



WESSEX MG CAR CLUB THE TOLLGATE INN- HOLT

CHAIRMAN'S CHAT

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NEXT CLUB NIGHT

24th October 8:00pm

Talk by Frank Bond

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

Since the last newsletter myself and other fellow Wessex MG members were at the British Motor Museum at Gaydon to celebrate the 60th anniversary of the MGB. This was a really fantastic day with good weather and in excess of 1200 MGBs there on the day, plus the opportunity to look at the wide variety of cars in the museum. There will be another large MG event at Gaydon next May at the start of the MG centenary year celebrations.

I drove up on the Saturday and stayed at a hotel where many other MGB owners were staying and also a large number of Lagonda owners who also had an event in the area so the car park began to resemble a classic car show!

Our last club night featured a very interesting and informative presentation on security and scams by Doug from the Wiltshire Bobby Van Trust.

After a break of nearly three years we were able to hold a club skittles match again. This was a very high scoring game with most of us only a point or two apart, and the winner by a good margin was Kevin Meakin who is now the current holder of the club skittles trophy. The evening proved popular and we will hopefully hold another match early next year.

As I write this a large number of us will be going to The Bell at Standerwick for a Sunday Lunch and if members wish we will hopefully follow this with more Sunday Lunch events during the coming months

The next club night on Monday 24th October at the Tollgate from 8.00pm will feature a talk and presentation by Frank Bond which promises to be very interesting .

Hope to see you at The Tollgate on the 24th

Martyn





CALLING NOTICE - WESSEX MG CLUB AGM- 2022

AGM

Please be advised that in accordance with the Club's rules, two month's notice is given for our Annual General Meeting.

Wessex MG Club

2022 Annual General Meeting

Notice is hereby given that the above meeting will take place on the

21st November
at
The Tollgate Inn - Holt

commencing at

8:00 pm

Preceded from 7.30 onwards by the payment of subscriptions for the 2023 season.

Notice of any resolution to be proposed at the AGM should be given in writing to the Secretary (Tom Strickland) before the 1st November

The proceedings of the meeting shall be as follows:

Agenda for AGM

1. Apologies for absence.
2. Approval of minutes of 2021 AGM.
3. Chairman's Report.
4. Treasurer's Report.
5. Consideration of any motions received.

Break

- Photo competition

- Voting for awards

6. Election of Committee for 2023.
7. Presentation of Awards.
8. Arrangements for 2023 AGM.
9. Any other business.

Club Member Car of the Month - 1946 MG TC



This month's featured car is owned by Paul Adams

My love affair with MG cars started when I was about 3 years old and had been taken out for a ride in my uncles MG J2. Ever since then, I always wanted an "old MG" so I was incredibly lucky as well as very surprised when I got a 1953 MGTD for my 21st birthday!

I kept this car for 25 years and loved every minute of owning it but a change in circumstances and no garaging meant that I had to sell it which was a very sad day indeed.





To make sure I wasn't without a classic MG though, I had pre-empted the sale by purchasing a 1972 MGBGT on the basis that it could sit on the drive and I had a lot of fun in this car, they are so practical, and I fitted a webasto roof, so I still had some open top motoring. I was also running an MG ZTT as my everyday car so at this point managed to have 3 MG's at once for a short time.



In 2007 an ex member of Wessex MG club put his 1969 MGBGT up for sale, the car was mechanically sound but the body work needed some TLC.

I bought it as a project to do with my son Tom and we stripped the car back to the shell and spent some time sourcing new panels and getting them welded in. For various reasons, it turned out to be a very long project and it was not until 2014 that work started again in earnest and in May 2015 the car was finally resprayed and put back on the road. This car now belongs to Tom, so MG passes to the next generation!

Whilst I enjoyed my time with the GT, I really missed not having an "old MG" so started to think about looking for something with a more vintage feel.

I really got my love of old cars from my own father who's first love was Austins and after he died, I decided to buy an Austin 7 and found a 1938 Austin 7 Ruby which we used for my daughter Jenni's wedding last September.

Whilst thinking about a suitable "old car" to replace the GT, I did look at an Austin 7 Ulster with racing pedigree but was very disappointed to find that I was too tall to drive it safely being unable to move my foot from accelerator to brake and back because my knee was jammed solidly by the steering wheel and the body's side panel, neither seat nor wheel had any adjustment, so that was the end of that idea.

