



WESSEX MG CAR CLUB

THE OLD BEAR INN STAVERTON



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ASSEST REGISTER

NEXT CLUB NIGHT

26th June - BBQ

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

CHAIRMAN'S CHAT

Hi, everyone,

I hope that like myself you have been able to get out in your treasured car and enjoy the recent good weather.

Since the last newsletter I enjoyed the club mystery run, been to MGs in the Park at the Cotswold Wildlife Park where there were around 600 MG'S of all years on display, luckily for the best part of the day the rain stayed away!

I would like to thank Tony and Jenny for organising the excellent Mystery Run, everyone got to the finish this year without getting lost. Also for organising the Club visit to the Nostalgia Festival at Stockton, as they were due to move house between these events it must have been a busy and stressful time.

There was a good attendance for a fantastic Sunday Lunch in the Chew Valley, and many thanks to Malcolm and Pat for arranging this.

This month's Club Night is at the Old Bear and is the Annual Club Barbeque Night, members are welcome to come along even if they do not want to eat from the barbeque.

We have quite a few events in the diary for July including a special exclusive evening visit to the Attwell Wilson Motor Museum in Calne, also the Chateau Impney Hillclimb and one of the most popular club events the Annual Wessex MG Summer Picnic, this year we are visiting Chavenage House.

See you Soon

Martyn





Sunday Lunch at the Blue Bowl

John Bishop

For early June the weather has been somewhat cool and showery, but with excellent foresight this warm and dry day had been selected by Malcolm for us to gather at The Blue Bowl in West Harptree for lunch. Fourteen of us enjoyed an excellent spin through the Somerset lanes and found, as an added bonus, that parking was easy - always a consideration with our precious cars.

We were certainly looked after well. Plates were hot and portions were generous to put it mildly. I noticed that Martyn's beef was accompanied by a huge pile of potatoes that I thought he would never eat. But he did! He is indeed a man of many talents. In all it was a most convivial affair.

I don't know what other folks did afterwards but Priscilla and I decided to walk it off. We headed for a viewpoint somewhere between Hinton Blewitt and South Widcombe, slowed a little by Priscilla conducting some sort of bee survey as we went. But the views were outstanding and this is indeed a most beautiful area that is well worth visiting.

Perhaps we could think about putting more pub lunches like this on the calendar. Many thanks for Malcolm for organising.





New Rules for Driving Abroad

Paul Warn

France has introduced 'clean air' windscreen stickers - or in the vernacular Crit' Air vignette - as a legal requirement in some of its major cities, to identify a vehicle's emission levels. They cost as little as £3.20 or the European on-the-spot-fine specialists will fine you up to £117.

A "Crit'air" vignette is now required to enter certain French cities. There are six different coloured categories, referring to the car's Euro emission standard, from green to black. I've included an illustration on the next page. On days with bad pollution the worse-rated vehicles will not be allowed in Paris, Lyon and Grenoble. The scheme is likely to be extended to other cities in the future.

You must apply for the vignette in advance at www.certificate-airgouv.fr/en (the official site) and you will need to upload a scan of your car's V5 document for proof. You will need to know what Euro standard the car conforms to, in order to choose the correct colour vignette.

Cars registered pre-1993 do not meet the minimum standard.

As I've said, there is potentially a fine for cars not displaying the correct sticker, but only inside the restricted zones. In other parts of France they are not required. Black vignettes (pre-1997 diesel or petrol cars) will be banned from entering Paris between 8am and 8pm Monday to Friday.

The mayor of Paris, Anne Hidalgo, is no fan of cars and has made it clear she'll be making life difficult for drivers. Speaking to journalists, she said:

"More cars means more pollution, fewer cars means less pollution. It seems obvious but in this post-truth age there are those who would argue that fewer cars means more pollution. We prefer to stick to the truth."
She has spoken of eventually banning all diesel motors from the city's streets.

What Crit-Air sticker will I need for my car?

