



WESSEX MG CAR CLUB

THE OLD BEAR INN STAVERTON



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NEXT CLUB NIGHT:
23rd January

Start time 8:00pm

Club Website

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

CHAIRMAN'S CHAT

Hi All,

I would like to wish all members a healthy and happy New Year with trouble free motoring.

It was a fantastic Christmas meal at the Westbrook and I would like to thank Vic for organising this and Sue and Terry for sourcing the raffle prizes and Roger for his success in selling tickets, a good night was enjoyed by all.

Also thanks to Graham, for his work as chair for the past few years also to Jane and Ken for their work on the club committee,

We welcome Malcolm to the committee this term and he will certainly be a great asset on the committee.

I thank members for voting me as "Member of the Year" for the second time, also for having confidence in me taking the role as Chair of the club, I will endeavour to continue the future success of the club, I am still learning this role so please give me a few weeks to get up to speed, it is hard to follow such an accomplished act as Graham.

We have had the first committee meeting and have a calendar of events planned for the coming season which include new events and the popular favourites.

Our first event is the ever popular Valentines Supper on Saturday 11th February . further details to follow.

In the near future we are planning to have a club run to the MG era day at Brooklands Museum on April 2nd 2017

If you have suggestions for events please let us know.

Our first club night of the year will feature a talk and presentation by the Wiltshire Air Ambulance Charity, which is purely run on donations, this should be a very interesting and worthwhile evening.

I look forward to seeing you at our first Club Night on the 23rd January

Martyn





Cuba's Classic Cars

John Bishop

Priscilla and John escape the November weather to visit the land of Castro and Che Guevara

To see this country before the Americans and the forces of a growing market economy change it forever, Priscilla and I headed to Cuba for a couple of weeks back in November. Three weeks or so previously Hurricane Matthew had battered its way across the Antilles clipping the east of the island before mugging the Bahamas where an old university friend was on honeymoon - talk about being in the wrong place at the wrong time! But blissfully the dry season began, the sun came

out for us and stayed out, and we didn't even need the evening cover ups that we had packed.



Most trips start in Havana and ours was no exception. We had heard that the island was a cornucopia of classic American fifties cars, but watching them stream along the seafront boulevard as we sipped our first Mojitos (the first of many) was a sight to behold. For over fifty years U.S sanctions have made new vehicles expensive and hard

to obtain; this means that the old 1950s Chevrolets, Chryslers, Oldsmobiles, Buicks,

Dodges and Fords have been constantly repaired, patched and welded up to keep them going. The average Cuban salary is around \$25 per month so the the rumour is that they are held loosely together by wire, tape and a bit of luck. In the fifties Cuba was a playground for rich and often corrupt Americans, most famously the mob, but after Fidel Castro's revolution a trade embargo stopped the imports. Having said that there are plenty of Ladas (a car devoid of any style or discernible character) which came courtesy of the island's communist fraternisation with the U.S.S.R.. There are also a few modern cars from the far East, but our guide could not give us a plausible explanation of how these came to be imported.

Punitive import duties make the maintenance of this unique fleet even more difficult, added to the fact that the bits for these cars simply aren't available. Cuban ingenuity has kicked in however, and something of a cottage industry has developed with garages and enthusiastic restorers offering their services to keep these hulks going. Whilst the balmy Cuban climate has undoubtedly helped to preserve bodywork, engines have worn out as engines tend to do. Diesel transplants are common but Cuban diesel has a very high sulphur content which would quickly poison most modern turbodiesel engines. Older more robust units are therefore commonly used such as those from Mercedes, Peugeot, Toyota Landcruisers and various other Japanese marques. The state permits the import of these old engines, but takes a hefty cut when they are sold on.



Certainly many of the Cuban classic cars bear the scars of the battle to keep them going, but there are also plenty of stunning looking vehicles around. This is particularly true in Havana where many are used as taxis - of course our trip was not going to be complete until we had a ride in one, and naturally it had to be a convertible. Fortunately our hotel had a taxi rank outside as it was a couple of miles from the historic centre of the city so we soon found a willing driver. Letting us take photos seemed to be included in the fare! Sadly our chosen pink chariot didn't sound as good as it looked and most of the instrumentation clearly didn't work, but the ride downtown was just sublime although it felt more like being in a boat than in a car. Nothing fell off, we didn't hit anything and all too soon we were at our destination.



Whilst there is plenty of traffic in the towns, the main roads are generally empty apart from trucks and the occasional horse and cart. So what is going to happen when there are several flights a day from America bringing monied tourists with a desire to make a quick buck out of the old cars? The originality of the vehicles is not a strong point - a factor that may put off foreign collectors. In 2017 Cuba still offers communism with cocktails, classic cars and plenty of colour, but change is on its way so if you want to see this time-warp bubble now is a good time!





