



WESSEX MG CAR CLUB THE TOLLGATE INN-HOLT

CHAIRMAN'S CHAT

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THE CLUB'S DIARY

NEXT CLUB NIGHT

23rd March

Start Time 8:00pm

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

The new season of outside events and shows is about to commence, let's hope that we get good weather for the coming spring and summer, and that the coronavirus outbreak does not affect any of us.

I would like to thank Vic for organising two visits for club members to the Wiltshire Air Ambulance base at Semington, I understand that both of these visits were very interesting.

For our February club night we were visited by volunteers from Wiltshire Search and Rescue, who told us about what they do and brought along their latest support vehicle, which is kitted out with the equipment they use. This was an informative and interesting evening, and they were pleased with the donations that members gave.

On Friday 28th February I went along to Tom Strickland's launch of his WW1 guide book at Devizes Books. This was a well attended evening and if you missed the first evening there is another opportunity to go along on Friday March 20th.

The book is very interesting and I certainly have learnt from it.

Last Sunday I took the TF on the MGF register run which was one of the main events to celebrate the 25th anniversary of the MGF, with the main event at Gaydon in July .

For our club night on March 23rd we have a "Name the Tune" evening presented by Jenny and Tony Neale, this promises to be a great evening, please come along and participate.

On Saturday April 4th we have our Club Skittles match at The White Hart, Bath Road, Atworth, SN12 8JR. The match will start at 7.30, with prizes for the best Female and Male player and there is a basket food menu at £7 per person. If you have not already put your name on the list please let me know if you would like to join us at this fun evening.

Hope to see you at The Tollgate on March 23rd from 8.00pm for the music evening.

Martyn



WESSEX MG CORONAVIRUS - COVID-19 POLICY

Wessex MG Club remains committed to following the latest UK Government advice on events and public gatherings. Current government and public health advice states that public gatherings and events do not need to be cancelled at this stage, but recommend implementing hygiene and personal protection measures.

Wessex MG members of all ages who do not have symptoms and are generally well, should feel comfortable to attend events whilst observing careful personal hygiene practises.

As advised by government, we encourage people with underlying health issues or those who have experienced coronavirus symptoms, however mild, such as a continuous cough or high temperature, within the seven days prior to the event, not to attend.

We strongly urge members to refer to the guidelines and protocols as suggested by the World Health Organisation and UK government to contain and mitigate against any further spread of the virus. Please be assured that during this rapidly changing situation, we are monitoring advice very closely and will update the situation as required.



Experiences of Cars of the 60s and 70s

Malcolm Taylor

Like Roger, my first company car was a Marina. But mine was only a plain white one, not one of those desirable brown ones.

Of course this was the era of cars that it was easy to lock yourself out of. So I did. Unfortunately I was on a site visit to the ICI Nobel Explosives factory on the desolate Ardeer Peninsular on the west coast of Scotland. I had taken a draughtsman to measure up for a new sewage pump installation. After we had done the business (so to speak) we returned to the car to discover that the keys were locked inside.

There was nobody else around, but fortunately these cars were also designed to be easy to break into. So, with a discarded welding rod, suitably bent and forced through the the rubber seal, I lifted the door catch. But that wasn't the end of it. The keys were in my jacket pocket and the jacket was in the boot. So we had to dismantle the back seat to reach through into the boot to retrieve the jacket.

When installing sewage pumps it is normal practice to have at least two. One duty and one standby, in case of failure of the first one. But this installation was unusual due to the nature of what was being manufactured. Whilst the pumps were primarily to handle sewage, of course the by products of the explosives could find there way into the site drainage system??

Therefore the pumps were cast in stainless steel to withstand corrosion and each was housed in it's own pumping station. These took the form of deep reinforced concrete silo's. This was so that if the worst happened, the explosion would be directed upwards and not sideways to do collateral damage. Thus, the standby pump in it's own silo would survive and the staff could carry on flushing the loos.

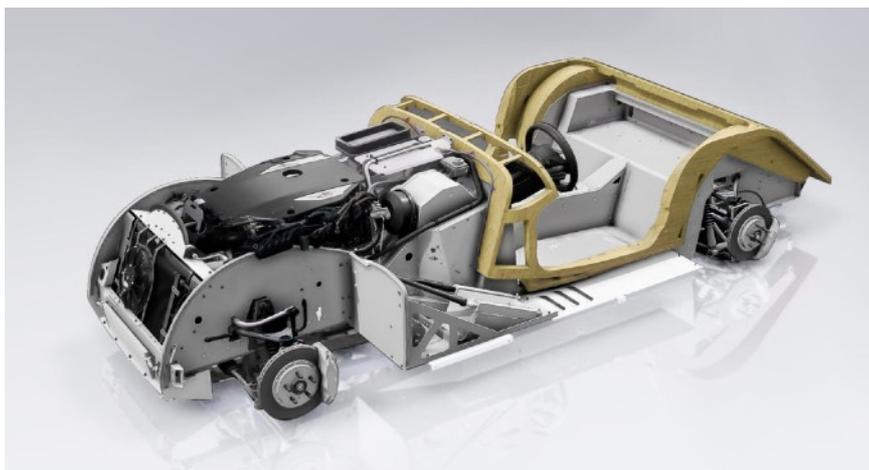
But this story has a sad ending. Whilst looking on the internet to remind myself of where the Nobel factory was, I discovered that it was no longer operating and was derelict. Nobel Explosives had been a founder firm of ICI, when it was

