



WESSEX MG CAR CLUB THE TOLLGATE INN-HOLT

CHAIRMAN'S CHAT

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THE CLUB'S DIARY

CLUB NIGHTS SUSPENDED FOR THE

<http://www.wessexmgclub.org>

It seems that the recent slight easing of the Covid restrictions and the strong roll out of the vaccination will hopefully enable us to hold some outdoor club events during the coming summer months, but obviously we are going to be living with the threat of Covid for quite a while.

During the recent good weather I have been able to give my MG some exercise by using it to go to work on several days a week and I hope that everyone has also been able to get out and about in their cars during the good weather.

This week marks a year since we started our regular weekly virtual quiz nights which will continue for a while longer and I would like to thank all who have participated and congratulate the weekly winners.

We are planning, subject to no change in Covid restrictions, to hold a club barbecue on Monday July 26th at The Tollgate Inn, weather

permitting this will be in the garden, as it will be over a year since we visited the Tollgate we may need to get our maps out or set the Satellite Navigation to find our way!!!

The Chippenham Lions Car Show in August and the White Horse Car Show in September are at present going ahead as planned and I am pleased to say that we will have a good number of club cars at both of these shows, it was great to see the enthusiasm from all members who have booked for both shows.

I am planning to organise a club social run during August which will finish at a venue where we can get take away food and more details will be in future newsletters. Clive Dorling has sent me a flyer for an event on the green in Devizes on June 13th organised by the Devizes Lions Club and details are elsewhere in the newsletter.

Lets make the most of this current good weather and look forward to being able to meet up again in the coming months.

Martyn





Club Member Car of the Month



Very many thanks to John Bishop for sending in this great pic of his MGB Roadster





Electric Cars - A Point of view

Paul Warn

First I'd like to thank Malcolm Taylor and Rick Meopham for responding to my call for views on Electric Sports Cars. See the following pages.

Could it be that the age of the internal combustion engine ICE is over? No sane individual can deny that we are chucking too much CO₂ and NO_x into the atmosphere with catastrophic consequences not only on the health of individuals but also to our home - planet earth. Is the EV the answer? Our esteemed politicians have decreed that the sale in Britain of non-hybrid petrol and diesel internal combustion engines will be banned in 2030. Fossil fuel out - completely so by 2035 - and magically clean electric power in.

Ah politicians what a breed. London has a motor vehicle loathing Mayor who greedily accepts the comfort of the petrol guzzling £300,000 Range Rover Sentinel leading his multi-car cortege, which he races about in the city, with no regard for traffic lights. With no concern for for the daily £15 Congestion Charge - that's for taxpayers not politicians nor the accompanying £12.50 Ultra Low Emissions Zone (ULEZ) charge.

Bath have now introduced a Clean Air Zone (CAZ) and are now levying a charge on certain classes of vehicle that enter this zone. To quote from their website:

"Several places in Bath currently exceed the legal limits for nitrogen dioxide (NO₂) pollution which is mainly caused by vehicle emissions. This situation is unacceptable because of the role that poor air quality plays in damaging health".

However when the the CAZ charge is paid these vehicles are still allowed into the city - how does that solve the damaging pollution in the city?

And now the dark side:

Lithium is key to the manufacture of EV batteries. The lithium extraction process uses a lot of water—approximately [500,000 gallons](#) per metric ton of lithium. To extract lithium, miners drill a hole in salt flats and pump salty, mineral-rich brine to the

surface. After several months the water evaporates, leaving a mixture of manganese, potassium, borax and lithium salts which is then filtered and placed into another evaporation pool. After between 12 and 18 months of this process, the mixture is filtered sufficiently that lithium carbonate can be extracted.

South America's Lithium Triangle, which covers parts of Argentina, Bolivia and Chile, holds more than half the world's supply of the metal beneath its salt flats. But it is also one of the driest places on earth. In Chile's Salar de Atacama, mining activities consumed 65 percent of the region's water, which is having a large impact on local farmers to the point that some communities have to get water elsewhere.

