



WESSEX MG CAR CLUB THE TOLLGATE INN-HOLT

CHAIRMAN'S CHAT

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NEXT CLUB NIGHT

28th January Start Time
8:00pm

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

Welcome to the first newsletter of the year, I hope that you had an enjoyable Christmas and New Year.

For the new year we have a new club night venue, this will be the Tollgate Inn, at Holt. This move is a result of the all member vote last year in which the majority of members voted for the club night to be held at a Pub venue.

I would like to express a warm welcome to Phillip Pallot, a new member who has chosen to join our club. I am sure that he will enjoy the friendly atmosphere of Wessex MG Club.

There are a wide selection of events planned for the coming year, with a mix of the old favourites and new events including the second year of the Inter club Skittles Challenge with the Gloucester MG Club.

Hopefully amongst the selection there is something to suit all members, full details will appear in future editions of the newsletter. If you have not already put your name down for the Club Spring Break to Llandrindod Wells, there are still two rooms available, for this trip in early May,

I have asked the organisers of the Bowood Classic Car Show on Sunday May 5th for a club stand and should receive the passes very soon, if you wish to attend

please let me know.

The first special club event of the year is the Valentines Meal, which this year will be held at our new home The Tollgate Inn on Saturday February 16th, the pub do not yet have a final menu prepared but this should be available by the time of our club night.

At the AGM there were a few changes to the Club Committee, I would like to thank Tony Neale for his work over the past years, as he has now retired from the committee. I am certain that Terry Warder who has stepped up to Vice Chairman will do a sterling job. I am also pleased to welcome Steve Todd to the committee. Finally thank you to all members who reelected me as Chairman of the Club for a further year.

It was decided at the AGM that we would nominate Dorothy House as our charity of the year in memory of Jeff Rattle., in addition to the profit from the monthly raffle we will be holding a charity car run with a donation going to Dorothy House.

Our first Club Night of the year will on Monday January 28th from 8.00pm at the new venue The Tollgate Inn, Ham Green, Holt, BA14 6PX and will feature a competition to identify the mystery item in a sealed bag,

Look forward to seeing you on the 28th **Martyn**



SOMETHING TO PONDER...By RICK MEOPHAM

Husband : My wife is missing. She went shopping yesterday driving my car and has not returned

Officer : How old is she?

Husband : Sixty two or is she sixty three. Could be sixty four. Never could remember the date.

Officer : Height?

Husband : I'm not sure. A little over five feet at a guess.

Officer : Weight?

Husband : Don't know. Not slim, not fat.

Officer : Colour of eyes?

Husband : Sort of brown I think. Can't say I've really noticed.

Officer: Colour of hair?

Husband : Changes a couple of time a year. Maybe brown now. I can't remember.

Officer : What was she wearing?

Husband : Er, Trousers or was it a frock? I don't know exactly.

Officer : What car was she driving?

Husband : My old Classic MG.

Officer : Could you describe it sir?

Husband : A 1971 MGB Roadster, first registered March 19th. British Racing Green, Black hood, black leather seats with red piping. Black carpets with MG logo embellishments. Moto - Lita steering wheel. Stainless steel exhaust. Minilite alloy wheels. Five speed gearbox with overdrive. Uprated telescopic dampers front and rear. Revotec cooling fan. CSI ignition system. Quaife limited slip differentials. Mishimoto Alloy radiator. WOSP High Torque starter. Harmonic crank balancer. Facet high capacity fuel pump. Side draught Webbers

At this point the husband starts to choke and sob.



Officer : Don't worry sir, we'll soon find your MGB



A Christmas Present Paul Warn

It will not come as any great surprise to hear that my Christmas had a motoring theme.... Specifically the inter war World Land Speed Record (WLSR) attempts. I was given this model of 'Bluebird V' and a book signed by the modern era of WLSR record holders on the history of the British attempts on the WLSR.

