



WESSEX MG NEWSLETTER 40TH ANNIVERSARY EDITION



Heavens (Gate), what a great day

As I think we all must know now, this year we celebrate the 40th anniversary of our club. Numerous ideas were discussed by the committee to mark this occasion, with Rogers idea of a run and lunch at the Langford Lakes nature reserve being chosen, and what an inspired suggestion it turned out to be.

The date was set for Sunday 20th, and despite the extraordinary run of sunny weather leading up to this day, the morning loomed grey and wet ☹️ The event would start by meeting at the Heavens Gate car park at 11am, and it was great to see 40 of us (most in their MG's...) parked in what was gradually becoming a dry day 😊 From the car park, we all took a short walk up to the 'gate' to enjoy the stunning views over Longleat, and take a moments silence to remember Lynne and loved ones sadly lost.

From Heaven's gate, a 45 minute scenic drive through the narrow winding roads of the Wylde Valley took us to the Langford Lakes nature reserve. Martyn & I took the decision to go 'top down' at this point and were rewarded with sunny blue sky overhead.

Sue & Terry had arranged for us to have exclusive use of the café art gallery seating area and deck overlooking the lake, and with the sun out and cool drink in hand, the scene was set beautifully.

An excellent Middle Eastern Meze was chosen for lunch, which, from the chat, was greatly enjoyed by everybody (with very British apple pie served for desert).

Sue (Warder) great cake making skills provided 2 superb 'tyre' cakes - although Terry did point out that they would have been MoT failures because of the tread depth 😂

The committee took the anniversary year to 'retire' the members shield and award it one last time to the club member who had received it on the most occasions. We are pleased to say that it was deservedly won by Martyn and presented to him, congratulations.

With the sun shining, many of us took the opportunity to stroll around the lakes, enjoy some bird watching, blackberry picking and burn a few calories put on by the great lunch and cake.

Our thanks to Roger for his choice of location and Terry and Sue for their organization and coordination of the event.

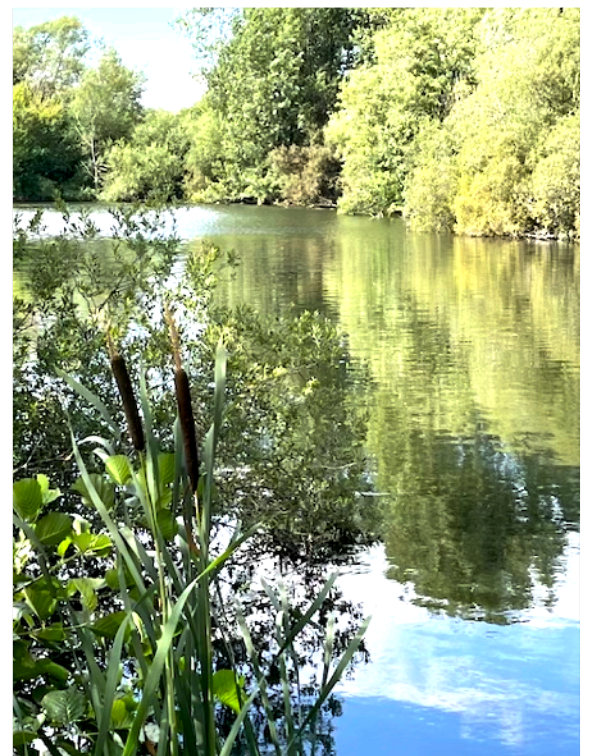
I think we all look forward to the next anniversary...

Peter



A moment of quiet reflection









The pics on this page are courtesy of John Bishop - part of his portfolio for the upcoming photographic competition to be judged at this year's AGM. Although John says he won't be using these...

40th Anniversary Reflections of a Senior Member of the Club and Life Long MG Fanatic

Sunday 20 July 2025 was the 40th anniversary of the formation of The Wessex MG Club by enthusiasts for the Marque within the local area. This was to have been the highlight of the year for me but, unfortunately, I was unable to attend. The club has survived this long and will go on for many years to come, as the MG is still the most iconic British Sports Car, revered the world over.

I joined in September 1991, so I believe that I must now be the longest serving member of the club. I bought my MGB Roadster in December 1991 and have just passed it over to my son, Richard, due to age and infirmity, but to keep it in the family! This car was very special when I bought it, as those in the club who know me and the car will agree. It was built from scratch on a pre-production Heritage Shell with all new and updated parts. I subsequently added power steering to bring it into the 21st century!