China is among the five top countries with the most lithium resources and it has been buying stakes in mining operations in Australia and South America where most of the world's lithium reserves are found. China's Tianqi Lithium owns 51% of the world's largest lithium reserve in Australia, giving it a controlling interest. In 2018, the company became the second-largest shareholder in [Sociedad Química y Minera](#)—the largest lithium producer in Chile. Another Chinese company, Ganfeng Lithium, has a long-term agreement to underwrite all lithium raw materials produced by [Australia's Mount Marion mine](#)—the world's second-biggest, high-grade lithium reserve.

Whilst Lithium-ion batteries are crucial to the on-going manufacture of electric vehicles so is the use of cobalt for the cathode of the battery. Advancements in battery technology could possibly lead to a reduction in the use cobalt decreasing the pressure to mine this metal out of developing nations like the Democratic Republic of the Congo. However, it appears cobalt will remain essential to this type of battery for the foreseeable future...

And what about the rare earth minerals in batteries?

Every single EV manufactured uses in its electric motor around 1kg of neodymium, a rare earth mineral that is mostly found in China. Hybrid and electric cars (as well as wind turbines) use various rare earths in abundance, which is a growing problem as China starts to electrify its vehicle fleet and will need those metals for its own production. Rare earth supplies are crucial, as more than 30 companies have hybrid electric, plug-in hybrid and battery EV programs underway, and conservatively 18 million vehicles will use nickel-metal-hydride and lithium batteries by 2025.

What I'm grappling with is whether EVs are sustainable in the long term. Supporters of battery driven vehicles always conveniently talk about emissions and environmental impact at the "tailpipe" and not as a system. A great deal of research is being carried out into synthetic fuels and being able to produce hydrogen sustainably for fuel cells, which to my mind makes far more sense...Perhaps more on the latter next month?





Electric Sports Cars

Malcolm Taylor

Since Paul gave a calling notice for opinions on Electric Sports Cars, I had to rush out and buy one.

If you read my article last month on Herbie's attempted holiday, you will know I don't part with the folding stuff easily, so it was never going to be a Tesla or a Porsche.

Although I have resorted to the above means of mobility due to the limited range of Shanks's Pony, I can still drive. In fact sitting in a car is about the most comfortable place I can be. I'm thinking of bringing a car seat indoors and putting my legs on it. Hopefully things will improve when I have my delayed hip operation.

As to sports cars, it wouldn't be the same without the noise? Although the first ever land speed record was in an electric car. At St. Germain, near Paris, the flying Kilometre was covered at 39.245 mph. The car had a 36 hp motor and ran on non-rechargeable batteries! Can you imagine, if you were covering any distance, you would have to tow a trailer with replacement batteries.

I'm not convinced that electric cars are all they are cracked up to be. They are only as clean as the power stations that are generating their electricity.

Electric cars are becoming a big thing in China, but they are still building about three coal fired power stations a day (OK that might be a slight exaggeration, per week?)

Our power generation programme in this country is in tatters. We are getting the Chinese to fund the French to build nuclear power stations at an exorbitant cost and we pioneered nuclear power generation? But it's OK, we are thinking

about surveying the country for a suitable underground site to bury all the radioactive waste.

The other thing about electric cars, is all the mechanics that will be out of work. No oil to change or head gaskets to replace.

You can replace your own fuse if you give it too much wellie.



SPECIFICATION FOR TAYLOR'S TEARAWAY

Number of Seats	One (but very comfortable).
Body Style	None
Top Speed	About Pat's walking pace
0-60 time	See above. Only possible down a cliff face with the wind behind you.
Brake Horse Power	Could do with better brakes and certainly has no horse power
Power Steering	Depends what you ate for breakfast
Air Conditioning	See 'body style'. Depends on the weather
Luggage Capacity	5Kg in a poncy little basket clipped on to the steering column
Batteries	Twin 12V 12ah in series, located under the seat
Motor	24V 180W mounted directly on back axle
Gears	Forward and reverse Audible signal of reverse motion to warn other users of the pavement that they are about to get their shins cracked.
Tyres	Front 163 X 50 solid Rear 185 X 70 solid
Range	Its a worry?
Obstacle Climbing Ability	Don't try it!



Electric MGB

Rick Meopham

While most fellow club members are I'm sure aware of this concept, in response to Paul's call for comments on Electric Sports Cars I thought I would include this. Perhaps it may encourage one or two of our members to purchase one (a snip I feel at £108k) and perhaps they may then allow other members to have a test drive prior to hastily arranging a second mortgage.