formed, but when ICI was demerged, Nobel was sold. Guess who to? A Japanese company.

In it's heyday, the Nobel plant was the largest explosives factory in the world, employed 13,000 staff and had on site it's own railway station, bank, travel agent and dentist. Doesn't it make you wonder what we are at? I can't see why we don't sell the Tower of London and it's contents to a Chinese tourist company. Makes perfect sense.

Oh, and after the Marina, I had a Mk 3 Escort. It's party trick was not to start when half warmed up. It would start cold or hot, but if the automatic choke wasn't off and you stopped or stalled it? Forget it, you may as well go and get a coffee while it cooled down. Well, after you had got someone to help you push it to the side of the road.





The New Morgan Plus 4

Paul Warn

Judging by the number of Wessex members that went on the club's Morgan factory tour a couple of years ago, there seems to be at least a latent interest in the marque, particularly as there are two Morgans in the club....For this reason I occasionally include an article on the Marque.

Following the takeover of Morgan by the Italian investment company Investindustrial and the resulting injection of finance, those occasions have become more frequent. I wrote about the takeover and the introduction of the new Plus Six model in the March 2019 edition. Also in January of this year I included a piece illustrating the planned demise of the traditional ladder chassis architecture of the 4/4 and Plus 4. In its place, something altogether more modern using the same so called CX-Generation platform as the Plus 6 but keeping the traditional external looks of the out going models. Remember Sir John Harvey-Jones I hear you say?



Now here's the point of this article, the new Plus 4 has now been officially launched. It was launched at the Geneva Motor Show a few weeks ago, although because of you know what, the show itself didn't take place. If you compare the chassis of the Plus 6 in last March's issue it is identical to that of the Plus 4 above, albeit on a slightly smaller scale. They both have the traditional wood frame but now of course over a bonded aluminium platform.

As with the Plus 6, the engine and transmission is sourced from BMW. However instead of the 6 cylinder unit, the Plus 4 uses the 2.0 litre four cylinder TwinPower Turbo engine as used in my BMW 2 Series Coupe with the same 8 speed automatic/manual transmission. However being 400 kilos lighter it knocks a couple of seconds off the 0-60mph time at 4.8 seconds. The cost? £65,000.





Anyone Been Potholing?

Malcolm Taylor

A few weeks ago, before all this foul weather, I hit a pothole in Bradford on Avon. I never saw it in time because there was a vehicle in front of me and I couldn't swerve round it because of traffic coming towards me. This was in my everyday transport, the Fiesta.

It was a very violent encounter, just ask Pat. But the car seemed to continue to drive OK and I couldn't see any signs of damage.

However, recently, on putting the car in for it's MOT, it failed. The reason being that the inner rim of the front nearside alloy road-wheel was distorted and the suspension spring on that wheel was broken! It had to be that pothole. Including both front suspension springs, the damage came to £523. Ouch!

I'm working up to claiming off Wiltshire Council. Fat chance, I hear you mutter. I know, but I've got to give it a go. In this respect I went back to inspect the road. Sure enough there are two metal road covers that have been newly surrounded by fresh tarmac. So, the tyre must have dropped into a hole at the edge of one of the covers, such that the inner rim of the wheel hit the metal frame of the cover.

Some of our roads (and pavements) are in a diabolical state. My beef is always that the council seems to spend our council tax on all sorts of nebulous and glorified schemes and neglect the basic day to day tasks that they should be on top of. A lot of flooded sections of roads are due to blocked drains that aren't maintained.

In the summer, the pavement outside my front wall has more greenery growing out of it than there is in my garden. I regularly have to harang the council into clearing it. I have asked them to resurface it with less fertile tarmac, but to no avail. They just rip the weeds up, which disturbs more of the tarmac. Hence more weeds.





New (old) Look for Lucas

Paul Warn

I wonder how many times your faithful companion MG has broken down at the road side, only to find that the culprit is an electrical component sourced from the MG Owners Club which in turn has been sourced from China....I can think of a number of instances during club trips and events during my membership of Wessex MG.

