



# WESSEX MG CAR CLUB

## THE OLD BEAR INN STAVERTON



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#### NEXT CLUB NIGHT

**27th November - AGM -  
Start Time 7:30pm**

<http://www.wessexmgclub.org.uk>

## CHAIRMAN'S CHAT

Hi, everyone,

The past month has featured several events the first was a Sunday Lunch Run which finished at the Egypt Mill in Nailsworth, where a really superb lunch was enjoyed by all, and those who ordered a whole chicken had plenty to take home for another day! Thank you to Pat and Malcolm for organising another fantastic lunch .

Our October club night featured a presentation on the life and times of Jim Clark, presented by our resident motor sport enthusiast Paul Warn, who gave us another very informative and interesting talk and slide show on a very famous British Driver, I certainly learnt more about the career of Jim Clark, again many thanks to Paul for all the time and effort spent to bring us the talk.

The last event of October was a Sunday Lunch followed by a visit to the Haynes Museum in Sparkford, this museum features both cars and motor cycles and we had the benefit of a guided tour of the museum

which has British, American and European cars from all eras, as well as motor cycles, so really something for everyone, and well worth a visit.

Our club night this month will follow the AGM and we will have the photo competition so please bring along a photo giving the opportunity to win a prize, also we will be voting for the Wessex MG "Member of the Year" , and also have a slide show of The Chateau Impney Hill Climb, presented by Sue and Terry .

**Just to remind you that the AGM & Club Night will be held in the Bowls Pavilion at the Spencer Sports Club, Beanacre Road, MELKSHAM SN12 8AG, the night starts @ 7.30pm for payment of fees for the coming year, followed at 8.00pm by the AGM and Club Night.**

Hope to see you on Monday 27<sup>th</sup>

**Martyn**





## WESSEX MG AGM

Due to the decision of the Old Bear to close on Mondays we have had to source an alternative venue for the AGM and November Club Night and have been able to secure the Bowls Pavilion at the Spencer Sports Club, Beanacre Road, MELKSHAM SN12 8AG, this gives us exclusive use of the Pavillion located at the rear of the car park.

Your November Club evening starts @ 7.30pm for payment of fees followed at 8.00pm by the AGM and Club Night.

There is not a Bar in the Pavilion so Drinks will need to be purchased in the Main Club building , across the car park, which is separate from the Bowls Pavilion

This venue offers ample car parking.

### Wessex MG Club

#### 2017 Annual General Meeting

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

**27th November**

at

**The Spencer Sport and Social Club  
Beanacre Road, Melksham - SN12 8AG**

commencing at

**8:00 pm**

Preceded from 7.30 onwards by the payment of subscriptions for the 2018 season.

Notice of any resolution to be proposed at the meeting should be given in writing to the Secretary before the 1<sup>st</sup> November.

The proceedings of the meeting shall be as follows:

#### **Agenda for AGM**

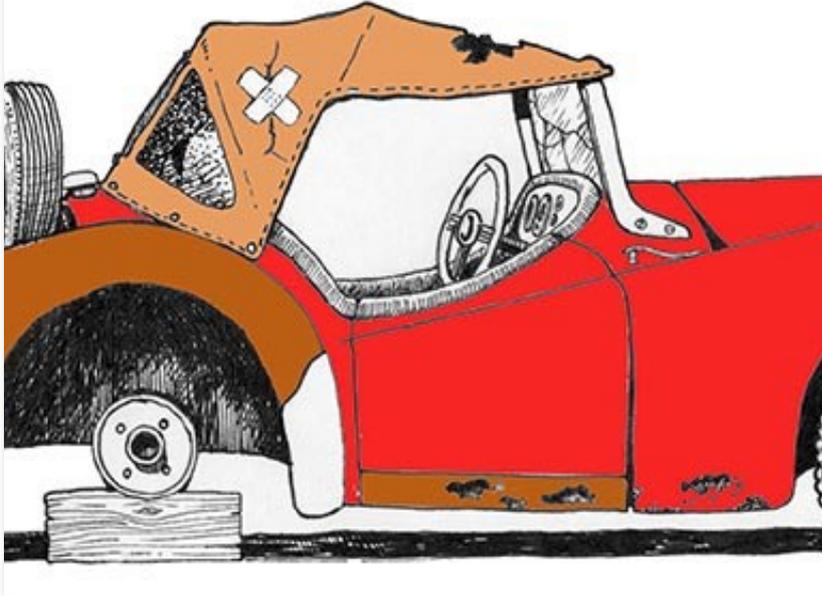
1. Apologies for absence.
2. Approval of minutes of 2016 AGM.
3. Chairman's Report.
4. Treasurer's Report.
5. Consideration of any motions received.

