Things had moved on rapidly by 1909 when they produced their first V-twin which looks remarkably familiar and did win races.

1914 saw their first 2 stroke going into production with a 770cc 6hp engine. The bike was readily sold to the British, Belgian, French, American and Imperial Russian armies (we actually manufactured and exported things in those days!)

1924 even saw the introduction of a ladies 225cc step-through bike.

By 1930 we see something very familiar in design to today's bikes, now with 350 and 500cc side and overhead valve variants and in 1932 the famous Royal Enfield Bullet arrived, surviving as a name to this day!

1940 saw the introduction of the Flying Flea a 125cc bike that could be parachuted behind enemy lines.



By 1949 the Bullet was now very established and Madras Motors started to import and assemble the bikes, soon to be iconic in India. By 1955 Madras Motors were manufacturing Bullets themselves and some years back I had the luck of being taken around the factory there, around which another story was framed!

Whilst the Bullet was perfect for India, cheap, easily maintained and reliable, the company in the UK had

lost its innovative drive and was losing out to new Japanese designs except for one iconic design, the 250 Continental GT, which was styled on the popular Café Racer of the day. The bike was highly desirable but relatively expensive (£250 in 1966). It was the aspiration of every young biker before they moved onto the much bigger Triumphs.

Only two models were by 1967 then left in production, the 250 and a 750 and the factory at Redditch closed in 1967, followed by the Bradford on Avon in 1970. The end of an era and sadly a not untypical story of British engineering and manufacture.

However, the Indian owned Enfield company prospered producing the cheap, reliable Bullet and was bought out by the Indian Eicher Group, after which it has never looked back!

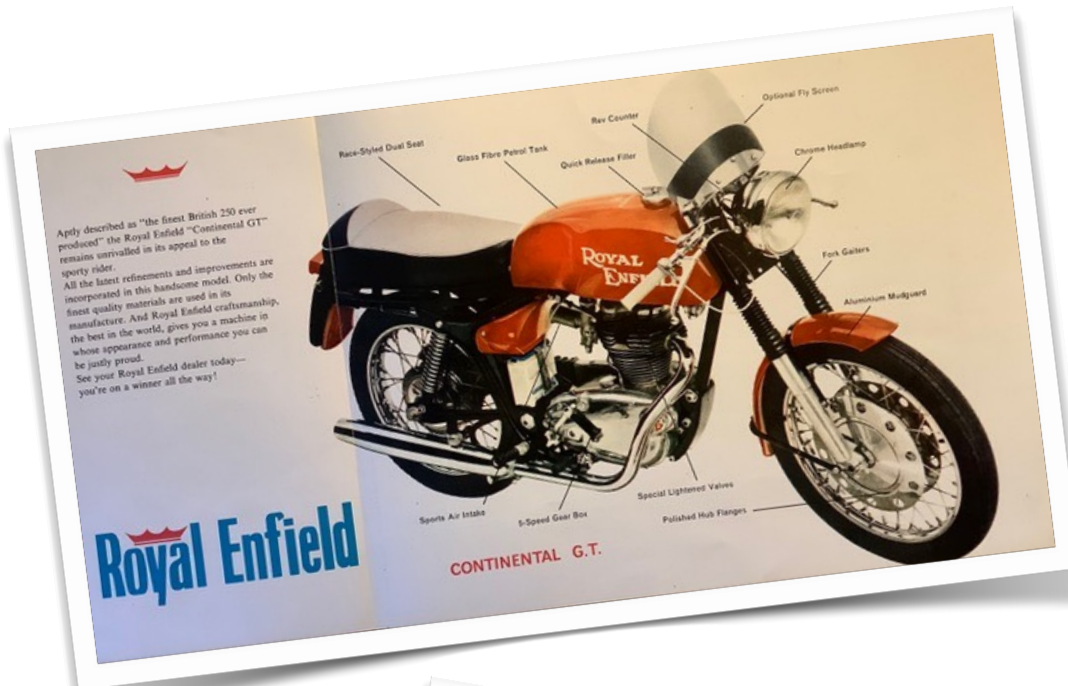
Investment in an iconic brand name has seen huge success rivalling the likes of Harley Davidson, producing a wide range of variants appealing to both young riders and "oldies". Their success has led to a further two new factories in India and in

2013, forty eight years after the original Continental GT, a new 535 cc copy was produced celebrating its heritage (one of those in my garage too!).

Ironically Enfield India in 2017 set up a Technology centre back here in the UK in Leicestershire, employing 100 engineers and setting them fair for the future and a further production plant in India and operations in Milwaukee, of all places, the home of Harley D.

120 years of motorcycling they now claim and one of the most successful engineering companies in the world.





G.T. SPECIFICATION

Engine type		Gear ratios		4 speed—6.02, 7.63, 10.82, 17.63	
No. of cylinders	Four stroke	Tyre sizes: Front	3.00 x 18	Rear	3.25 x 17
Cylinder head	1 o.h.v.	M.P.H. per 1,000 r.p.m. in top gear	11.3		
Cubic capacity	Light alloy	Petrol tank capacity (gallons)	3 1/2		
Bore and stroke	248	Oil tank capacity (pints)	3		
Compression ratio	70 x 64.5	Gearbox oil capacity (pints)	1		
B.H.P. R.P.M.	8.5 to 1	Brake dia. and width	Front (ins) 7 x 1 1/2	Rear (ins) 6 x 1	
Carburettor	21 at 7,500	Seat height approx. (ins)	29 1/2		
Lighting and charging set	Amal Monobloc Rectifier	Wheelbase (ins)	52		
Ignition	D.C. coil	Overall width (ins)	26		
Primary drive chain	3" pitch	Ground clearance (ins)	5 1/2		
Final drive chain	1 1/2" pitch	Weight (lbs) Finish	300 Black/Red		
Rear suspension	Pivoted fork Hydraulic damping Telescopic Automatic Lubrication				
Front fork	Light alloy full width Q.D.				
Hubs: Front					
Rear					

This latest version of the Continental GT comes with a complete and additional set of gearbox internal parts to convert the five speed transmission into an exceptionally robust four speed system giving the following ratios, 6.02, 7.63, 10.82, 17.63. The five speed equipment is ideal for high performance race-type riding whilst the four speed is extremely robust and therefore more suited to heavy duty applications.