The following guidelines will help you find out the sticker for your car:



CRIT'AIR GREEN VEHICLES (GREEN AND WHITE STICKER)

for 100% pure-electric or hydrogen vehicles.



CRIT'AIR 1 (PURPLE STICKER)

Plug-in hybrid cars and Euro 5 and 6 petrol models (registered from 1 January 2011).



CRIT'AIR 2 (YELLOW STICKER)

Euro 4 petrol cars (registered between 1/1/06 to 31/12/10) and Euro 5 and 6 diesel models (registered from 1/1/11).



CRIT'AIR 3 (ORANGE STICKER)

Euro 2 and 3 petrol cars (registered from 1/1/97 to 31/12/05).

Crit'Air 3 also includes Euro 4 diesel cars (registered between 1/1/06 to 31/12/10).

Petrol cars registered before 1997 will be barred from entering the city 8am and 8pm Monday to Friday.



CRIT'AIR 4 (DARK RED STICKER)

Euro 3 diesel cars registered between 1 January 2001 and 31 December 2005.



CRIT'AIR 5 (DARK BLUE STICKER)

Euro 2 diesels, registered from 1 January 1997 to 31 December 2000. Diesel cars older than this are not eligible for a Crit'Air and will be barred from entering the city 8am and 8pm Monday to Friday.



All One Owner Family Cars...

Paul Warn

Whilst I was writing last month's newsletter - which included Steve's promo for the Atwel Wilson museum and an account of our club trip to East Sussex and Kent - it put me in mind of another trip the club undertook to Norfolk in April 2014. Hidden away in Norfolk of course, is one of the Queen's homes - Sandringham.

It wasn't until we visited the house did we realise that Sandringham is home to



some of Britain's most important and interesting royal cars. A young Prince of Wales was gifted Sandringham in 1862 by his mother Queen Victoria. The Prince was a dedicated techie. He had electricity installed in 1901. He was also fascinated by the earliest cars. The contemporary Lord Montagu introduced him to motoring in 1899 aboard a 12hp Daimler. As a result the Prince bought a 6hp Model A example.

Hooper & Co were entrusted with the body work for this first British royal car. The stables were extended to accommodate garage space for the car, which was maintained by Mr S Letzer the first royal chauffeur and was referred to as the Prince of Wales' 'mechanician'. The car is now displayed at the entrance to the museum.

The pairing of Daimler chassis and Hooper body work became the royal staple. By the mid-1950s, Daimler's grip on the Royal Household's patronage waned. For two years between 1953 and 1955 they didn't even build limousines and Rolls Royce stepped in capping the flow of some 80 Daimlers with a Phantom IV Hooper Landaulette for Elizabeth II in 1954. The second of the Queen's official Rollers was a special Phantom V in 1961. The coachwork was entrusted to Park Ward cutting Hooper out of the loop and as a result they ceased coach building altogether.

Formality is one thing for the Windsor clan, but at certain times of the year Sandringham is all about the great outdoors. Proper shooting brakes have, for decades, been as regular a feature of the estate life as beaters, gun dogs and hic! - hip flasks.



One of the most popular draws is the Hooper's awe-inspiring shooting brake body on a 57hp Daimler chassis - the pinnacle in 1920s sporting life. The rear section is timber panelled but the thoroughly rural theme continues with the woods effect on scuttle bonnet and wings. It's called apparently a 'scumble' paint job. The darker base layer was allowed to dry to the tacky stage and then a lighter paint colour was

brushed on with a toothed comb to give the woodgrain look, which was sealed-in under three layers of lacquer. The stags and pheasants would never know you're lurking among the trees.

Finally there has to be a MG story of course. Prince Charles was given this MGC GT for his 21st birthday. He used it extensively under the registration number SGY 776F until it was returned to Windsor



and finally here to Sandringham. It was restored at Manchester College of Arts and Technology. How much he paid for the restoration is not recorded...