#### **Break**

**- Photo competition**

**- Voting for awards**

6. Election of Committee for 2018.
7. Presentation of Awards.
8. Arrangements for 2019 AGM.
9. Any other business.



Check the nuts  
on your  
wishbone...

Rick Meopham

Part 2

Following on from Rick's story in the October edition...

A little over two weeks later we joined a group of friends with classic cars for a jaunt into the Cotswolds. Glorious weather, wonderful route, the MGB behaving impeccably. Moments before turning into our venue for lunch a loud bang emitted from the underside of the vehicle. "What was that?" asked the memsahib. "Big stone I expect", I replied without any real concern.

With the vehicle parked, what I should have done was to have taken a look under the vehicle but the thought of a good lunch took priority and indeed it was an excellent lunch. This proved a big mistake.

Lunch over we set off for home (second mistake -should have taken a moment to inspect the vehicle underside) and on negotiating a bend the car slightly veered while braking. "Something amiss, I will find somewhere safe and pull over to have a look", I said. Driving with great caution while trying to locate a safe place to pull into, we encountered one of those angular two foot high speed humps designed by a crazed anti motorist, sadistic lunatic which normally the MGB sails over but this time a loud metallic grinding noise was heard from the underside. My mind raced as to what could be wrong and when we did manage to find a lay-by a quick look under the nearside front suspension revealed the full horror. The aft end of the lower wishbone was hanging down and the wheel was inclined inwards. Closer inspection revealed that the aft two wishbone pivot to cross member attachment bolts were missing and the front two were hanging by only a couple of threads. For the technically inclined the bolts in question can be seen in the Haynes manual page 204, items 34, 35, 36 or the Moss Catalogue page 68, items 35,36,37 and 38. The bang we had heard previously was in all probability when the aft bolts had let go. This could have been a major incident which fortunately in this case had not resulted in any damage.

So once again the relay service was summoned. Millie the Westie meanwhile had a look that said, "These idiots deserve all they get but I wish they would not involve me".

Unlike our cheery rescue chappie a couple of weeks previously, this was one had obviously just returned from his grannies funeral, he had reversed over his cat the previous day and his house was about to be repossessed at any moment.

" You know the dog can't travel in the truck with you?"

"Why not?"

" Health and safety".

Yeh, right, you miserable, awkward sod I thought.

(Have you noticed that whenever someone wants to be really bloody minded they play the "elf n safety" card.)

"Where can I get some diesel"?

"What! You have driven 30 miles through three towns to arrive here in the middle of nowhere to then realise that you need fuel"?

"Fuel gauge doesn't work too well".

"Isn't that a health and safety concern?" I enquired.

Somewhat like your brain would have been an all too obvious retort.

With a refuelling point identified, the car loaded with Millie sat in the MGB drivers seat high up on the back of the rescue vehicle with a look like thunder, we set off, but due to the long diversion to get fuel we arrived home too late to do anything.

Early the next morning, with the car up on jacks, I concluded that the two remaining aft lower wishbone pivot attachment bolts, while of the correct length and diameter, were shear bolts not the specified tensile bolts, the nuts were of the incorrect type and there were no spring locking washers. So I have to assume that the missing rear attachment hardware had been to the same unacceptable standard. However, the entire suspension was essentially brand new with a little over 1000 miles since rebuild by the previous owner. Thus, even given the fact that the attachment hardware was not to the prescribed configuration, the lower wishbone pivot should not have come adrift in such a short space of time. UNLESS, it had not been tightened correctly during install! But then I would have spotted this during my previous under car inspection crawls wouldn't I?!



The right hand side lower wishbone attachments were all in place and tight but on removal the hardware was also found to be incorrect. Replacement of the hardware on both sides was a simple task once I had figured out how to compress the extended

left hand coil spring since I do not have a spring compressor. Fortunately I found a short length of steel bar in the garage of the correct diameter which I threaded and using large washers under nuts at either end I was able to pull the wishbone back into position through the aft attachment locations.