Through my interest in motor sport, I've always been fascinated by how and why British engineering was so dominant in many areas of that period between the First and Second World Wars. As well as the WLSR the British were also successful in the series of air races that took place between 1913 and 1931 for the Schneider Trophy. In later years, the British government withdrew its support of the race, but thanks to a private donation in 1931 by Lady Houston allowed Supermarine to win it for the third consecutive time and retain the trophy. The trophy is now held in the Science Museum in London along with the aircraft. It was a derivation of this engine that powered the Spitfire.

The British steam locomotive Mallard, broke the world speed record for a steam locomotive at 126mph in 1938 - see my article in the March 2011 edition of the newsletter. British built passenger liners held the 'Blue Riband' on 25 occasions for the trans Atlantic crossing. And on the subject of water, as well as the WLSR, Sir Malcolm Campbell and others also held the world speed record on water, at various times during the 1920s and 30s.

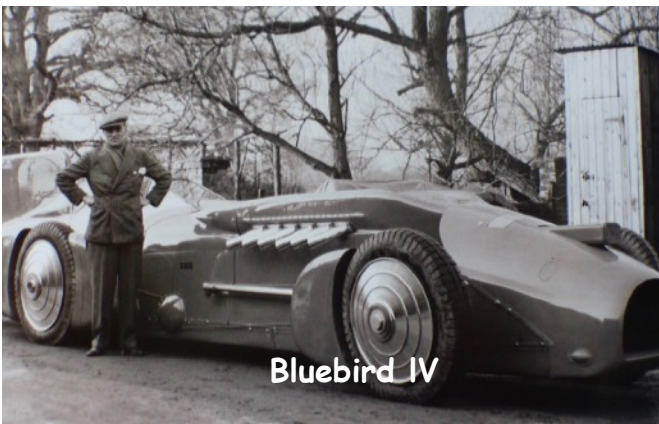
In motor sport Bentley of course won Le Mans in 1924,27,28,29 and 1930. And closest to your hearts is the success of the Triple-M series of MGs. The register will this year be celebrating 90 years of the Triple-M. The name derives from the OHC-engined MG Midget, Magna and Magnette built between 1929 and 1936. The cars achieved many successes at Brooklands and internationally in the hands of the then greatest driver in the world... Tazio Nuvolari.

Back to "my" car Bluebird V. The origins of 'Bluebird' go back to 1924 and Brooklands when racing driver Malcolm Campbell began his long association with the Land Speed Record - as indeed did his son Donald later in the century. He purchased and modified a 350hp Sunbeam, painted it in his favourite shade of blue and named it 'Bluebird' after

his Brooklands racing cars. On the Pendine Sands in South Wales, he raised the then current record twice to 146.163 and then 150.766mph. Realising the limitations of the Sunbeam, Campbell with his designers, set about producing an all-new Bluebird built around a 12 cylinder Napier Lion aero engine. In this car he raised the Land Speed Record to 174.883mph on 4th February 1927.

One of Campbell's great rivals was Major Henry Seagrave. On 29th March 1927 Seagrave smashed the 200mph barrier with a new record of 203.793mph set on Daytona Beach in his 1000hp Sunbeam. Campbell realised that to beat this record he would have to redesign Bluebird again. Using a modified version of the Lion Engine prepared for the Schneider Trophy air race and a completely new wind tunnel tested body. The car was ready by the start of 1928 and was shipped to Daytona. On 19th February, Campbell set another new record at 206.956mph.

With the record attempts moving to Daytona, US interest was aroused and with it a desire to break the British domination. On 22nd April 1928 American Ray Keech snatched the title in his triple-engined, 81 litre Triplex with an average of 207.553mph.



Bluebird IV

Railton and began work on yet another all-new Bluebird design - Bluebird 111. Fitted with a 1450bhp Napier engine and sleek new bodywork, the new car performed superbly and on 5th February 1931 at Daytona Beach Campbell snatched back the record with a new average of 246.088mph. Campbell returned to the UK a hero and was awarded a knighthood by the King. At 46 years of age many expected him to retire at this point.

