



WESSEX MG CAR CLUB THE TOLLGATE INN-HOLT

CHAIRMAN'S CHAT

CONTENTS

PAGE 2

CLUB MEMBER CAR OF THE MONTH

Malcolm Taylor

PAGE 3

RELUCTANT MGB ROADSTER FOR SALE

Ken Scott

PAGE 6

CAISTER CASTLE CAR COLLECTION

Malcolm Taylor

PAGE 7

OUT AND ABOUT WITH OUR CHAIRMAN

Martyn Lucas

PAGE 9

A MORGAN EXPERIENCE

Paul Warn

PAGE 11

SECRETARY'S SCRIBBLES

Tom Strickland

PAGE 12

THE CLUB'S DIARY

**NEXT CLUB NIGHT -
BBQ 26th JULY 7:30pm**

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

With the current good weather and gradual easing of restrictions the events season is getting underway. We attended the Atwell Wilson Museum Car Show, this was a very good show with around 400 cars attending, and also the opportunity to view the exhibits in the museum. Luckily the rain held off until later in the day and it was good to get together again at the first major event attended by our club this year.

A week earlier I went to Bicester Heritage Centre, where the Jaguar Summer Festival was being held to celebrate the 60th anniversary of the E type. There were over 1200 cars at this event, obviously mainly Jaguar but there were several MGs there as well including Midget, MGB and a ZA Magnette. It has been about 3 years since I last went to Bicester and now there are more classic car specialists based there.

On Saturday 24th July we have a drive to Gaydon for the 25th+1 anniversary celebration of the MGF launch, if you have not already booked for this you should still be able to get a ticket from the British Motor Museum website.

In our diary for August we have the Athelhampton House Picnic on Sunday 15th August, The Chippenham Lions Car Show on Sunday 22nd August and on the next day Monday August 23rd we have a club night evening run and then on Bank Holiday Monday August 30th The Action day in Tom's field, which traditionally is a very popular fun event in our calendar.

Our next club event is the Club Barbeque at The Tollgate on Monday July 26th starting at 7.30pm., this will be our first visit to the Tollgate for over a year.

Martyn





Club Member Car of the Month



The featured car this month is a very nice photo of Malcolm Taylor's MG.





Reluctant MGB Roadster For Sale

Ken Scott

FOR SALE a very special MGB Roadster. Older members of the club will know of my car and it's provenance, but for newer members I will outline the specification:

Built by Lyndsay Porter as the project car for his book; 'MGB Guide to Purchase and DIY Restoration'. This must make it the most detailed restoration record of any MGB! I bought the car from him in December 1992 with only 847 miles on the clock once the book was complete and published and the car had been road tested by all the motoring restoration Magazines. It was from a series of articles in Popular Classics that I learned that the car was now for sale that I was able to buy it. He had some involvement with BL Heritage in the early development of the RV8 and as a result was able to 'obtain' a pre-production Heritage shell which forms the basis of the 'restoration', although that does not do the car justice as it was built up using all new parts or reconditioned units and updated to incorporate all the best bits of the subsequent MGB models. In fact I bought a brand new car with 'delivery mileage'. The full specification is;

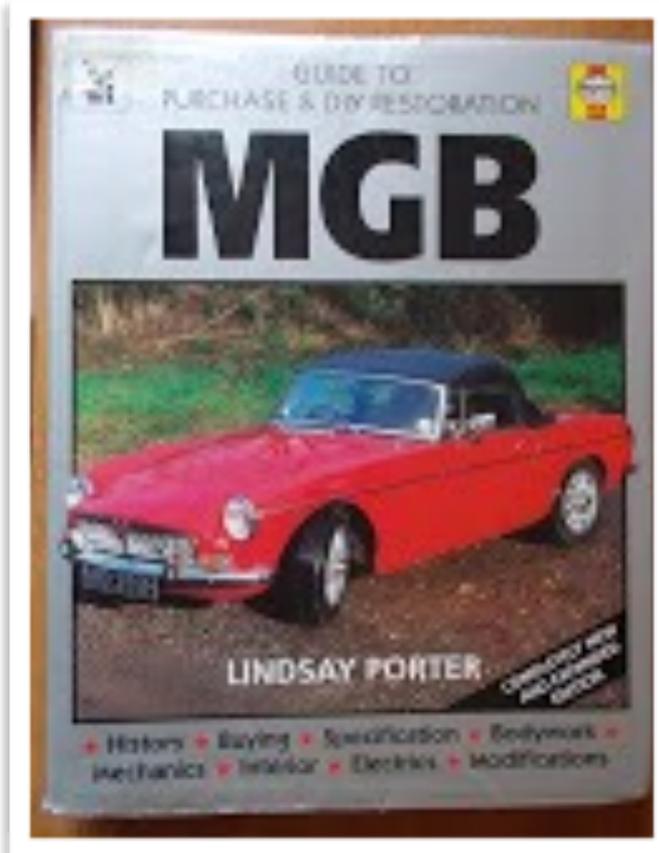
Engine 1800cc stage 1, with lead-free head and high lift cam by Aldon Engineering. Twin $1\frac{3}{4}$ " HS6 SU carburettors on 'Special Tuning' manifold. K&N air filters. Stainless steel 3 branch manifold and exhaust System. Although It has not been on a rolling road, power output is believed to be around 105bhp. 'Piranah' electronic ignition. Moss telescopic front suspension with Spax adjustable rear dampers. V8 front brake assemblies, servo assisted. MGOC power assisted steering. 'Minilite' centre lock alloy wheels. All rubber bushes have been replaced with polythene 'autobushes'. Lucas 'Servoglide' electric windows. 'Gamma' alarm system. Believe it or not it is fitted with a top of the range 'Clarion' 6 CD auto-change music centre! (in a 2 seater open sports car?). It comes complete with a mohair hood, full tonneau, $\frac{1}{2}$ tonneau and windbreak. It has a 4 synchro. gearbox with overdrive.