In my 34 years with the club we have had many great times; holidays in the UK and in France; days out with other clubs like The Cotswold Caper; Athelhampton with Bournemouth & Poole; New Forest run; Great Western Rally which always finished at Wells Cathedral with a cream tea on the lawn in front of the Cathedral (Wessex were involved with the organisation of this event in its early days); Brunel Run with Bristol MGOC; Mendip Rally; MG's in The Park in Burford and many others.

In my early days, our chairman was John Barnes who worked for Burmah Castrol in Swindon and we often joined forces with their Car Club on days out. At this time, I was Membership Secretary and Treasurer.

As the home of MG is Abingdon, in middle England it is a shame that we were unable to rustle up some good old English fare; fish and chips, bangers and mash, or a perhaps a little upmarket, cucumber sandwiches and Mr. Kipling fancies or a good old Cream Tea for the Celebration meal!

I have been an MG fanatic all my life. My first car was in 1952; a 1929 Morris Minor, fabric bodied and fitted with the iconic O/H cam engine which morphed into the M Type MG and all subsequent J & P types up to the PB and, in 6 cylinder form, in the Magnas and Magnettes. This engine, inherited from Wolseley following their takeover by William Morris was the beginning of MG as we know it. Fantastic!

Ken Scott



WESSEX MG CAR CLUB THE TOLLGATE INN- HOLT

CHAIRMAN'S CHAT

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SECRETARY's SCRIBBLES

Tom Strickland

NEXT CLUB NIGHT
July 28th

Bring Your Classic

Start Time 7:00 pm

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

The last month for me has been a busy one.

Along with several other Wessex Members I went to the inaugural Steeple Ashton Classic Car Show, this was a good show with many interesting cars, and I look forward next year's show.

The first week of July was taken up with the final preparations for MGF30 at the British Motor Museum, this was a mixed weekend weather wise with the Saturday being fine and, on the Sunday, almost four seasons in one day! but this did not stop over 560 cars attending.

For the next weekend the weather was entirely different and for me too hot, we were at Wheels and Wings Day at the Army Flying Museum at Middle Wallop on the Saturday, this is always a very good day with plenty of action in the air and on the ground, the next day Sunday was the Atwell Wilson Museum Show, this was very well attended and it is good to support the only motor museum in Wiltshire.

The major event of July and the year was the Wessex 40th

anniversary celebration at Langford Lakes, thanks to Sue, Terry and Roger for organising this for fellow members, it was a great venue with good food and fantastic company, and despite a few showers at the start of the day, the weather changed and we were able to walk around the lakes without getting wet, a really fantastic event and it was good to see everyone.

Our last club night was the annual Boules match and in a very close match the eventual winners were David and Kevin, congratulations to them on becoming the holders of the Newman Trophy.

Advance notice of the date for our annual club skittles match it will be at the White Hart Atworth on Saturday October 18th, and this is usually a popular event.

The next club night is on Monday 28th July at The Tollgate starting at the earlier time of 7.00pm, and is a bring your classic night, a member of the Tollgate team will be looking at our cars and deciding which car they like best.

Martyn

CLUB DIARY -

2025 EVENTS DIARY				
Date	Event	Start Time	Venue	Additional Information
28th July	Club night - Bring your car night possible Pride of Ownership judged by the pub owners	8:00pm	The Toll Gate Inn	
30th July	Noggin& Natter	From 4:00pm	The George Inn Longbridge Deverill	No booking required there can be up to 500 vehicles turning up
1st - 3rd August	Gloucestershire Vintage & Country Show		South Cerney	
9th August	The Dumb Post Revival	10:30am	The Dumb Post Inn Bremhill	
18th August	Club Night - General Social Evening	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	
7th September	John Haynes Classic		Haynes Motor Museum Sparkford	Need to pre book £18 car /driver & £18/passenger
22nd September	Club night - Possible talk by Tom	8:00pm	The Toll Gate Inn	Tom Strickland



2025 EVENTS DIARY				
Date	Event	Start Time	Venue	Additional Information
18th October	Club Skittles Match	7:00pm	The White Hart Atworth	
27th October	Club night - Quiz night	8:00pm	The Toll Gate Inn	Mike Childs
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	