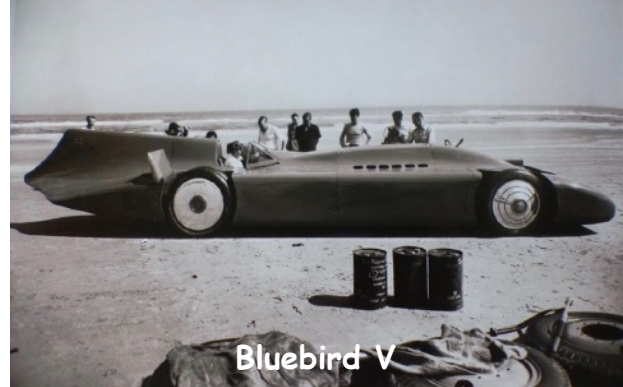
Campbell thought different! In 1933 the Napier engine was replaced with a 36.5 litre Rolls Royce R type unit giving Bluebird IV 2300hp. Campbell smashed his own record in



Malcolm Campbell

February 1933 with a speed of 272.465mph. He was now so tantalisingly close to 300mph that he had to keep going!

Bluebird V followed and the record was pushed to 276.710mph. However, the beach at Daytona at 10 miles long was becoming too short and unpredictable for such speeds. John Cobb's Napier Railton had recently used the dry-lake salt flats at Bonneville as a surface. Campbell decided that this should be the venue for his assault on the 300mph barrier.



On 3rd September 1935 he set off on his first run, watched by his son Donald.

Despite shredding three tyres and with one on fire he managed to halt the car safely at the end of the run. The car was quickly prepared for the second run. Again the tyres were shredded and the car went into a dangerous uncontrolled slide at the end of the run. Despite this it stopped safely and Campbell emerged to find he had averaged 301.129mph - mission accomplished! Campbell never made another attempt on the Land Speed Record.



PS the name Bluebird comes from a play by Maurice Maeterlinck. The story is about a girl called Mytyl and her brother Tylytl seeking happiness, represented by The Blue Bird of Happiness, aided by the good fairy Bérylune. Campbell was so moved by the play that he named all his racing machines after the play but with the name joined together. His son Donald again used the Blue Bird name but with the name separated as in the play.

FROM OUR EUROPEAN CORESPONDENT

Brexit has managed to infiltrate every corner of our lives. Until now I thought this newsletter was a safe haven...

Roger Binney sent the following link with the message - "a very useful article which highlights some of the many benefits of Brexit!"

Abta.com/Brexit

THAT SINKING FEELING

I was sorting some photo files out and came across this.

It was taken on our holiday in the Cotswolds last year. I think it was in Lower Slaughter. It's meant for the tourists, in case they are tempted to wade across the village stream. They are obviously worried that their visitors may get run down by speeding coracles?

Malcolm Taylor



VALENTINES SUPPER



Saturday February 16th is the date of our Valentines Supper at the Tollgate. As is the norm with the timing of this newsletter and the short time line to the 16th February, the menu is not yet available for inclusion in this edition. However the menu should be available by our January clubnight.

In light of the above, would you come to the club night armed with a deposit of say £5/head just in case its needed to secure a place at the Valentine table.

If the menu becomes available before the club night then details will be sent out under separate cover.



SUMMER PICNIC -



It is proposed to have this year's picnic at The Weald and Downland Living Museum on the 30th June. This is situated at Singleton, Sussex. Website www.wealddown.co.uk.

There are extensive grounds on which are re-assembled numerous ancient buildings which have been rescued from destruction. This includes a working water mill and timber yard. There are also many traditional craft displays and demonstrations.

Our concessionary entrance fee will be £20 for a car and 2 occupants. They will allocate us an area in the field car park for our picnic. Or if you want to go upmarket there is an excellent cafe overlooking the model boating lake.

Closer to the time I will issue a route, commencing from The Wharf Car Park in Devizes. This to include a comfort stop on the outward journey and possibly a pub stop on the return journey.

Will those interested please advise me by e-mail, so that we can get a feel for the event. Closer to the time we will need payment in advance to allow a single payment to be made to the museum.