Of course ownership of an EV MGB will be cause of some debate regarding eligibility for Wessex Club member status. Not to mention issues such as range anxiety and other wiggly amp related concerns.

I suppose it does however encourage the question that if an EV MGB were to be available at some sort of affordable price, how many of us would put our hands in our pockets? After all, each and everyone one of us will no doubt be the proud owner of some sort of EV within a short space of time.

I've included a link should you feel the need to look a little deeper into EV MGB ownership....



<https://www.drivingelectric.com/news/2067/electric-mgb-rbw-ev-roadster-latest-electric-classic-car>

You may also find the following link of interest...

<https://www.res-ev.co.uk/problems-with-ev/>



I found this Castrol lubrication chart which I had in 1971 when we bought our first MG. Castrol used to issue these free of charge for all kinds of cars manufactured in the day. ED

MGB

LUBRICATION CHART

EXPLANATION OF SYMBOLS

NEW FORMULA CASTROL XL 20W-50
For use in summer and winter.
High quality balanced multi-grade motor oil with "total suspension" maintenance for the engine and gear box of the M.G.B. New FORMULA CASTROLITE 100.20 should be used in the gearbox in winter.

CASTROL HYPOY GEAR OIL. A light bodied powerful extreme pressure gear oil essential for the lubrication of the hypoid rear axle and the steering gear box.

CASTROLLEASE LM GREASE. A British made high melting-point grease recommended for chassis lubrication and suspension.

If oil consumption presents a problem after your car has covered a considerable mileage, then it is advisable to use the next heavier Castrol grade in summer.

WARNING: It is important to ask for the correct CASTROL grade, by name, and to see it is dispensed from a CASTROL container. CASTROL is marketed as a finished product and contains carefully balanced additives in precise proportions. The addition of other additives or dilution of Castrol oil is not to be done. While CASTROL grades (except CASTROL K) will mix with other mineral oils, full benefits cannot be derived unless the correct CASTROL grade is used for fuel.

FRONT SUSPENSION
Lubrication nipples are provided on the top and bottom swivel pin bush and in the base of the swivel pin. Apply CASTROLLEASE LM GREASE with the grease gun to each nipple.

STEERING RACK. Apply an oil gun containing CASTROL HYPOY GEAR OIL to the nipple indicated and give several strokes.
Note: Early models should be drained and refilled with fresh CASTROL HYPOY GEAR OIL every 12,000 miles.
Capacity 1 pint.

GEARBOX and OVERDRIVE (when fitted). Check oil level with the dipstick and, if necessary, replenish to correct level with CASTROL XL in summer and CASTROLITE in winter.
Note: On models made prior to July 1963 drain off the old oil while warm and refill every 6,000 miles.
Capacity 4½ pints + ½ pint for overdrive when fitted.

OVERSEAS
Down to 5°C (41°F)
Between 5°C (41°F) and -12°C (10°F)
Below -12°C (10°F)

**CASTROL XL
CASTROLITE
CASTROL 2**

REAR AXLE. Replenish if necessary to the level of the filler plug with CASTROL HYPOY GEAR OIL.
Note: On models made prior to July 1963 the oil should be drained while warm and refilled every 6,000 miles with fresh CASTROL HYPOY GEAR OIL.
Capacity 1½ pints.

OVERSEAS
All conditions down to -12°C (10°F)
Below -12°C (10°F)

**CASTROL HYPOY
CASTROL HYPOY LIGHT**

FRONT SUSPENSION
Lubrication nipples are provided on the top and bottom swivel pin bush and in the base of the swivel pin. Apply CASTROLLEASE LM GREASE with the grease gun to each nipple.

WEEKLY
ENGINE. Check oil level and top-up if necessary. Recommended oils: CASTROL XL in summer and winter. Every 4,000 miles drain off the old oil while warm and refill with fresh CASTROL.
Note: Owners are advised that more frequent oiling intervals are desirable if the operation of the car involves:
(1) Frequent stop-start driving.
(2) Operation during cold weather, especially when appreciable engine idling is involved.
(3) Where much driving is done under dusty conditions.
Capacity 7½ pints + ½ pint for optional oil cooler when fitted.