I have since inspected all primary front and rear suspension attachments on the car and all appears to be well, so it will perhaps remain a mystery as to why the safety of the vehicle and indeed ourselves was put at risk at these critical locations. One final thought. It may be that while the bolts were in fact tightened during installation but were they torqued correctly? The manual makes no reference to torque figures or indeed that they should be torqued with the weight of the vehicle on the ground which would be wise engineering practice.

In conclusion, if you are of a similar mature vintage as me and upon reading this you feel concerned enough to rush out to your MGB mit der tools to check your nuts for tightness, a word of advice. Dig out the memsahibs old yoga mat, roll it in half, tape the edges together and the garage floor ain't nearly so hard to lay on. Added bonus of this is that you can truthfully tell everyone that you spent hours on your yoga mat. And if the old eyes are permanently in dipped mode, nip out and buy a good quality lamp for attachment to the head which I found extremely useful during this task.



## OCTOBER CLUB NIGHT TALK

Very many thanks for your support and positive feedback following my talk on Jim Clark at the October club night.

John Bishop remembered being taken along to a race meeting in the sixties in which Jim Clark was racing and sent me this:

"Today at last I located the photo to which I was alluding and my album told me that in fact it was Crystal Palace in 1965! He is doing his lap of honour. I have attached a very poor quality scan of a poor quality photo FYI. I remember being very excited at the time and it is fun to be reminded of what was a great day out - I'd have been 12 at the time."



I was able to provide John with a little more information to include on the back of his photo:

This was the first meeting that Jimmy Clark took part in after his famous win at the Indianapolis 500. The date of your day out was 7th June on Whit Monday. He won £70,000 at Indy and £150 for his success at Crystal Palace!



Malcolm and Tracy and their Fraser Nash  
Peter Hine

'Wandering around the pits at the Castle Combe Autumn Classic with Abbey admiring an excellent turnout of cars and who do we bump into but Malcolm and Tracy with their (well Malcolm's) gorgeous Frazer Nash TT Replica. The full race overalls gave the game away quickly that Malcolm was competing and as it turns out in his first competitive race. Despite wet qualifying, Malcolm had qualified really well in mid field, especially commendable as he was one of only two novice drivers in a very classy field of 30+ cars.



By the time the racing had started, the rain had stopped but the track was still very damp which gave us spectators great action to watch but must have been a bit buttock clenching for the drivers of these fabulous cars... Lap one saw a quick (and I'm sure expensive) excursion of one car into the barriers which brought the

safety car out and Malcolm into the pit lane???

It turns out the radiator cap had come loose and water was spraying all over Malcolm. The pit crew with a speed to rival an FI team (well maybe just Malcolm...) quickly sorted the problem and Malcolm was back on track, although a fair way behind at the back by now. All was not lost, as a great drive saw 5 cars overtaken by the end of the race.



Seems Malcolm now has the racing bug and will be competing again next year. Hopefully Malcolm will keep us posted of dates and venues.'

Malcolm: If I've got anything wrong, please feel free to correct.





## MGs In The Sun

Malcolm Taylor

I was just doing one of those long overdue job's, tidying the bookshelves, when I came across a guide for the Cook Islands.

The first thing that took my eye was the ad for renting MG's. I was there in 2001, but can't recall seeing them at that time. I rented a lowly scooter, as it was a budget trip. The main island, Rarotonga, was a stopover on the way back over the Pacific between New Zealand and the USA. I spent 14 months in all doing a backpacking trip round the world. It looks like the red car could be a genuine TF, but the yellow car seems to be a kit replica.

The Cook Islands are administered by New Zealand and MG's are very popular there. I have a Cook Islands driving licence somewhere. I stayed in a little hut in a dive village, run by an English lady. She recommended a scooter hire place and took me to collect it. Having paid for the weeks hire, I was told that I needed a Cook Islands licence and needed to take the scooter to the police station to take a test. But what if I fail? Do I get my money back? I was told that no one has ever failed. Its just basically a scheme for getting a little more revenue from the



Just for a bit of atmosphere I thought I would include a picture of three of the locals.

And finally, it looks like John had a business interest on the neighbouring island of Aitutaki. This is an encircling ring of islands around a central lagoon, where the flying boats on the 'Coral Route' landed to refuel. It is stunningly beautiful from the air and I am sure this is why all the flights into and out of Rarotonga were at night. So you had to pay for a local plane trip to see this sight.

