



# WESSEX MG CAR CLUB THE TOLLGATE INN-HOLT

## CHAIRMAN'S CHAT

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

I hope that like myself members have been able to take advantage of the recent late summer weather to use their cars.

Hopefully the dry weather will hold for the Castle Combe Classic meeting on the first weekend of October, there are many members attending and the organisers will be putting us in groups of 6 to comply with the new regulations. Unfortunately this event is a pre book only and Castle Combe closed applications two weeks ago and tickets will not be available on the day.

I have heard that the Classic Motor Show at the NEC in November has now been postponed to November 2021, although the organisers have taken the time to make the event Covid compliant I feel that they have acted correctly in cancelling this year's show.

Normally this month we would be posting in the newsletter notice of the Club AGM, but at present due to the Covid restrictions it is not possible to be able to hold this in November as a physical meeting. We are next week holding a committee meeting to discuss options for the holding of the AGM.

It seems that the infection rate for COVID 19 has now approached level 4 which may mean that restrictions on activities may be increased during the coming weeks, and it looks like we will not be able to resume any form of club meeting for quite a while yet.

Be cautious, stay alert and keep safe and well

**Martyn**





## An Unusual Tail

Malcolm Taylor

Whilst on our May holiday in North Wales, Pat and I turned up at Aberdaron, at the tip of the Llyn Peninsula, to find these strange 3 wheel carriages in the car park. They are Carver One's and whilst they may be futuristic looking, they are already obsolete as production ceased in 2009. Only 200 were produced.

The idea was to produce a narrow enclosed vehicle to carry 2 people and hence reduce congestion. Of course the problem with narrow vehicles is stability, so the cabin is designed to tilt like a motorcycle. The system that does this is patented and is called DVC (Dynamic Vehicle Control). It measures the centrifugal force acting on the vehicle and tilts the cab hydraulically.

The Dutch company still exists and is bringing an all electric version to the market. The controls are conventional car type with steering wheel and foot pedals. The engine is a 660cc Daihatsu unit. However Toyota halted all sales of engines to third parties, including the Daihatsu engines. This precipitated the cessation of production.

The vehicle has apparently been featured on various TV shows. Jeremy Clarkson said, 'I have to say, absolute hand on heart. I've never had so much fun in a car, really and truthfully, and I don't think I'd ever tire of it.'

I think this is borne out by the smiles on the faces of the drivers as they weaved through town on their way out. They seemed to be deliberately giving us a good show. The technology was licensed to various companies but nothing else has appeared yet. An American outfit called the PAL-V flying car company is supposed to be developing an autogyro based on the Carver.

**QUESTION.** Why does the front steered wheel need two drag links from the steering box or whatever is inside the cabin??

**PS** I've included a selection of photos below







## Know Your Origins

Roger Binney

So at one of our recent MG Evening Quizzes, we had to recognise a large number of car manufacturer badges.

I know the history of the Yamaha motor cycles emblem, a pair of crossed tuning forks. Nothing to do with tuning motor cycles of course, but the origins of the company. Yamaha started life as a piano maker and of musical instruments... hence the tuning forks. But Peugeot, a lion?

Apparently the business started in 1810 by the family Peugeot based on their history as a foundry. They developed the quality of their steel and became famous for the quality of their knives. Subsequently they invented a sharp grinding mechanism for use in a food grinding mill, a moulin, and their emblem denoting strength and power was borne in 1850.

In 1874 the Peugeot moulin was the first table pepper mill available and it was not until 1930 that the first electric mill was produced. Like many companies, Peugeot diversified, first in 1882 into bicycles and later into cars in 1890.

The group now comprises Peugeot, Citroen, Opel an Vauxhall and DSAutomobiles. It is now owned by the French State, Dongfen (Wuhan) and the Peugeot family.

I wonder what the origin of the lion we used to have on our eggs?British Lion eggs



## Malcolm Barrington - And Friends

I have been on a few trips out in the MGA and have also found a new member for the club. Mike and Meena live in my village and have just purchased a 1961 MK2 1600 in red. They are looking forward to a club night and going on a few of the club events.

The selection of cars shown above are three from my village, the green MGB is my brother's from Chippenham. I spent one morning putting a mag back into my 1942 Ariel W/ng and very pleased with the result.

I am racing this year in the Frazer Nash race at Castle Combe. This will be my first race this year and therefore I will be taking it easy. Well I say that now!!!





You may remember John Thomas included in the June edition, a pic of progress in the building of his latest project, a German Cutter. John has now provided pics of the completed craft - which looks magnificent. It's about 4.5 ft. long and about 5ft. tall. Radio controlled on the rudder and sails, there is also an aux. motor.