OVERSEAS
Above 5°C (41°F)
5°C (41°F) to -12°C (10°F)
Below -12°C (10°F)

**CASTROL XL
CASTROLITE
CASTROL 2**

PROPELLER SHAFT. (Early models only). With the grease gun charge each universal joint nipple and sliding yoke nipple with CASTROLLEASE LM GREASE.
Note: Later models have sealed units which require no lubrication.

HANDBRAKE CABLE. Apply CASTROLLEASE LM GREASE to the grease gun to the nipple indicated.

OIL CAN

ALSO REQUIRING ATTENTION

Every 3,000 miles. CARBURETTORS. Remove the air filter, clean the jets and replenish the reservoir with CASTROLITE.

Every 4,000 miles. DISTRIBUTOR. Apply a few drops of CASTROLITE to the CAM BEARING and AUTOMATIC ADVANCE MECHANISM. DISTRIBUTOR CAP. The cap should be covered with CASTROLLEASE LM GREASE. DYNAMO. Add two drops of CASTROLITE to the hole in the rear end bearing plate.

Weekly. RADIATOR. Check level of coolant and top up if necessary. In winter CASTROL ANTI-FREEZE should be used to protect the system against frost. Use 1½ pints to give protection down to 25°C (47°F) or frost.

Every 3,000 miles. BRAKE and CLUTCH FLUID RESERVOIRS. Check fluid level and if necessary top up to the correct level with the fluid recommended in the hand book.

Every 4,000 miles. DOOR STRIKERS and DOVETAILS. Seal with CASTROLLEASE LM GREASE.

Every 12,000 miles. OIL FILTERS. Fit new oil filter element.

Every 12,000 miles. WATER PUMP. Remove the plug on the body and add a small quantity of CASTROLLEASE LM GREASE.

AIR FILTERS. (Dry type). Remove the element.

	TYRE PRESSURES		SHOCKING PLUG GAP		TAPPET CLEARANCE	DISTRIBUTOR
	FRONT	REAR	5000 rev.	5000 rev.	(COLD)	Correct bearing gap
NORMAL	20 psi	20 psi	0.015 in.	0.015 in.	0.015 in.	0.04 to 0.116 in.
FAST ROAD	25 psi	25 psi	0.015 in.	0.015 in.	0.015 in.	0.04 to 0.116 in.
HIGH SPEED DRIVING	30 psi	30 psi	0.015 in.	0.015 in.	0.015 in.	0.04 to 0.116 in.

This chart has been checked and approved by: **BRITISH MOTOR CORPORATION, COWLEY, OXFORD.**
Issued by CASTROL LIMITED, CASTROL HOUSE, HARTLEIGH ROAD, LONDON N.W.1.

Devizes Lions Classic Car & Fun Day



Clive Dorling has let me know the Devizes Lions are holding a Classic Car Show and Fun Day on the Green in Devizes on Sunday June 13th from 10.00am.

I believe that this event replaces the traditional Lions May Day Fayre in the Market Place.

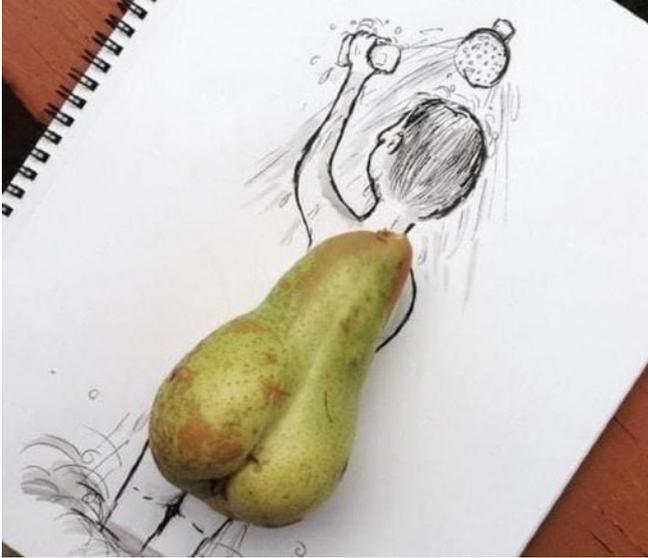
The cost for attending with an individual car is £10, if cars attend as a group it is £7.50 each with 4 cars, £6 each with 6 cars and £5 each if 8 cars attend.