Well, after years struggling with poor quality electrical components perhaps there is light (no pun intended) at the end of the road. Launched at last November's UK Classic Motor Show, the Lucas Authentic Classic Range will be sold in the traditional 1950s-style red-and-black boxes. More importantly apparently, components will be subject to much more stringent quality control than in recent years, according to Lucas.

Having got your hopes up however, initially the range will only target three specific markets - Jaguars, Land Rovers and classic motorcycles. According to Lucas, their Authentic Classic parts range will be made in the UK and not in India, where Lucas have had a factory since the 1960s...



Precise Instructions...

Well I am sure we have all bought things in the past and found the usage instructions sometimes less than clear.

I recently bought a new PIR LED spotlight for the house and I found the instructions absolutely excellent!

Perhaps the writer was showing early signs of the Corona virus

Roger Binney

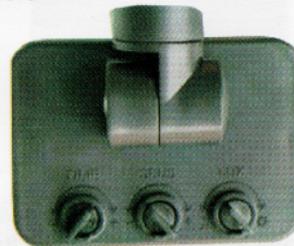
(Schedule) radar induction device description

radar induction voted light lamp induction device (3G following) using more general Le effect principle, independent development plane antenna launches received circuit, intelligent detection around electromagnetic environment, automatically adjustment work State, industry first radar induction voted light lamp induction device products features:

1. work way: induction switch connected Hou, in delay time paragraph within, as has mobile objects, switch will continued connected, until people left and extended time.

2. the photo control built-in: the light intensity according to the outside world, to control whether the switch in order to save energy.

(SENS) detection distance: 2-8M (RADIUS), can adjustable
(TIME) work delay: 10 seconds to 7 minutes, can adjustable
(LUX)lightcontrolasdegrees:2~2000LUX,canadjustable



3 and infrared products compared: radar switch induction distance more far, angle wide, no died district, can penetrating glass, and thin wood, according to power different, can penetrating different thickness of wall Wall, not under the influence of environment, temperature, noise, dust, and, in the case above 30 degrees, shorten the induction distance. Switch is an ideal infrared radar replacement products.

4. moving objects such as people, cars entering the induction range, can automatically turn on after the departure of a moving object can automatically delay off, put an end to conventional lamps, and human waste that no one closed, extend the service life of the lamps, set of energy-saving, convenient and environmentally friendly in one.

5. recognition day and night, and starting outside illumination of the work are free to choose, do the work automatically at night, off during the day. Users can adjust.

detection range adjustable, can be adjusted according to the place;

light time adjustable, can be adjusted by the user according to local conditions,

attention test distance of 3 meters of each product. Appearance of the product changes without notice!

Supplier: Zyrong Development Limited

23/F B07 HOVER INDUSTRIAL BUILDING, NO.26-38 KWAI CHEONG ROAD, KWAI CHUNG N.T, HONG KONG

Telephone: +8613641456801

Skittles

At the White Hart, Bath Road, Atworth, Melksham, SN12 8JR, there should be ample parking.

The first match is our club skittles match on Saturday April 4th starting at 7.30pm

This will be a social evening for our club and give us the opportunity to practice before the next match against the Gloucester MG Club.

If you do not wish to play on the evening you are welcome to come along and spectate. There will be prizes for the best Male and Female player of the evening.

There is a Basket Menu which is priced at £7 per person.

Could you please let me know if you want to attend and also let me have your menu choices before Saturday 28th March

The second match is the challenge match against Gloucester MG on Thursday April 30th starting at 7.30pm

We need a team of 10 players for this match.
Volunteers please from both sexes for this match .

Basket Menu Choices

Sausage and Chips

Scampi and Chips

Battered Chicken and Chips

Curry and Rice

Chilli and Rice

Cheddar Ploughman's

Veggie Sausage and Chips

Veggie Curry and Rice

To be served at 9.00pm

Please inform of any dietary requirements 7 days before skittles match.





Cars of the Fifties and Sixties - My Dad's Cars Terry Warder



The Renault Gordini, a sporty little car, owned by Dad in the 60's - wish we still had this rare model. Dad said it was the best car he ever owned; over 5 years he only spent a "massive" five shillings on a headlight bulb.

The 1962 Ford Popular Deluxe was also owned by my dad. It was Beige and there is a 10 year-old me in the background.



1968 Hillman Imp Californian with its "Fastback" body style, aluminium transverse rear mounted engine and negative cambered wheels was fun to drive. Dad gave this to us in the late 70s when he bought his Austin Allegro. Sue enjoyed pulling the tyres off of the rims coming down Trowbridge Multi Storey Car Park!