Photo Gallery

Images from the club's 2017 mystery run - **Paul Warn**



Secretary's Scribbles

Hi all,
June eh! This month I ordered new suspension rubbers for the Magnette. I have of course ordered them in Polyurethane as I simply do not trust the quality of modern rubber parts and I want the job to last. Very expensive option though to go Poly Bush all round on a more obscure MG! I now need to look into what medium I need for my blasting cabinet so that as we do the job I can clean up the springs etc. I also need to get into the Frost catalogue and get the best type of paints to repaint the various bits too. I want to do a proper job not just quick rubber replacement. If the dampers need doing then I shall bite the bullet, hide the receipts from the wife, and get it done.

As a Magnette owner I feel that I have to be a member of the MG Car club. Over the years I have been a member several times but had always decided that the MGOc is by far the better organisation. The thing is,

as a Magnette owner, the link to other Magnette owners, the spares and also the advice supplied by the Magnette register is awesome - they are a small bunch and so they now know me quite well. It is their advice booklet that helped do the 5 speed box conversion for example. It is funny how the big clubs cater for different needs. If you joined the MGCC and went along to an MG B register event you would get lost in the crowd - I suppose you would too in a big MGOc event like the Autumn Run - but you get a lot more out of Enjoying MG magazine than Safety Fast (The MGCC mag) and of course the link to our wonderful club tends to come through the MGOc. So am I excessive to be a member of 3 MG clubs - I don't think so!

Tom



Club Diary

2017 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
21st June	Vintage Gathering	No	Paulshot	For Info
26 Jun	Club night - BBQ	Yes	The Old Bear Inn	Paul Warn
July 8th	NEW Chateau Impney Hill Climb	No	Chateau Impney	Peter Hine
16th July	Summer Picnic	Yes		Paul Warn
24th July	Club Night - Social evening	Yes	The Old Bear Inn	
6th Aug	Gloucester Vintage and County Show	Yes		Martyn Lucas
12th Aug	NEW Retro Festival		Newbury Showground	For information only
20th Aug	Trowbridge Lions Show	No		Sue & Terry Warder
21st Aug	Club night - Boules	Yes	The Tollgate Inn	Vic Wright
27th Aug	Tom's Action Day	Yes	Tom's Field	Tom Strickland
23rd Sep	Piston & Props Event	No		Vic Wright
25-Sep	Club night - Talk TBA	Yes	The Old Bear Inn	
Oct TBA	Haynes Motor Museum	No		Martyn Lucas
23-Oct	Club night - Talk Grand Prix Racing	Yes	The Old Bear Inn	Paul Warn - The Racing Life and Times of Jim Clark
TBA	Pre AGM Committee Meeting	No	The Old Bear Inn	
27-Nov	Club night - AGM	Yes	The Old Bear Inn	
9th Dec	Christmas Party	Yes	TBA	

Bicester Heritage Event

I have made a provisional booking for a Reserved Parking Area for our Club at The Sunday Scramble at Bicester Heritage Centre on Sunday October 1st. Between 9.00 am and 2.00pm

This is an opportunity to see an eclectic mix of visiting classic cars and also meet some of the classic car specialists who are based at this former "Cold War" Air Base which is now home to companies specialising in Classic Car parts and restoration.

I am awaiting further details from the event organisers but if you are interested in joining me please let me know by email martyn.lucas2@btinternet.com and then I will be able to let them know space required.

Martyn

Wessex MG Club Regalia

For those new members who would like to buy Wessex MG Club Regalia the club clothing supplier is:

Galileo Clothing, Estcourt Street, Devizes SN10 1LQ

Tel: 01380 724 442

email: sales@galileoclothing.co.uk

They offer a wide variety at very reasonable prices .

Martyn

Club Asset List

CLUB ASSET LIST			
ASSET	CURRENT HOLDER	CONTACT DETAILS	
Engine Hoist	Nigel Fowler	01380 840031	erchfonte@gmail.com
Club Sail Banner	Vic Wright	01225 704685	vic@devizes-domestic.co.uk
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.