I also looked at a 1932 Wolseley Hornet Special that came up for sale because Dad had one of these and I had loved driving it once I had passed my test and had been very unimpressed when he had swapped it out for another Austin 12! Sadly, it sold before I could look at it but in the end I decided that I needed something that had good parts supply in order to be able to keep it maintained and running, and the Wolseleys are getting rarer without the same level of support that MG has.



So, this brought me back to MG and I decided to look for a TC. After several false starts with cars that were not as described I finally found WYS169, a 1946 MG TC in dark red at a dealer near Taunton. After a test drive I decided to buy it and it was delivered on my 52nd birthday! However, the excitement was short lived as we broke down after only doing 3 miles on our maiden journey!



I managed to limp the car home and then discovered that there was a huge amount of crud in the fuel tank. Whilst flushing and cleaning out the fuel system with the car up on axle stands, I noticed that the rear near side wheel was very wobbly which was a concern. Finally on getting the car running again I found a water leak on the pump housing coming from one of the studs and guess what, it wouldn't tighten up. One very irate phone call later and the car was duly collected again and taken back to Taunton to get these things rectified. The dealer was not keen to re deliver it though, so I caught the train down to Taunton and drove the car home using A roads rather than motorways. Other than a puncture, the journey was uneventful and great fun. Since then the car has behaved pretty well, and has been to Jersey twice on holiday and used locally for fun and club runs. We've also attended the Pre-war Prescott event a few times and had some great runs up the hill. Driving this car always puts a smile on my face which is what its all about!



I'm pretty sure this classic car thing is some sort of affliction passed on to me by my Father, because last November something happened that made me get a 1935 Austin 12 to keep the others company! Both the Austin 7 and 12 celebrated their centenary year in 2022 and we had a great time at both events with over 1000 A7's in Moreton in Marsh in July and 100 A12's in Leicester in June.



Paul Adams





MGB60

Steve Todd

Seven members of the Wessex MG Club met up on the Sunday morning to travel in convoy to Gaydon for the MGB60 event. The weather was perfect - a little bracing with the roof down in the morning at 60mph - but it made for some very picturesque views through the Cotswolds. And of course the cars all behaved faultlessly because of their fine British craftsmanship.

I've attached a short video of the convoy (**Click on the title pic ED**) and a picture at our coffee stop in Morton-in-Marsh. I understand estimates of up to 1,500 MGBs were in attendance. People had travelled far and wide, I felt like I was amongst the 'locals' being just 90 minutes from home. It's made me realise that I really should do longer journeys in the Toddster....





GILKS'
GARAGE CAFE
(MGB60)
Sue and Terry
Warder

The evening before the MGB60 at Gaydon, we met Martyn at Gilks' Café along with a few "cyclists" as seen in the photo. Also note the very comfortable Hillman Super Minx sofa!

It is a family run garage themed cafe providing quality locally sourced food and great coffee.

Why garaged themed/ the business can trace its roots back to 1904 when George Gilks set up a blacksmith shop in the Market Square at Kington. The business developed into agricultural engineering before diversifying into the motor trade.

The theme concentrates on their story, heritage and history including original display items from the different eras.

The atmosphere is enhanced by various posters and light boxes as well as the prior workshop complete with vehicles.

The pizza and burgers are really good as backed up by locals calling in for their takeaway suppers. Using good old fashioned service, they also serve homemade cakes in a genuinely friendly, fun and funky environment.

Gilks' Garage Café is not just another "themed cafe". It is run by the same family that originally ran the garage business and who share the same passion as their forefathers, to deliver honest friendly service to the highest possible standard.

Keith the current owner, was very interested in the cars and owns a MBC himself. He even managed to sneak away from the cafe on Sunday and sought us out at the event.

This may be somewhere to think about for a club day out including a visit to the British Museum at Gaydon.





Courtesy of Martyn - Seen in the hotel car park during the MG60 celebration weekend. The Lagonda club were on a motoring weekend.



Skittles champion for 2022 - Kevin Meakin seen here being presented with the trophy by our chairman Martyn - Well done Kev!



	8	6	7	2	7	9	TOTAL	NAME	AWA	
GRAHAM	7	5	3	2	2	4	45	MARTIN	7	2
JANE	8	7	4	2	2	3	30			
MICHAEL	7	9	7	7	6	3	31			
PAT	2	5	5	7	6	3	28			
ELANOR	6	3	1	6	4	9	29			
MICHAEL	6	6	5	7	8	6	38			
PETER	7	5	2	4	6	7	31			
SUE	2	3	6	9	4	6	30			
SARAH	6	8	8	2	7	7	38			
MICHAEL	6	3	7	8	5	0	29			
MIKE	5	6	6	6	3	3	29			
								TOTAL		

Frank Bond will be talking to us at our next club night.
Here is a trailer to his talk...