Bits and Pieces - Terry Warder

These are the bits from my 1972MGBGT no longer needed after the Sebring conversion, free to any members of the club and open to reasonable offers from non-members. Due to a shed clear out they need a new home, either with a new owner or the scrap yard!!! Both engines are 5 bearing cranks.

prop shaft - came out of the car the same time as the engine

short engine - belonged to the cylinder head but needs reconditioning



50,000 miles complete engine



Cylinder head and rockers - skimmed head and recut valves plus re-ground



2 rear axles - one axle has splined hubs



Short engine



Prop Shaft



Radiator Cowl



Front Bumper



Rear Bumper



GT Rear Seat



Air Filter



Photo Gallery - Club Scalextric Evening



Secretary's Scribbles

Hi everyone,

I am going to hijack my own column this month. Several of you have kindly bought a copy of my book - I hope that you all enjoy it. What has also come out of my recent book launch is that quite a few of you have asked about us, as a club, going out again to the WW1 Battlefields. I am up for this and although I am yet to put this before the committee - this could be the annual 'get away' or on top of it, whichever the committee prefers. The offer would be something like:

Day 1: Early crossing on Euro-tunnel - head down to the Somme (1 ½ hr drive from Calais). Do a 1st chunk of the famous Somme sites and stay in the Somme area.

Day 2: Finish the Somme and travel up to Ypres, possibly via Vimy and/or Arras tunnels. Stay in Ypres (Somme to Ypres is about a 2hr drive, but broken up by a Vimy/Arras stop)

Day 3: Finish Ypres sites and head home for late PM train (1hr 15 min drive) or optional extra day of your own

I have changed the 'usual sites' that I go to from the last

time and so if you have been, I would hope that you would get something new from it. This round trip format is better than basing yourself at one area or the other as it removes duplication of overall route and saves time on the road.

This would be a fully guided tour done in our MGs. The longest drive would actually be to get to Folkestone. I would essentially provide you a professional style Battlefield tour, sort accommodation, channel tunnel etc etc. You would just need to do Insurance, Break down cover etc.

It would have to be during the School Easter holiday to fit around my work. If you could register an interest with me, I will gauge the feasibility of it. I would then put together a more formal offer, price etc.

If anyone else would like a copy of my book then don't buy it on Amazon - ask me and I can get you a reduced price 'author copy'.

Tom



Club Diary

2020 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
23rd March	Club Night - "Name that Tune"	For Info	The Toll Gate Inn	Tony
4th April	Skittles Night	Yes	White Hart Atworth	Martyn Lucas
10th - 13th April	EASTER BANK HOLIDAY			
TBA	Committee Meeting		The Toll Gate Inn	
April 24th - 27th	Club Spring Break - South Wales			
27th April	Club Night - Social Evening and Gardening Quiz	Yes	The Toll Gate Inn	Sue Warder
30th April	Skittles Return Match with Gloucester MG (Thursday)		White Hart Atworth	Martyn Lucas
10th May	Bowood Classic Car Show	Yes	Bowood Estate	Martyn Lucas
18th May	Club Night - Prod & Poke and BBQ	Yes		Martyn Lucas
7th June	Chippenham Lions Cherished Vehicle and Fun Day	Yes	Meadow Farm Nurseries	Martyn Lucas
7th June	MGs in the Park	Yes	Cotswold Wildlife Park	Martyn Lucas
13th - 14th June	MG Live Silverstone		Silverstone	
20th - 21st June	Bristol Classic Car Show	For Info	Shepton Mallet	
21st June	Bath Festival of Motoring		Lansdown Rugby club	Martyn Lucas

2020 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
22nd June	Club Night - Boules	Yes	The Toll Gate Inn	
12th July	Summer Picnic	Yes	Newark Park	
25th - 26th July	MGF 25th Anniversary		Gaydon	
27th July	Club night - Mystery Run	Yes		TBA
1st - 2nd Aug	Gloucester Steam Fayre		South Cerney	
24th Aug	Club Night - Social Evening	No		
30th August	Tom's Action Day	Yes	Tom's House	
6th Sept	Westbury White Horse Classic Car Show	For Info	Westbury	
28th Sept	Club night - Talk TBA	Yes	The Toll Gate Inn	Talk by Tom Strickland
26th Oct	Club night - Talk TBA	Yes	The Toll Gate Inn	Talk by Paul Warn
23rd November	Club night - AGM	Yes	The Toll Gate Inn	Club AGM
12th December	Christmas Party	Yes	TBA	



Club Asset List

CLUB ASSET LIST			
ASSET	CURRENT HOLDER	CONTACT DETAILS	
Engine Hoist	Vic Wright	01225 704685	vic@devizes-domestic.co.uk
Club Sail Banner	Vic Wright	01225 704685	vic@devizes-domestic.co.uk
Event Shelter + Sides	Tom Strickland	012489 447125	stricklandto@hotmail.com
Projector	Peter Hine	01672 512847	peter_hine@btinternet.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
New Set of Boules	Vic Wright	01225 704685	vic@devizes-domestic.co.uk

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.