UPCOMING EVENTS

WESSEX MG CLUB ANNUAL SKITTLES MATCH

SATURDAY OCTOBER 18th



**Our annual skittles match will be held at The White Hart,
Bath Road, Atworth, Melksham SN12 8JR from 7.00pm**

**This is a fun evening and no experience of skittle playing is
needed, and everyone stands a chance of becoming the Skittles
trophy holder.**

Basket Meals will be available at cost of £8.50 per person

Menu choices-

Scampi & Chips

Sausage & Chips

Battered Chicken & Chips

Veggie Sausage & Chips

Gluten Free options are available

Pre orders will be needed

Please let me know by email if you wish to join us,

Martyn

email: martyn.lucas2@btinternet.com



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

RECENT EVENTS

BOULES EVENING - THE TOLLGATE



Well played David
and Kevin!



"THE WALLOP WHEELS AND WINGS EVENT 2025"



Thank you Terry for a great video clip - click on the image







MG TD Trials and Deliberations - Le Mans Classic 2025

Peter Oldale

Wow, what an event, I have been wanting to go to Le Mans since I was knee high to a grasshopper, so after a very long wait I was not disappointed - 😊. The cars, the racing, the trade stands, the eateries and bars all helped to make a fantastic atmosphere not to mention the glorious weather.

My favourites were the paddocks, the Le Mans style race start for the group 5 cars (1966 - 1971) with their ever-popular roaring engines of the Ford GT 40's, and finally the group 1 race (1923 - 1939).

The paddocks were a delight to wander round and drool, each group having its own paddock where you could get within touching distance of the cars and watch the most efficient and clean mechanics I have ever seen. Talking to a Lotus Elan team, I asked why they were adding tape to the windscreen. To which came the answer that whilst racing in the night at 180km/h the windscreen started to lift and at 240km/h the wing mirror fell off. Incredible, I would not and could not drive a modern-day car at those speeds even in a straight line.

Visiting the event with three friends (sorry we did not have room for Mike Childs - ☺), we realised that we had no idea what the main sponsor, Richard Mille was. A google search revealed it to be a relatively new Swiss watch maker whose basic retail watches sell for around £100,000. We found two on eBay for £1m and £3m each. Makes a Rolex seem quite a bargain at that price.

The future of the event is changing. There will be an event every year now, alternating between the Le Mans Legend (1976 - 2015) in 2026 and the Le Mans Heritage (1923 - 1975) in 2027. So, if you haven't been, add it to your bucket list.

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THE WAY IT WAS



Peter Oldale certainly seemed to enjoy his trip to this year's Le Mans Classic - the title photo above, was taken by Peter of the "Le Mans" start -. I thought it would make a topical "The Way It Was" story.

It took me back to the black and white days when I first started to visit international motor race meetings, having been hooked as a school boy.

The first of which was the British Grand Prix at Silverstone in 1967 where Jim Clark won in the new Lotus 49 still in classic British Racing Green with the yellow stripe down the nose. In 1968 the Thruxton race circuit opened - the closest circuit to us living in Devon. In 1968 it hosted the 2nd round of one of the greatest racing series ever conceived -the European F2 Trophy. F2 was the feeder formula for formula 1. Up and coming young lions raced against the current crop of grand prix drivers, all virtually on our doorstep - never happen today! Jochen Rindt won the race as I remember. Sadly Jim Clark was killed in the first round at Hockenheim a week earlier.

Referring back to Peter's pic above. 1969 was the last time the Le Mans start was used in anger. Jacky Ickx racing a Ford GT 40 and made a very public protest highlighting the risks involved in the echelon start process. As all his rivals sprinted across the circuit, Ickx deliberately walked across to his car - see below - properly secured his door and fastened his safety harness and was the last to depart - and 24 hours later crossed the line in first place...





The First Mishap

Malcolm Taylor

The recent demise of Harvey, my previous TF was not the first MG to suffer whilst in my ownership. What follows is part of a larger article I put in the newsletter when I first joined the club.

NB

The title photo is not that of Malcolm's MG Y Type but a photo I found on the internet. ED

Metal Grinder

My first MG was a 1947 Y type saloon. Well half of said vehicle actually, as it was jointly owned by a friend and fellow engineering apprentice. The car was purchased from my friend's brother for the princely sum of £18. Even for those times, mid-sixties, it was cheap. This was because it had already been ravaged by another vehicle and one of its swooping curvaceous wings was somewhat misshapen.

