



WESSEX MG CAR CLUB THE TOLLGATE INN- HOLT

CHAIRMAN'S CHAT

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Tom Strickland

NEXT CLUB NIGHT

MAY 19th

Mystery Run

Starting in Devizes

6:15

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

Now the longer days have arrived there are lots more opportunities for getting out and about in our cars.

During the last month I have been to the Pride of Longbridge event which is held opposite the old Longbridge factory which originally produced Austin cars and later BMC and MG Rover Cars, today there is still a small presence on the site with the MG Motor UK Design team based there, but the site is a shadow of what it was in the high days of British Car manufacturing, it is hard to believe that it is now 20 years ago that the factory closed with loss of many jobs, but it is good that there is the annual celebration of cars of all eras produced at Longbridge with this year over 1200 cars attending

The following day I went to the Drive it Day event at Atwell Wilson Museum this

was well attended with around 200 plus cars of various makes.

This last week along with a few other Wessex members I went along to the evening meet at The Mill at Rode, there was certainly a good mix of cars there with the car park and grass area full and cars along the road as well, this a one-off evening event on a smaller scale to the July Noggin and Natter at Longbridge Deverill.

Our next club night on Monday 19th May is the annual Mystery Run starting in Devizes, and finishing at a mystery location which hopefully everyone will arrive at for the buffet!!

See you on the 19th in Devizes and not at the Tollgate

Martyn





CLUB DIARY -

2025 EVENTS DIARY				
Date	Event	Start Time	Venue	Additional Information
12th May	COMMITTEE MEETING	8:00pm	Zoom/Teams	Martyn Lucas
18th May	Chippenham Rotary Club Run			Chris McCormack
19th May	Club Night - Mystery Run	6:15 pm	From Devizes	Terry & Sue
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	
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	



2025 EVENTS DIARY				
Date	Event	Start Time	Venue	Additional Information
1st - 3rd August	Gloucestershire Vintage & Country Show		South Cerney	
18th August	Club Night -	8:00pm	The Toll Gate Inn	
23/24 August	The Monarch Classic		Bath Racecourse	Note new date and venue Previously the Charlton Park Classic 28/29 June
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	

CLUB DIARY - UPDATES

Wessex MG Club Summer Picnic, 40th Anniversary and Aves photo competition Sunday 20th July.



Starting from Heaven's Gate near Warminster, we will wind our way down country lanes, on a suggested route to Langford Lakes Bird Reserve, where we will have reserved parking and a private room overlooking the lakes. There we will have a club subsidized, catered buffet-style lunch. (Est. cost for the day £18/person)

Thereafter, you are free to walk around the reserve and take birdy pics, to enter into a Club photo competition. Opposite the reserve is access to the Wyle River and a lovely walk.

The day begins at 11am at Heaven's Gate car park and a walk to overlook Longleat before our run down to Langford.

So please let me know by email if you will be joining us so that we can begin making all necessary arrangements.

Contact details: Roger.binney@btopenworld.com

Chippenham Lions Cherished Vehicle & Family Fun Day - June 1st



Club members Jo and Adrian Dodd play in a band called "The Cover Up" and will be playing at the cherished vehicle event organised by the Chippenham Lions on June 1st.

They will be playing classics from the 70s in the morning and just after lunch.

THE DUMB POST REVIVAL

Volunteering saves lives.

Quite a statement, yet very true, after bouts of Heart related issues over the past ten years, I have learnt the power of awareness, especially around Cardiac Arrest / Heart Attack first response. I have worked for and now volunteer for the British Heart Foundation as part of a portfolio of Volunteer activity I now do in my retirement years, and the single biggest issue I come across whilst promoting Heart Health is the amount of panic that surrounds someone collapsing in front of you, and yes I have experienced this first hand so yes it does happen. Would you know the difference between a Cardiac Arrest and a Heart attack ?? and how to respond if you where there ??