If you wish to attend you can pay £10 as an individual or if a few of us wish to take our cars along I will book a club space and then the group rates above will apply dependent on the numbers.

If you wish to attend as a group please let me know by May 8th and I will then try to book a club space.

Martyn

What did you do during lockdown? **ED**



© Gilbert Layraud

Secretary's Scribbles

I was out today in the Magnette with my youngest, Millie. We went to see my parents and then came home via McDonald's drive through. It is interesting to compare the experience to using a modern car. I could get nice and close to the ordering speaker and also the windows which enabled me to work the system in a much better way. So much easier than a modern car....but, the temperature needle did start to climb and did hit the 'H' which made me rather anxious. The queue had not been too long and so I am not sure I would recommend the experience.

Steve Todd and I had a morning tinkering with his MGB. We managed to upgrade the points and condenser to an Accuspark electronic set up rather easily but got bogged down when we attempted to change the brake flexi hoses - it was all a bit too much for us amateurs on a drive in just a short time to turn it around. The

nuts were very seized, and we started to round them off with exertion, so we backed off for now. Steve's undersealing looks great, and he gets an annual check-up with it - so if you want to use your car all year round, I do recommend you have a chat to him.

This month I reflect on my purchase of a brand new MGZR 105 in August 2002. At the time I was driving just an MGB and was about to start my first teaching post. MG were doing discounts to MGOC members inline with the employee purchase scheme, which essentially saw me getting a new car for second-hand car money. I had had a good look around one in Weston-Super-Mare, where the garage was next to my dad's office. I was all set on one. My parents must have been at work as I took Ken along to Chippenham Motor Company to test drive and order one. Ken was on the ball and noticed that they

Secretary's Scribbles Cont...

only provided us with the larger engine version to test drive and as things progressed, I was allowed to test the actual purchase car they had in stock. I remember that it was delivered to my parents drive the night before the 1st September and on the 1st we were off on a club run to Athelhampton. The car served me well and it was always an enjoyable car to drive and when we it came to needing a new car there was no MG company to buy a car from, so I bought a Honda....

Hopefully, things are improving at last - haven't had a pint out yet, but it can't be far off....



BREAKDOWN TRICK

Here's a little trick to save money. (My favourite occupation - well not quite.)

I have my breakdown cover with Green Flag. Since I have two cars, 2008 Ford Fiesta and 2005 MG TF, the cheapest way was to have personal cover, to cover any car. The declared car being the Fiesta.

However, when my renewal notice arrived this year, I read the rules and saw that any other car had to be less than 16 years old. The MG reaches that age this year. What to do?

I rang them up while I was on the computer trying to find the cheapest alternative. The guy says, 'try putting the MG as the declared car and then the Ford will be less than 16 years old.

Their system accepted that and REDUCED the renewal premium.

BINGO

OK. OK, I accept that nobody else will be trying to get cover for tatty 2008 Fiesta, but read line one.

Malcolm T

CLUB DIARY

2021 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/ Time
12/13th June	MG Live		Silverstone	Moved to June 2022
13th June	Lions on the Green		Devizes	
19/20th June	Bath Festival of Motoring		Landsdowne	Moved to June 2022
25th July	MGF25		Gaydon British Motor Museum	Still going ahead at the moment as it is an outside event and the Museum has Covid-19 Secure Status!
26th July	Club BBQ		Tollgate	
31st July/ 1st Aug	Gloucester Steam Fayre		South Cerney	Rescheduled for August 2022
22nd Aug	Chippenham Lions Cherished Vehicle Show		Meadow Farm Nurseries Chippenham	Club Stand booked
23rd August	Club Car Run		TBA	
30th August	MGs in Tom's Field		Tom's house	
5th Sept	White Horse Vehicle Show		Westbury	
27th Sept	Club Night		Tollgate	



CLUB DIARY

2021 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/ Time
2nd Oct	Castle Combe Autumn Classic		Castle Combe Race Circuit	Club Stand booked
25th Oct	Club Night		Tollgate	
30th Oct	Scalextric Evening		Eddington Village Hall	Roger Binney
22nd Nov	Club Night AGM		Tollgate	
11th Dec	Christmas Party		Tollgate	



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.