This was partially remedied with some energetic hammer work, the general shape being restored but not its original smoothness. I can tell you that this took some doing as the old girl had rather substantial bodywork. Job done, she was our pride and joy and ticket to ride.

Unfortunately, this situation didn't last long. One evening after college and on our way to socialise, the old girl was even more seriously reshaped. My friend was driving and my attention to events was grabbed by some sudden and drastic

manoeuvring. We were on a main road, attempting to overtake a rather heavily laden, two up, moped on the approach to a T junction with traffic islands. Maybe not the best thing to do, but entirely possible, had not the moped driver decided to turn right without looking or signalling.

The squeal of our tyres obviously alerted him to approaching doom. On checking over his shoulder, he decided to abandon his intended manoeuvre and head back towards the kerb. Unfortunately, we by this time were heading for the widening space between him and the kerb, which now ceased to be widening. So, our chariot received instructions to again change course to try and get between him and the traffic island.

As previously stated, the old girl was rather weighty, also the springs were not as firm as they once had been and the dampers were probably not in tip top condition. At this juncture, she gave up the struggle and proceeded to perform aerobatics. I noticed that the sky had become tarmac coloured, then blue again, then, etc. etc. I'm sure if there was an Olympic acrobatic class for cars, she would have brought home gold.

Miraculously, she missed the white and shaky moped riders and the traffic islands and finally came to rest on her wheels, on the opposite side of the road and facing in the direction in which she had come. She was, though, seriously lowered and far more aerodynamic than she had been. When all the noise and gyrations had stopped, I found myself in the drivers foot-well in the foetal position with foot-pedals stuffed into various orifices. My friend was still roughly in the driving position but with me between him and the pedals.

After requesting that he reposition himself and grovelling out of my cave, we tried to exit the car. No go, the doors were jammed shut. But, lo, the metal sliding sunroof is wide open, obviously caused by the car sliding along on its roof at some point. So, we climb out and down to the road via the bonnet. At this time, we notice that the engine is still quietly running, so I climb back in and switch it off and remove the key. In case anyone tries to steal it!

My friend is seriously injured and his face and head are covered in blood. Onlookers take him to a nearby house. The occupants happen to know him and ring his father and the police and ambulance, etc. The ambulance and police arrive and my friend is loaded into the ambulance. A policeman says that I should join him

and go to hospital. I reply that I am OK and will stay to sort out the car. To which he says I should look at my left hand! Oh dear, one of my fingers is hanging off. Better go.

After I had been sorted in casualty, my friend's father and I are waiting for news from the operating theatre. A doctor comes out to report and says, 'was your car green?' Yes I reply, why? Because we have retrieved loads of green paint from your friends head. In the event the top of my friends head is repaired with 41 stitches. Unfortunately the top of the car is irreparable.

I concoct an account of the incident as previously described and try to convince myself and my friend that we are not to blame. His father makes him an appointment to see his solicitor. The interview goes :- How old are you? 18. What car were you driving? An MG. I should plead guilty. He takes the solicitors advice over mine.



Secretary's Scribbles

This month we still haven't taken the hardtop off. I had the privilege of driving one of my Year 13 students to the Prom in the TF. The student had tragically lost her father and we rallied around to enable her to go to the Prom and go in MG style of course. Nancy and I also attended the MG30 event at Gaydon where despite the rather damp weather we had a great time seeing a huge array of MGFs/TFs as well as a couple of Wessex MG MGBs. Martyn had been part of the organising team and we arrived to say hello and the poor chap was trying to respond to messages coming over the radio whilst also on his mobile to someone else -great multitasking Mr Chairman! We were impressed by the organisation and thought put into the event - thank you Martyn.

Whilst at the show Nancy and I had a poke about the new MGs - there is a brand new HS which you can have as a self-charging hybrid without needing to plug in. I also liked the Cyberster up close which was something to dream about - I love the tech which is now being copied across the fuller range so, for example the new HS has a pair of like ipad screens as its drivers display. Next up is the Wessex Picnic this Sunday and hopefully if the weather stays good I may even get the hardtop off - you never know!

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.