Roll on the summer.





# More Classics Exempt From MoT Test

Paul Warn

The Department of Transport has revealed plans to extend its exemption from the MoT test to most vehicles built before 1978. The new rules will operate on a 40 year rolling basis to bring the test into line with historic vehicle tax exemption and will come into effect on 20 May 2018.

The DfT noted historic vehicles being generally well maintained and used mostly for short journeys as two main factors in reaching its conclusion, while also stating that the modern MoT was no longer relevant to cars over 40 years old.

Despite the majority of respondents to the consultation document - 1,130 - being opposed to extending the exemption - 899 were in favour - the DfT has opted to extend MoT exemption while also rejecting proposals for a more basic biennial roadworthiness test for vehicles in the 1961-1977 age bracket. The option will remain for owners of pre-1978 classics to voluntarily submit their vehicles for an MoT, though it is thought that just 6% of owners of pre-1960 vehicles - those currently exempt from the test - still undergo testing.

Heavy goods and public service vehicles with more than 12 seats will remain within the testing regime, as will classics that have undergone 'substantial change'. This phrase is clarified in a Draft Guidance document that highlights kit cars and reconstructed classics as examples of 'substantial change', while also including vehicles that have a power-to-weight ratio more 15% in excess of their original design.



## Secretary's Scribbles

Well this month I have learnt how to make my darling wife buy posh loo roll. She tasked me with making a child friendly loo roll holder. I took an old cardboard tube and went to the garage to try and meet my challenge. I came up with an idea based around a MG gear lever.

I got some threaded bar and a right angled bracket. I put a gear knob on the end and hey presto I had a cool funky loo roll holder. I installed it in the downstairs loo and all was fine until we went to put a new loo roll on it.... It wouldn't fit over the gear knob!

As it turns out posh paper has a larger diameter tube and cheap paper has a tube that just doesn't fit - result! Posh loo rolls forever!

Have you noticed that there is a new MG ZS - a bit confusing, but yes MG Motor has released a smaller Qashqai sized 'yummy mummy' wagon. This goes alongside the MG3 and the large MG GS SUV? The difference is that this new ZS looks seriously cool! It also has all the gadgetry like Apple car play. I feel drawn towards it but will it be reliable? I plan to keep my MG3 for another two years so I can wait and watch!

Don't tell Nancy my plan!

Tom





## Haynes International Motor Museum Outing - October 29th

John Bishop

As a child, I remember looking in toy shop windows, viewing the cornucopia of tantalising toys within, and knowing that they were all out of my financial reach.

But there again it's good to dream a little, isn't it! I daresay that I was not alone in having these thoughts as we browsed through the 400 immaculate and highly nostalgic classics in the Haynes Motor Museum in Sparkford.

But to backtrack a little. Fifteen of us turned out on a decidedly autumnal day for the last run of the year, although thankfully it was mild and sunny enough for the die-harders to keep the top down and feel the wind in our hair before

winter sets in.

Lunch at the Orchard Inn in Galhampton provided a very convivial start to the day - the food was hot, plentiful and very reasonably priced so top marks Martyn on his choice of hostelry.

The museum is dedicated to restore, retain and preserve motoring and motorcycling items of historical and cultural interest in England. The museum itself houses nineteen individual exhibitions, each packed with precious metal from different ages. You all know red is the only colour for a sports car, so my favourite was the Red Room which houses a mouth-watering array of yummy classics. It was fun also to try to find an example of the car in which we took our driving test, our



first car, our first girl or boy-friend's car and so on - and most of us succeeded! Information along with endless enthusiasm was provided by our guide, Les, who seemed to have an inexhaustible and encyclopaedic knowledge of all the vehicles.

It's hard to single one car out, but I guess that it's human nature to do this. The one that stood out for me (no it wasn't an MG!) was a blue 1931 Duesenberg J. Derham bodied tourer which was one of only eight built. In terms of sumptuous eye-candy, over-the-top elegance and four-wheeled self-indulgence this car would take a bit of beating.



In my ignorance I had been quite unaware of just how good this museum is. Many thanks to Martyn for organising a cracking day out.



## Club Diary

2017 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
27-Nov	Club night - AGM	Yes	The Spencer Sport & Social Club	Vic Wright
9th Dec	Christmas Party	Yes	The Old Bear Inn	7:30 for 8:00pm