What on earth has this got to do with MG's you cry, well quite a lot actually because I would guess the average age of our membership is around 65, so as you are never to old to learn new stuff, especially those engineers amongst us. So then I have brought to together two of my passions Classic Cars & Heart Health and put together a great day out to the Dumbpost Inn in Bremhill on August 9th, where you can become more self aware around both. **So why not register now**, or just come along on the day as a visitor, have a fun day out with great food, a chance to get your sixties suit or skirt out the loft, see some amazing cars, and come away with some new skills that might just help save someones life, now what could be better than that ? All proceeds from the day will be in support of the British Heart Foundation.



Chris McCormack

THE WAY IT WAS



I've included a couple of pieces in this month's newsletter for those with an interest in Formula 1 - The Way It Was

For the benefit of newer members, I have on a number of occasions over the years talked about the history of Grand Prix Racing, from WW1 to the most recent iteration of the circus under the Liberty banner.

Over the last few weeks I dusted off a talk I was preparing pre COVID on the British Racing Partnership (BRP) a highly significant British racing team which was the first fully sponsored team in Formula 1. The team was founded by Stirling Moss' father and his manager Ken Gregory in the early '60s. Some years before Formula 1 cars became cigarette packets.

Now the reason for this short piece. Some of us will be old enough to remember Watney's Red Barrel bitter in the 1960s and 1970s. It had been originally designed as a keg beer for consumption in the Royal Navy and the way it was filtered and pasteurised meant that it would withstand the battering of a warship at sea - a similar environment to a racing car transporter on the road! Ken Gregory had the bright idea of persuading Watney to install a couple of barrels of the stuff with associated plumbing in their two transporter/mobile workshop for the use of the mechanics and other visiting crews. A way of promoting the brand.

The transporters were taken to Watney's brewery in London to be fitted out and included hooks for glasses! The cab of the transporter was even fitted with a holder next to the driver's seat so that he could have a pint while driving! Well it was the 60s and the "Way it was".

Paul Warn





RECENT EVENTS

'Drive It Day" The Classic Motor Hub



RECENT EVENTS

Club Night "Prod and Poke"



RECENT EVENTS

Pride of Longbridge - Courtesy of Martyn Lucas





RECENT EVENTS

Atwell Wilson - Drive It Day - Courtesy of
Martyn Lucas





Welcome to Jessica

Malcolm Taylor

Most of you on WhatsApp will have seen pics of my new entry ticket to the club. Pat named it Jessica based on the reg. plate.

She came from Biggin Hill and was owned by an older guy who was giving up due to ill health. She is 2005 and has the softer suspension, which is what I wanted. The private plate doesn't relate to the guy I bought it off. It was on there when he bought it from Beech Hill Garage in 2014.

I have all the bills for essential works such as head gasket, s/s coolant pipes, new discs and pads, new tyres and the subframes have been waxoiled.

When I went up to look at her, I went early and did the tour of the Heritage Hanger on Biggin Hill Airfield. A really good experience. We started by watching someone go up in a two seat Spitfire, a la Roger.

Whenever Pat and I go anywhere new, almost every time the place appears in the news soon afterwards. It's uncanny.

Lo and behold, the very next day, there was an item about a two seat Spitfire belly landing with the wheels up in a field in Kent. Pilot and passenger were OK.

I contacted Rick, the guy selling me the car as he is a bit of an aviation freak and in no time he had chapter and verse on why it had crashed and when it last crashed. He recons it will be flying again by June.

Graham B kindly took me up to collect the car and followed me home to ward off any teenage girls attacking from the rear. On arrival Graham was greeted by their dog, who dragged it's blanket over and settled down next to Graham on the sofa. It wasn't interested in me, it had seen me before.

Rick recons it goes out in the evenings to play with the foxes as they back on to open fields. The foxes wait outside for the dog to come out and play?

Since both my previous silver F and TF's have been assaulted from the rear in traffic shunts I have a plan for a modification. I'm going to fit rear facing radar and re-programme the ECU. If I stop and the radar detects a vehicle approaching too fast, the boot lid will pop up and inside will be a suitably rude message in flashing lights to catch the eye of my assailant.