Should Classic Cars be Exempt from MoT

Paul Warn

Whatever your views on Brexit, for the time being at least, the UK is still bound to implement EU legislation. As you probably know, a directive is a form of legislation that is "directed" at Member States. A Member State must then pass the relevant domestic legislation to give effect to the terms of the Directive within a time frame set in the directive, usually two years. Which brings me on to the subject of this short piece.

Currently under consideration is how to handle the European Roadworthiness Directive, which can exempt 'vehicles of historic interest' (VHIs) over 30 years old from roadworthiness testing.

In the UK cars made before 1960 have been exempt from a MoT since 2014. Altering this to include VHIs - however you care to define that - manufactured before 1987 brings benefits to many more owners. And arguably more risks to the public, human nature being what it is.

So the Department of Transport is considering how best to proceed, after inviting interested parties to contribute to the debate. The DfT suggests the following five options:

1. Remove the current pre-1960 exemption so all cars will require testing.
2. Introduce a basic roadworthiness test for VHIs over 40 years old, to be carried out either annually or biennially.
3. Exempt 40-plus VHIs from annual testing and introduce a certification process to ensure a vehicle 'has not been substantially changed', based on self-certification or independent inspection, or a combination of the two. This is the DfT's preferred option, and would tie in neatly with the 40-year VED exemption.
4. As Option 2 but requiring historic HGVs to be certified as not substantially altered.
5. As Option 3 but starting at 30 years old.

The DfT is unhappy about the 30-year exemption because analysis of MoT tests shows that 30-to-40-year-old cars are more likely to fail the test than those over 40. Also, the most recent statistics show that about twice as many 1978-1987 cars are involved in personal injury accidents as 1960-1977 cars, perhaps because in total they cover a higher mileage as well as, on average, being in worse mechanical condition judging by the MoT fail records.

A further proposal is a mileage limit for VHIs if they are to enjoy test exemption, along the lines already used by insurance companies for limited mileage policies. All of this this, including questions such as 'Should pre-1988 modifications be disregarded?' and 'Do you agree that most privately owned VHIs are well maintained?' were included in the consultation paper. Consultation finished on 2 November and the results promised soon...

If you would like to find out more then I've included a link to Federation of British Historical Vehicle Clubs:

<http://www.fbhvc.co.uk/legislation-and-fuels/recent-consultations/>

Do you have a view? then let me know for the next edition.





God's Plan for Aging

Most seniors never get enough exercise. In His wisdom God decreed that seniors become forgetful so they would have to search for their glasses, keys and other things thus doing more walking. And God looked down and saw that it was good.

Then God saw there was another need. In His wisdom He made seniors lose coordination so they would drop things requiring them to bend, reach & stretch. And God looked down and saw that it was good.

Then God considered the function of bladders and decided seniors would have additional calls of nature requiring more trips to the bathroom, thus providing more exercise. God looked down and saw that it was good.

So if you find as you age, you are getting up and down more, remember it's God's will. It is all in your best interest even though you mutter under your breath.

Nine Important Facts To Remember As We Grow Older

#9 Death is the number 1 killer in the world.

#8 Life is sexually transmitted.

#7 Good health is merely the slowest possible rate at which one can die.

#6 Men have 2 motivations: hunger and hanky panky, and they can't tell them apart. If you see a gleam in his eyes, make him a sandwich.

#5 Give a person a fish and you feed them for a day. Teach a person to use the Internet and they won't bother you for weeks, months, maybe years unless you give them your email address.

#4 Health nuts are going to feel stupid someday, lying in the hospital, dying of nothing.

#3 All of us could take a lesson from the weather. It pays no attention to criticism.

#2 In the 60's, people took LSD to make the world weird. Now the world is weird, and people take Prozac to make it normal.

#1 Life is like a jar of jalapeno peppers. What you do today may be a burning issue tomorrow.

Please share this wisdom with others while I go to the bathroom.

ED

Brooklands MG Era



MGs of all ages are welcome at this annual event. This year celebrating the 50th anniversary of the MGC with a special display in the Paddock and the 70th anniversary of the MG Y-Type. There will be action on Test Hill, a Concours d'Elegance and a cavalcade on the Mercedes-Benz World circuit.

Plus: MG specialists Village Garage will have a stand in the Paddock to demonstrate the condition of an MGC both before and after they have restored it.

At Brooklands in addition to the Motor Sport Museum there are also aircraft including a Concorde and it is also home to the London Bus Museum,

We will have a reserved parking area for our club and a reduced price entry of £10 per person which covers entrance to the entire museum, but there is an additional cost if you wish to board Concorde.

This event opens to the public at 10.00am and we need to be there by this time at the latest so will necessitate leaving Wiltshire at around 7.30. I will arrange a convenient meeting place if we wish to travel in convoy.

