



WESSEX MG CAR CLUB



THE SPENCER SPORTS AND SOCIAL CLUB

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CLUB ASSET LIST**NEXT CLUB NIGHT**

26th February Start Time
8:00pm

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

CHAIRMAN'S CHAT

Hi, everyone,

Our first club night of the year featured a DVD show presented by Sue & Terry on the Chateau Impney Hill Climb, this looks a very good event and is listed in the club diary for July this year.

Also Roger entertained us with a DVD on his exploits piloting a Spitfire, of the aeronautical variety and not the car!!

By the time you read this the Valentines evening meal and the visit to the Bombay Gin Works at Laverstock will have taken place. I expect that there will be reports in next month's newsletter.

Our events season is now underway. This year we have 2 Skittles matches planned, the first is on Saturday March 31st, this is our annual club match and also this year on Thursday April 26th we have an inter MG Club Skittles, which is our team versus the Gloucester MG club. For this we need volunteers for a team, the

first match will be at the Spencer Club and then the Gloucester Club will organise a return match later in the year.

For those who have not yet booked there may still be space available on the Rutland Spring Break in April and the trip to The Jersey Motoring Festival at the end of May.

Kevin is organising a group visit to the new Concorde Museum at Filton and would like names of those who wish to go, at the February club night as a deposit has to be paid.

For our February club night which starts as usual at 8.00pm we will have a quiz, featuring both general knowledge and motoring questions and a general social evening.

Hope to see you on the 26th.

Martyn



CLUB VISIT TO AEROSPACE BRISTOL



Hi everyone,

I'm arranging a club trip to Aerospace Bristol. I've included below a short description of what you might expect from your visit or you can visit <http://aerospac Bristol.org/groups/> for more information.

The date of our visit is 20th May 2018. Normal admission is £15, however if our party is over 20 we can have a group booking of £10/person. A guided tour is £5/person which would put us back to £15/person including the guided tour. **If you could let me know by the next club meeting in February. I will need a deposit of £5/person to secure our place.** My contact details are:

01380 727151 kevinmg1@live.com

Kevin





Defection From East Germany In A Sports Car Steve Todd

Heinz Meixner defected from East Germany by driving through Checkpoint Charlie in 1963 with his future wife hidden behind the seats and his future mother-in-law tucked up in the trunk.

The Austin-Healey Sprite he had rented was 35.5 inches high with the windshield removed, and the boom gate was 37 inches high.

When he arrived at the checkpoint with his two hidden passengers he hit the accelerator and ducked, racing under the barricade and into West Berlin before the guards could open fire.

Heinz was travelling so fast that when he finally hit the brakes he left 96 foot long skid marks.



BOWOOD SPRING CLASSIC CAR & MOTORCYCLE SHOW



New for 2018, we are delighted to announce the first of two new classic vehicle shows at Bowood House in 2018; the Spring Bowood Classic Car & Motorcycle Show.

The event takes place over the Bank Holiday weekend on Sunday 6 May and offers a spectacular day of motoring heritage ideal for enthusiasts, day trippers and families.

Set upon the front lawns at Bowood House and located adjacent to the Bowood lake, the event will feature an exciting display of vintage, classic and modern classic vehicles supplied by a range of private owners and specialist vehicle clubs. Don't forget to also look out for the Summer Bowood Classic Car & Motorcycle Show on Sunday 12 August 2018.

SKITTLES CHALLENGE WITH GLOUCESTER MG CLUB

THURSDAY APRIL 26th 2018

We are holding an inter MG Club Skittles match at the Spencer Club on Thursday April 26th and need volunteers to form a team to play against our neighbours the Gloucester MG Club,

Please let me know if you are interested in joining what will hopefully be the winning team!!

Martyn Lucas



JERSEY INTERNATIONAL MOTORING FESTIVAL

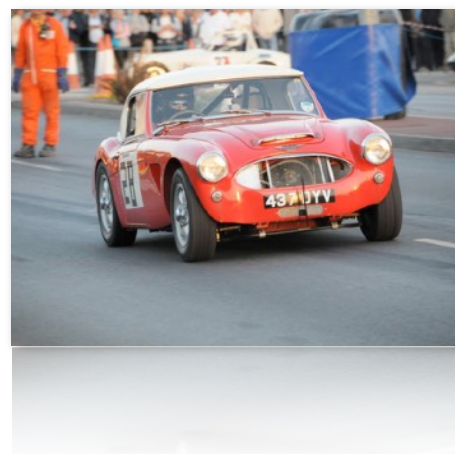
Thursday May 31st to June 3rd.