PERFORMANCE DATA

ACCELERATION				Speed at end of 1/4 mi. from rest	Standing 1/4 mile	Approx. max. speed	Approx. petrol consumption
10-30 mph	20-40 mph	30-50 mph					
Bottom	3.2 secs	4.0 secs	6.1 secs	75.3 mph	17.9 secs	85-90 mph	90 mpg
2nd	3.3 secs	6.0 secs	9.2 secs				
3rd	5.4 secs	9.0 secs	10.3 secs				
4th							
5th							

Royal Enfield

Guarantee

All Royal Enfield Motor Cycles sold by our Dealers subject to the Limited Guarantee adopted by the British Cycle and Motor Cycle Industries Association Ltd. A copy will be sent on application. Specifications in this publication are subject to alteration at any time without notice.

Suggested British retail price
£292.10.0
(includes purchase tax).

Printed in England JCS/MC/28



Harvey Follows Mata Hari

Malcolm Taylor

Harvey (the TF) has followed Mata Hari (my previous F) to that great scrapyard in the sky and in the same fashion. Actually it's at CoPart salvage vehicle auction company in Bristol.

I was coming back into Trowbridge from Devizes and signalling to turn right into Victoria Road when, crash, the car shoots forwards and then stops instantly. The car in front of me had stopped, I had stopped but the car behind me did not.

If anything, it was more violent than the previous shunt. The passenger air bag deployed. Well it tried to. The ram punched the panel out of the dashboard but there was no air bag in there. Good job Pat wasn't with me.

Also the radio popped out of the dashboard.

I'm beginning to develop the theory that it's because I keep them locked away in the garage over winter. When I let them out in the spring they crave close contact with other cars.

The car behind contained 4 teenage girls. I wonder what the driver was doing instead of concentrating on what was going on in front of her?

I had to console her as she was going frantic and wailing and crying. I thought she was going to have a fit. But most of her wailings were about losing her licence. Not a word of apology or enquiry about my health.

Luckily there was a policewoman in a police car about 2 vehicles in front and she was quickly on the scene and calling up reinforcements. I had policemen coming out of my ears. I thought they were supposed to be overstretched?

I tried to start the engine to shift the car, but the emergency fuel shut-off had actuated to prevent fuel being fed to a potential fire. The same happened with Mata Hari.

So there I was sat in the car, steering it, whilst three policemen pushed me round the corner off the main road. That would have made a good photo?

At the time of writing, the hunt is on for a successor.

Counting the Y type that I had a 50% stake in, in my youth, which was rolled by the other stake holder, that's 3 MG's of mine that have been written off. SORRY.



Secretary's Scribbles

Right, there has been a lot of talk and hype by me about my new TPMS system for the TF.

Well - it is rubbish! I found a Xpower Grey hardtop in Waterloooville for just £150, this is a good price for a body colour one. TF hardtops are large and although I did quickly measure the Honda CRV boot just in case, it was a 'take the car and fit it there on the drive' job. So, Friday evening after work we set off towards Marlborough and as we entered the town the car was still handling perfectly but I noticed a funny noise... On pulling over I realised that we had a flat tyre which was caused by the TPMS thingy allowing air to be released. The TF does have a proper spare so we were back on our journey fairly quickly and when we arrived I found out my compressor and tried

to inflate the wheel. Now if you have been an avid reader of my scribbles you will know that I have deleted my cigarette lighter - this may well be another complete mistake! The couple who we were buying the hard top from kindly helped us to inflate the flat tyre and it was then we discovered that the valve was damaged so we returned home on the spare. The next day I took the wheel into a very quiet Quickfit and they had a new valve in in less than 3 minutes and for no charge - job done! As we were heading to Normandy the following Sunday I wanted to take the car on another shakedown so drove it up to Gloucester to see my friend Richard and as I got close to

Birdlip the car started to develop a vibration and a visual inspection showed no problems so

I carried on and although the vibration got worse I presumed I need the problem wheel to now be balanced or perhaps I had damaged the tracking settings maybe. I was now getting a bit worried if I could get everything done in time for the trip to France so booked an appointment at Quickfit for the next day after work. I went down and they put the car up on the ramp - this is when I knew something was up. The lads were all getting their phones out taking pictures and generally falling about laughing. The tyre had obviously been more damaged than thought when it had had its flat - there were huge 'about to burst' bulges all over the inside of the tyre. My next

problem was where to get a new tyre from as Quickfit don't have access to any tyres of the correct size and I knew from reading Enjoying MG over the years that TFs were very sensitive to having the correct tyres. MGOc have even advised that some say all 4 tyres should be bought at the same time from the same manufacturer and with a check that all 4 have been made at the same actual factory. It was at this point that I finally had some luck, I used a website called Black Circles - www.blackcircles.com where you can order a wide range of tyres and have them fitted at a choice of local garages. The service also pays upfront for the fitting etc so you just turn up to the

chosen garage and hey presto. I bought a pair of rear tyres that matched the Toyo Proxes on the front. MG recommends either these or Falken. In the end we were OK and we kept the hardtop on for the journey to France - I am a fan of the look and the quieter driving experience with the hardtop on. See you all soon.

Tom



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.