I need to let them know how many cars we are taking and also buy our tickets in advance to get the discounted price of £10 per person.

Martyn

Club Spring Tour

Wessex MG Club Spring Tour Update May 7th to May 10th 2017

For our Spring tour around the "Garden of England" I have rooms reserved for those who have already put their names on the list.

I will need a deposit of £25 per person at the February Club Night and the final balance at the March Club Night.

If anyone wishes to join our tour of Kent and Sussex please let me know as soon possible

Martyn

Secretary's Scribbles

Hi all.

This month I have done something to my Magnette..... With Paul Adam's help I attacked the front brakes on the ZB Magnette. It has drums at the front with a pair of hydraulic cylinders. I had ordered new cylinders in advance so I hoped that it would be a straight forward job. It wasn't of course! Putting the flexi hoses back on was tricky and the worst moment came when I stripped the threads off one of the new cylinders - this is the second time I have done this in recent years. I can't help thinking that the strength of the metal which forms the threads is just poor and probably Chinese! I certainly wasn't putting too much force in as I had already learnt that lesson! Luckily we could reuse part of the best old cylinder to recover the situation and the car is now back on the road.

One of the jobs I am going to do soon is all the suspension bushes - this I want to do in polyurethane as I have bad experience with the quality of rubber

on new 'ordinary' bushes and I don't want to have to do it again next year. I am currently saving up the rather large sum of money to buy these bushes. I also know that as I do this job I will want to clean up the various arms and linkages etc in the suspension.... With this thought in mind I just happened to browse eBay and ended up buying a £60 sandblasting cabinet. I now have to save up for a compressor to run it.

My MG3 has another fault or you could say a repeat fault - this time at the service I think they used a pressure washer on the car and forced moisture into the parking sensors and so now they just bleep - unless it is dry and icy when they work perfectly.... Hmmmmmm. I think this explains why my Honda Accord estate was recently replaced by a Honda CRV family car rather than a new MG GS. Will MG make truly great cars again?

Tom



Club Diary

2017 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
23rd Jan	Club Night - Talk Wiltshire Air Ambulance	Yes	The Old Bear Inn	
11th Feb	Valentine's Dinner	Yes	The Old Bear Inn	TBC - Paul Warn
27th Feb	Club Night - Night at the movies...with a motoring spin	Yes	The Old Bear Inn	Paul Warn
TBA	Skittles Evening	Yes	Cross Keys Rowde	Vic Wright
27th Mar	Club Night - Tour of Wiltshire Police HQ	Yes	The Old Bear Inn	TBC - Vic Wright
14 - 17 April	Easter Bank Holiday			
2nd April	MG ERA at Brooklands			Martyn Lucas - Must have numbers by February
6th April	Committee Meeting	No	The Old Bear Inn	
24th April	Club night - Prod & Poke	Yes	The Old Bear Inn	
6th May	Club Spring Tour Kent & East Sussex	Yes		Martyn Lucas
22-May	Club night - Mystery Run	Yes		Tony Neale (Vic)
4th June	Vintage Nostalgia Weekend - Stockton Warminster	No		Tony Neale
18th June	MG Live - Silverstone			Martyn Lucas
26 Jun	Club night - BBQ	Yes	The Old Bear Inn	

2017 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
TBA	Summer Picnic	Yes		Paul Warn
July 8th	NEW Chateau Impney Hill Climb	No	Chateau Impney	Peter Hine
24th July	Club Night - Social evening	Yes	The Old Bear Inn	
12th Aug	NEW Retro Festival		Newbury Showground	Peter Hine
20th Aug	Trowbridge Lions Show	No		
21-Aug	Club night - Boules	Yes	The Tollgate Inn	Paul Warn
TBA	Tom's Action Day	Yes	Tom's Field	Tom Strickland
25-Sep	Club night - Talk	Yes	The Old Bear Inn	
23-Oct	Club night - Talk Grand Prix Racing	Yes	The Old Bear Inn	Paul Warn - Topic TBC
TBA	Pre AGM Committee Meeting	No	The Old Bear Inn	
27-Nov	Club night - AGM	Yes	The Old Bear Inn	
TBA	Christmas Party	Yes	TBA	

NB The last column includes the committee member responsible for the event. If you need to contact them, you will find their details on page 8. Just click-on their email address or give them a call.

ED

Club Asset List

CLUB ASSET LIST			
ASSET	CURRENT HOLDER	CONTACT DETAILS	
Engine Hoist	Nigel Fowler	01380 840031	erchfonte@gmail.com
Club Sail Banner	Kevin Meakin	01380 727151	kevinmg1@live.com
Event Shelter + Sides	Vic Wright	01225 704685	vic@devizes-domestic.co.uk
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
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.