A few of us have already booked to go to Jersey and visit the Motoring festival which includes Moonlight Sprints, Hill Climbs and a Static classic car show in the main park, there are also lots of other attraction to visit on Jersey.

We have a special rate at the Westhill Country Hotel and on the ferry.

If you would like to join your fellow members please let me know and I can give you more information.

Martyn Lucas





More On Classics Exempt From MoT Test Paul Warn

In the January edition I included a piece on the upcoming changes to the MoT test, planned for May of this year. The Federation of British Historic Vehicle Clubs (FBHVC) was included as part of the consultation process for the implementation of EU Directive 2014/45/EC. As you will read, despite their status the classic car community was pretty much ignored. With this in mind I thought - given Rick Meopham's comments - I'd ask grass roots owners of classic cars ie our club, their opinion as to whether an extension is justified.

A simple **yes** or **no** would have done. Apart from Rick and John there doesn't seem to be too much in the way of grass roots in the club...

For those of you unaware, I've taken the following from the FBHVC website.

The FBHVC represents over 500 member clubs with a total membership of a quarter of a million historic vehicle owners and enthusiasts. Interest in historic vehicles sustains economic activity worth £5.5 billion annually to the UK economy and supports the employment of nearly 35,000 people. FBHVC, both itself and through its membership, is thus the primary national repository of knowledge and expertise on the subject of historic vehicles in general.

The members of the FBHVC affiliated clubs possess a greater number and more extensive variety of historic vehicles, particularly those dating from before the Second World War, than in any other EU Member State.

DfT Dialogue with stakeholders

In responding, the FBHVC pointed out that, following the coming into force of EU Directive 2014/45/EC, the DfT convened a first meeting, on 2 July 2014, of what it described as the Historic Vehicles Working Group. This Working Group, which included FBHVC and other

interested organisations, was tasked by DfT to share ideas on the best ways of accommodating the new rules so that we minimise burdens on vehicle owners and businesses whilst supporting road safety'.

For whatever reason, DfT did not proceed with this Working Group, which never met again. Nor did DfT advise FBHVC, or as far as we are aware any of the other members, that the Working Group was being discontinued. The proposed 'sharing' thus never took place.

In the absence of continuation of the Group, FBHVC did provide an extensive briefing to the then responsible Minister, Claire Perry MP, and provided a copy of this briefing to the relevant part of DfT. (A copy can be found on the FBHVC website ED)

There was no reaction from DfT to this briefing, nor is there any evidence its contents were taken into account by DfT.

The circumstances of the discontinuance of the Working Group and the lack of reaction to the briefing do unfortunately mean that this Response contains more fundamental questioning of the approach of the DfT and the chosen solutions than might have been the case had dialogue been continued.

As was stated in the January edition :- "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 following are responses received:

Rick Meopham

Many thanks Paul for opening up the debate within the Wessex MG Club on the issue of MoT exemption for pre 1978 cars. Like most folk, I am rather taken with the idea of saving a few shillings annually, not to mention the hassle and stress that sometimes arises when getting my classics through the MoT and wonder if it were for these reasons that some classic car owners apparently agreed for the change in legislation.

As a classic car owner for more years than I would care to admit, during which have experienced my fair share of expense and aggravation with the MoT process, in the forefront always of my mind has been the word "SAFETY".

The safety issue manifested itself last November when I confidently presented my 1971 MG Roadster for MoT. Totally new braking and electrical system, new steering, new suspension and even a new heritage body shell. What could possibly go wrong?

What proved to be wrong was the near side rear brake efficiency which registered virtually zero due, as it transpired, to oil leaking from a defective drive shaft oil seal onto the shoes. The car had, over the previous months, appeared to brake normally and I was blissfully ignorant of this serious safety issue prior to the MoT rolling road brake test but I do

ignorant of this serious safety issue prior to the MoT rolling road brake test but I do wonder what might have happened had I been forced into an emergency braking situation.

The Department of Transport statement that the modern MoT is not relevant to classic cars does not, in my opinion, stand up to close scrutiny. While I would concur that elements of the MoT are not perhaps relevant, there can surely be no debate that at the very minimum the safety related elements should be retained. Fortunately, the sane and sensible classic car owners will choose to ignore this latest example of misguided, illogical government interference in a process that has served us well since its introduction in 1960. If it ain't broke.....