Thanks to all those that tried to assist in my latest acquisition.





Lunch With Peter Wright

Paul Warn

My second Formula One contribution this month...

Along with members of the Bugatti Owners Club I was invited last month for a Sunday roast lunch and talk by renown formula one engineer Peter Wright now retired.

For those that follow formula one you will be aware that the current crop of F1 cars aerodynamically work on the principle of "ground effects". The original concept with regard to F1 cars was discovered by Peter Wright, whilst working for BRM under Tony Rudd. They sketched out ideas for a wing car in 1969 when they were together at BRM, but it was all too clever for BRM at the time which is why he left.

Peter went on to work for Lotus and Colin Chapman who was always on the ball when it came to design innovation. Lotus were in trouble design wise in the mid 70s with the types 76 and 77 not using their front tyres properly. Peter was given the task of exploring this area. During wind tunnel tests Peter discovered what he had long suspected that creating a car with the underside in the form of an inverted wing under the right conditions the car would be sucked to the track - not quite as simple as that of course in practice.

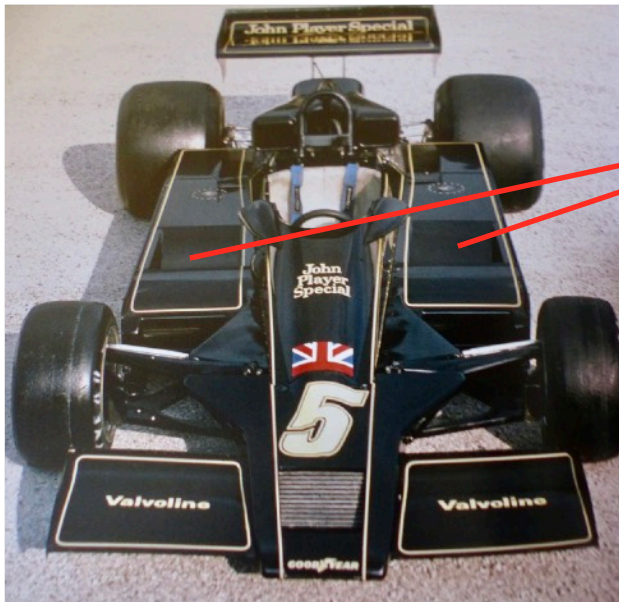
His work was introduced onto the type 77 which won the last race of the year in 1976 - the race that James Hunt clinched the 1976 Drivers World Championship in the pouring rain in Japan.

Without boring you all too much, the type 78 was introduced in 1977 as the first "wing car" in formula 1, driven by Mario Andretti and but for engine reliability problems - unheard of today - would have won the drivers world championship.

The car was further developed into the type 79 as a full "ground effects" car and was unbeatable in 1978. For political reasons the concept was banned in 1981 only to be reintroduced in 2022.

A great way to spend a Sunday in April.





Inverted wing in each side pod

LOTUS 78 WING CAR



LOTUS 79

FULL GROUND EFFECTS CAR

Secretary's Scribbles

After all the dramas the week before heading to Normandy the MGTf has been perfectly behaved recently. We had a fab time in Normandy with the club tour and we kept the hardtop on which was fine even in the sunny weather. A good weather we had too - we managed to get to all the D Day sites and the company and food was excellent. We did have an interesting moment at French carpark that used cameras to process the barrier entry and payment system - here the MGAs number plates were invisible to the required cameras and we had to negotiate in French to get the barriers to open and on the way out we sneaked them out behind another car - all part of the fun! Kevin had

some fun and games trying to sort out an issue with directional tyres on his red ZS which involved trying out his spare but he was unable to fix it - the good news being that it didn't stop him driving the car. It is always a bit tense leading a trip like this, partly self-inflicted but the company made this a great experience for both Nancy and myself. We have been for a weekend away in the TF down to Mudeford since our return and this turned out to incorporate Drive it day so we enjoyed being amazed by the number of running Triumph Stags coming the other way on the way home.



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.