## Somewhere To Visit - Eventually

Paul Warn

The one thing we all have in common as members of a classic motoring club, is our love of cars and of course motorcycles. Whether that is driving them, watching them race as indeed we will at Castle Combe next month or wandering around a good motor museum. I'm pleased to say, we are well served in this country not only with great racing circuits - with two of the best, Castle Combe and Thruxton on our doorstep - but also great motoring museums - Haynes is virtually on our doorstep with both the National and British motor museums within a two hour drive.

And it gets even better. Also within a two hour drive we have world renown international historic racing events. The Goodwood Festival of Speed, The Goodwood Revival and The Silverstone Classic. If all that is not enough, over recent years we have seen the development of the Bicester Heritage Site. Based appropriately at the UK's best-preserved WW2 RAF bomber station - the former RAF Bicester.

I'm beginning to warm to this now!

To bring you right up-to-date. During the summer the British Racing Drivers Club fulfilled its ambition to create an educational centre for British motor sport. To tell the story - past, present and future - of British motorsport through the history and heritage of Silverstone in the form of artefacts, archives and collections of educational and historic value.

All of the above did not happen overnight. There has been a huge amount of resistance over the years to the development of these facilities, not only during the planning stage but also a constant battle - Castle Combe and Goodwood in particular - from the nimby community.

None more so than the latest development on the edge of the Cotswolds - Can you imagine!

So to get on with the real topic of this short billet-doux.

The Mullin Automotive Park, a £150-million car museum dreamt up by American collector Peter Mullin for the UK, has been given outline planning permission after an 18-month battle, meaning it will now go ahead.

Peter Mullin is ranked 4th amongst the top 100 car collectors in the world. He is best known for his collection of Art Deco era French cars, including one of the three remaining Bugatti Type 57 Atlantics and the famous "Bugatti in the lake". His existing museum in Oxnard, California, is world-renowned and open to the public.

He applied for initial planning permission in November 2017 for a new public museum and accompanying holiday lodges for a brown-field site in Enstone, Oxfordshire, on the edge of the Cotswolds. A number of significant locals objected, resulting in the original plans being completely redrawn by Sir Norman Foster's Foster + Partners and resubmitted in November 2018. After several delays outline planning permission was granted in June of last year by West Oxfordshire District Council.

The new museum - see title photo courtesy of Foster and Partners - will house many of Mullin's fantastic cars, and will have themed displays turning over during the year. The museum will also seek to tell the story of the automobile, and deal with future transport solutions and environmental issues. It will consist of the museum, a demonstration road where museum cars can be viewed in action, manufacturer pavilions, workshops and 28 residential lodges. Sixteen of the lodges will be adjacent to the museum with glass-fronted car storage areas, enabling lodge owners to display their cars to visitors.



## A Sign Of Things To Come?

Another sight from Pat and my holiday in Wales, is this derelict old garage and rusting fuel pumps.

This may become a familiar sight as we abandon fossil fuels and take to our electric cars?

Malcolm T





## Secretary's Scribbles

I am ashamed to say that this month I have not even unzipped the Mquette from her carcoon bubble. It has been back to work with a bang too and it is a very different World at the moment. I am also having a study built as a small extension so builders vans etc have made it slightly more difficult to get access to the garage - poor excuse really! It is such a shame that we can't get back to 'our' normality with club meetings and road runs. I have had an email from the MGO SW Regional Secretary saying that with the 'Rule of 6' we can not organise any:

'face to face meeting or event under the MGO

banner and any event you may have had planned in the near future will have to be cancelled'

Now I know many of you are thinking of going to the Castle Combe Autumn Classic event - I just wonder how this can realistically happen... I am told they currently believe they can hold the rule and keep to the rules. I will leave that to you to decide.

I hope you are all keeping well and safe.

**Tom**

## Club Diary

2020 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
<b>23rd November</b>	<b>AGM</b>	Yes	<b>The Toll Gate Inn</b>	<b>Club AGM - TBC</b>
<b>12th December</b>	Christmas Party	Yes	<b>The Toll Gate Inn</b>	<b>TBC</b>





## Club Asset List

CLUB ASSET LIST			
ASSET	CURRENT HOLDER	CONTACT DETAILS	
Engine Hoist	Tom Strickland	012489 447125	<a href="mailto:stricklandto@hotmail.com">stricklandto@hotmail.com</a>
Club Sail Banner	Tom Strickland	012489 447125	<a href="mailto:stricklandto@hotmail.com">stricklandto@hotmail.com</a>
Event Shelter + Sides	Tom Strickland	012489 447125	<a href="mailto:stricklandto@hotmail.com">stricklandto@hotmail.com</a>
Projector	Paul Warn	01225 768676	<a href="mailto:paul.william.warn@gmail.com">paul.william.warn@gmail.com</a>
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Projector Screen & Cover	Paul Warn	01225 768676	<a href="mailto:paul.william.warn@gmail.com">paul.william.warn@gmail.com</a>
New Set of Boules	Tom Strickland	012489 447125	<a href="mailto:stricklandto@hotmail.com">stricklandto@hotmail.com</a>

**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.