Frank writes..

"This is the story of the greatest of lifeboats in the history of the RNLI. Henry Blogg served as coxswain at the Cromer station for over 40 years, through two world wars. He is credited with saving nearly 900 lives.

As a young man the crew rowed out into the treacherous North Sea in an open boat. They could be out in all seasons for two days. He finally retired aged over 70, some years after the second world war ended. He was awarded the George Cross, three RNLI gold medals (the lifeboat VC) and throughout remained a reserved humble unknown hero. "





A PROJECT ?

An intriguing relic from the last days of Bristol Cars is the prototype Bristol Bullet, which lay surrounded by Morgan chassis at Bristol's base at Windlesham.

The Bullet was built on a Morgan Aero 8 chassis, with bespoke carbon fibre bodywork, and the entire project is still being offered for sale by the liquidator.

How about it Paul and Peter? If you pooled the surplus from your pocket money, you could take it on. Or what about the club, we've got a surplus in the bank account, we could take it on.

'THE WESSEX BULLIT'. How does that sound?



Malcolm Taylor



Classic Cars

Peter Hine

We went to the Classic Motor hub last week for a coffee and look. Why aren't all coffee shops like this 😊 Sue agrees with Anne on her choice of car. Me, I wanted the 1933 Alvis Speed 20, P.O.A !



Marlborough now has a classic car dealer and holds the occasional get together for classic cars and bikes. The last one, a few weeks ago, was held at the local Ramsbury brewery. What better than classics, a decent coffee van, a brewery selling its wares and a BBQ serving Venison burgers from the local Ramsbury estate deer. A good mix of cars but a first for me, a Saab Sonic. Made for the US market in the early 70's and very Saab, mechanical manually operated pop up headlamps! See pics.

Then and Now

All has been quiet on the "Then and Now" front.
However here is one to ponder - see page 19 for the answer...

Guess who, looking out of my Dad's car in the 60's. Then we spotted the same model and colour Renault Gordini at the Classic Le Mans.



Secretary's Scribbles

So Russel at MG Solutions, the Mobile Mechanic arrived and was supervised by Granny completing the Cam Belt Service on the TF. Steve had messaged me to see if I could try and prod Russel into sending a receipt of his work on his MGB as he wanted to keep it in his car's History File (always a good idea). Anyway, this was all a bit difficult with Granny at home and myself at work and unable to just pick up the phone and so I wasn't able to speak directly to Russel. When I arrived home it looked like a good job had been done and Granny said he worked hard and continuously on the car and all was good... BUT that he had taken my Service Book home to stamp it as he had forgotten his stamp. This threw me into a bit of a panic as I was terrified that I now too would be chasing for paperwork and it wasn't just a piece of paper it was my precious Service Book. Granny was feeling guilty and kept asking me if the book had arrived in the post.. nothing...nothing.. so she wrote Russel an email and he said he had had to order a new stamp and the book would be in the post the next day. Well the next day

was a postal strike... but, it then did arrive.

The TF then went into the local Hyundai garage for its MOT only to fail as the mechanic had moved the seat and the SRS connector had set off the warning lamp - I was lucky enough that they were prepared to twiddle it and see if it went off, which it did. Nancy has driven the TF so I had forgotten that the connector was a pain, does anyone else with MGR era MGs suffer this? It does seem to be a well known problem online with a range of solutions from cutting the cables and using different connectors to cutting the connector out and soldering - I am going to have to do something for next year (If you do play with your connector you did need to disconnect the battery and wait 10 mins for the static to go or else you could fire the airbag etc).

Luckily the ZS went straight through its service and MOT no problemo.

Take Care Everyone



Tom



CLUB DIARY

2022 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/ Time
18th Oct	Pre AGM Committee Meeting		Zoom Meeting 8:00pm	
24th Oct	Club Night - Talk by Frank Bond		Tollgate	
21st Nov	Club Night - AGM		Tollgate	
10th 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	Gordon Newman	07597 374405	gornew@yahoo.co.uk
Speakers	Paul Warn	01225 768676	paul.william.warn@gmail.com
Projector Stand	Paul Warn	01225 768676	paul.william.warn@gmail.com
Projector Screen & Cover	Gordon Newman	07597 374405	gornew@yahoo.co.uk
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.

"Then and Now" answer:

Terry Warder