Malcolm Taylor



Secretary's Scribbles

I hope that everyone had a great Christmas. Nancy and I enjoyed watching the kids have a million presents each. I have a German exchange student in my 6th Form tutor group at school and I asked him what differences he had noticed between how we and the Germans did Christmas. His answer probably shouldn't have surprised me, he said that Christmas was all about the family and relaxing and that he found most British people getting quite stressed with shopping, cooking and the general commercialisation of Christmas etc.

We hosted some of Nancy's family on Christmas day and so Nancy spent Christmas Eve prepping the veg and so on, so that it was a straightforward operation on the big day. By 10am on Christmas day I was at a loose end - the presents were unwrapped and the huge pile of wasted paper was bundled up ready for the fire. What to do I wondered..... I looked out the window and it looked clear, dry and pretty good so I had a quick chat to Nancy and got permission to

go for a blast in the Magnette. I was quickly back to put some more air in the tyres but then I was properly off down the A4. I cruised through an empty Calne and prepped my right foot to go to defcon 3. As I hit the national limit stretch heading for the white horse I overtook some old gents in various fiestas and Corsas and roared off into the distance - it was bliss. I drove as fast as legally possible all the way to the Avebury roundabout then all the way back to Calne, much to the surprise of the various Fiestas and Corsas that were now just hitting 40mph somewhere near Labour in Vain hill. What a morning to be on the road, no queues, nothing, just old fashioned 'A' roads and an MG.

The committee did a good job pencilling out the outline plan of events for the year under Martyn's guidance and it looks like we will have another good year in 2019.

Tom



Club Diary

2019 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
28th Jan	Club Night - Bring Something in a Bag	Yes	The Toll Gate Inn	
9th/10th Feb	Great Western Car Show	For Info	Shepton Mallet	
10th Feb	Stoneleigh Spares Day	For Info	Stoneleigh	
16th Feb	Valentine's Supper	Yes	The Toll Gate Inn	
25th Feb	Club Night - Quiz	Yes	The Toll Gate Inn	Sue Warder
25th March	Club Night - Film Night	Yes	The Toll Gate Inn	
19 - 22 April	Easter Bank Holiday			
TBA	Committee Meeting		The Toll Gate Inn	
28th April	National "Drive It" Day	Yes		Details to be announced
29th April	Club night - Prod & Poke - with chips	Yes	The Toll Gate Inn	
5th May	Bowood Classic Car Show No 1	Yes	Bowood House	
9th - 12th May	Club Spring Tour	Yes		
20th May	Club night - Mystery Charity Run	Yes		Steve Todd
9th June	MGs in the Park	No		
15th - 16th June	MG Live Silverstone	For Info	Silverstone	
15th - 16th June	Bristol Classic Car Show	For Info	Shepton Mallet	
19th June	Poulshot Green 'turn up' show	For Info	Poulshot Green	



2019 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
24th June	Club night - Boules	Yes	The Toll Gate Inn	
30th June	Summer Picnic - Wealds and Downland Living Museum - Chichester	Yes		Malcolm Taylor
22nd July	Club night - BBQ	Yes	The Toll Gate Inn	
3rd - 4th August	West Somerset Steam Railway & Car Show	Yes		
3rd - 4th August	South Cerney Gloucester Steam Fayre	Yes		
18th August	Bowood Classic Car Show No 2	Yes	Bowood House	
19th August	Club Night - Theme TBA	Yes	The Toll Gate Inn	
25th August	Tom's Action Day	Yes	Tom's House	
26th August	Corsley Show	For Info		
1st September	Whit Horse Car Show	For Info	Westbury	
23rd September	Club night - Talk	Yes	The Toll Gate Inn	Talk by Tom Strickland
28th October	Club night - Talk	Yes	The Toll Gate Inn	Talk by Paul Warn
8th,9th,10th November	NEC Classic Car Show	For Info		
25th November	Club night - AGM	Yes	The Toll Gate Inn	Club AGM
14th 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.