I have just replaced the water pump and the battery (single 12V).

I would like to start the 'haggling' around £18000.

Ken Scott **Tel. 10249 750815**

Email: kenscott@btinternet.com





Ken's MGB was chosen with eight others to mark the 50th anniversary of the forming of the Red Arrows. If you'd care to look back to the July 2014 edition of this newsletter you will find an article written by Ken celebrating the occasion. I have included the pics that were enclosed with his story. **ED**



Formed up in 'Diamond Nine' formation



My pilot was 'Red Six', Flt. Lieutenant James McMillan



Red Arrows and Red MGBs



Caister Castle Car Collection

Malcolm Taylor

Has anyone been to this fascinating place? Pat and I visited whilst on holiday in Norfolk, earlier in the year. It has a real eclectic mix of stuff.

It is billed as the largest and best privately owned collection in the UK. It is housed in a purpose built structure within the grounds of Caister Castle. The entry fee includes the castle, which is the oldest brick built castle in the world.

It includes the first ever Ford Fiesta off the production line. There is one of the owner's former means of transport, which is a Mini Cooper S which has covered hundreds of thousands of miles on three engines.

There are plenty of motorcycles for Terry, including a 1947 electric bike from Belgium. Other than the usual wheels, saddle, handlebars etc. the bulk of the bike seems to be taken up with a huge battery enclosure. I guess the advances in battery technology means less batteries to lug around these days.

Some pics attached, including a Scott Sociable. Looks like a 4 wheeler with the left front wheel removed. I think it actually evolved from a motorcycle and sidecar, but I bet it was pretty unstable on corners.





Out and About With Our Chairman

Martyn Lucas

Martyn sent the photos that follow over the next couple of pages. The title photo and the two below look back to the club's recent trip to the Atwell Wilson museum.





Martyn also took himself off to the Jaguar Festival at the Bicester Heritage Centre.



The Tom Wilkinshaw Win Percy TWR XJS



An Historic D Type



MG Magnette



Morgan Experience

Bicester Heritage
Centre

Paul Warn

Martyn's pics of the Jaguar event at the Heritage Centre Bicester reminded me of the latest addition to the Heritage site.

The Morgan Motor Company has restored the Power House building - which presumably when an operational WW2 RAF Bomber Training Station, provided the power for the station - and installed a driving experience hub giving wanna be Morgan owners an insight to the full dynamic capabilities of their potential purchase or indeed the car they have already purchased. You can of course just enjoy a day driving a Morgan.

I've lifted the following text from the official Morgan Site

The one-to-one performance driving course, Morgan Driving Academy, sees you climb aboard one of the special fleet of Plus Four or Plus Six models. You'll be accompanied by a professional performance driving instructor, who will tailor the day to your experience level and aims.

The private closed-road circuit on site at the historic Bicester Heritage site allows you to explore the acceleration, braking and handling performance of the Morgan in a controlled and safe environment. The Morgan Driving Academy also features an on-road element, where you'll be able put into practice the skills you've honed on track.

The full day Morgan Driving Academy course costs £690 inc. VAT, including use of a Plus Four or Plus Six, fuel, insurance, refreshments and lunch.

PS

I arranged for our grandson to experience the new Plus 4 for a day through my local Morgan Centre. He was impressed with the performance of the car. I daren't tell him about this...



TIMETABLE

09:30 - Arrive and meet your instructor over coffee and a morning snack

10:00 - Your instructor will talk you through the format of the day and the car's features

10:20 - We head onto the track to discover the driving characteristics of the car, control weights, and the different driving modes

10:40 - Using the back straight of the circuit, we practice full throttle acceleration and how to minimise loss of traction

11:00 - We now experience the full braking capability by performing full ABS emergency stops from high speed

11:20 - The final track session of the morning focuses on the car's 'kickdown' mode and to maximise cornering stability

12:00 - We take to the road to put what we've learnt into a real-world application, stopping at a local pub for lunch

13:45 - Return to Bicester for track driving theory session, tying in all the days learning to higher speed track driving

14:00 - Track lapping, with further discussion on technique

15:00 - Return to Morgan building for coffee and recap on the day



Secretary's Scribbles

This month we look like we will have our first Clubnight since February 2020 (Don't think we had one in March 2020) and I am hoping that it will be bright and warm so that we can properly enjoy the occasion.

As I write we are 4 hours away from the big Euro Final game between Italy and England, this has got me thinking about 1966 - what MGs were available to the population then? So you could have had a choice from: MGB Mk I, MG BGT Mk I, MG 1100 or a MG Midget Mk II. Which would you have had? I did do a quick google of England '66 players names and MG and hit a blank.

Today MG UK offers you: MG3, MG5 estate (EV), MG ZS, MG ZS (EV), MG HS, MG HS (Hybrid) and we are to expect an MG3

(EV) and the draw dropping MG E-Motion sports coupe by Christmas. So 2021 could see nearly double the number of MG models to 1966 - That is an interesting statistic.

Nancy said that she saw lots of nice cars out heading for the Atwell-Wilson day, I hope it was good for those of you who attended. How did it feel? Are people comfortable with getting back to the old norms? Are you ready? Are you still nervous? Let us know so that we can help with the way we plan for next year.

Tom





CLUB DIARY

2021 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/ Time
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	
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.