In conclusion I would ask Wessex MG Club members to consider the following. If you were seeking to purchase a classic car, there were two identical models for sale, similar apparent condition, same price, but only one vehicle had a current MoT certificate, which one would be your preferred choice?

ED's response to Rick

The argument often used for MoT exemption is that owners of classic and older cars are more likely to take care of their pride and joy together with the low mileage covered by these cars.

I've not subscribed to that argument because in my experience most classic car owning folk have very little mechanical knowledge or the confidence to work on their car. And many that do think they have - with the best intentions - carry out botched jobs. Their safety net is the MoT, which those same people will use to provide the confidence that their car will not breakdown and not suffer ear-ache from their wife/partner during a summer's drive in the country side. The matter becomes more serious when this same mentality is applied to owners of much quicker 'classics'. The new extension will for example begin to include much faster hatchbacks.

The traditional image of a classic is of a relatively slow sports car/saloon driven defensively. Now, potentially we have another category of car/owner who will not necessarily use the MoT as a safety net.

Rick Meopham

Your response Paul raised a couple of additional concerns that I had not really considered, which only adds weight to the argument that many of us do not agree that the exemption is a wise and justifiable move.

My experience of Government departments is that traditionally they are cautious of changes to existing legislation unless there is strong public opinion so to do, or a political motive, neither of which appear to be the case here. So I must assume that the DoT simply did not conduct an adequate detailed investigation prior to pushing the button. I am also a little surprised that the motoring press have not been screaming from the rooftops in questioning the decision. Quite frankly, I would have thought that the DoT have far better things to do with their time, my money and indeed yours!

John Bishop

The proposed change makes little sense to me. I wonder what insurance companies will do when, in the future, an MoT exempt classic is involved in an accident. It would surely be

easier for them to claim that negligent maintenance was a contributing cause to the accident and decide not to pay out.

I'd favour a slimmed down and age appropriate test. Maybe it could be the C MoT (C for classic) and be slightly cheaper because less work is involved for the garage.

My thinking at the moment is to take the MG for its MoT as usual, unless it starts to fail purely because of the stringency of the test. I'd admit to being somewhat in the habit of getting the test, but it gives peace of mind and I like to think that the car has been checked over.

So those are my fairly random thoughts...

Many thanks to Rick and John and to Roger who also aligned himself with our two respondents. Your responses not only concur with the majority vote but also with the better informed motoring press.

Its not to late to have your say. I will included any further responses in the March issue.



PS - There are also changes to the MoT test for your every day transport coming into force in May.

PHOTO GALLERY

17th February - A very happy Valentines gathering at the Royal Oak in Hawkeridge - courtesy of Sue and Terry Warder.



18th February - An even happier gathering at the Bombay Sapphire Distillery after a very interesting tour.



Many thanks to Roger and Lynne for organising and for this pic.

Here are a couple of others. One in the cocktail bar after the tour and the other showing the range of Bombay Sapphire Gins from 1959 to the present day.



Secretary's Scribbles

This month I have realised something big..... My MG3 is actually a great car. We as a family went to Scotland for a wedding last weekend. Nancy flew up to Glasgow during the day on Friday with the kids and my parents. Nancy had a white Fiat 500 and my parents an automatic Kia Seedy. I followed after work and ended up with another Fiat 500. I had been hoping that I would get a Fiat 500 as the Website said Fiat 500 and then in the small print that it could be a similar sized vehicle. I looked forward to throwing a go-cart around the lanes so really hoped to get the Fiat.

However my nearly brand-new mint green Fiat was rubbish! Why people buy them over the likes of the Aygo(I loved our Peugeot 107 a few years back) I can not understand - it can only be the cute looks! The wipers hit the sides with a clang that made me wary to use them -but the worst thing was the handling. How can they waste a standard wheel at each corner formula? It wallowed its way in a jelly like state up into the hills.....

eventually.... Oh why didn't I just drive my MG3 all the way up? The MG3 is taught, firm and great fun in the corners - it does need a bit more poke but drop it down a gear and it is a driver's car. I was really surprised! I suppose it is probably good at going into a parking space at Sainsburys or finding its way through Turin's tiny roads. It is not a car for me!

As for the Kia Seedy - just look at it.... I need say no more! My parents quite liked it to drive.... But you need to be able to be proud of your car don't you. So is my MG forgiven all it's problems - well my dad still hasn't had a single problem with his and various modifications have been made to the more recent MG3s so in a way Yes!

Would I recommend an MG3 definitely after last weekend! Look at the price too - how could you go anywhere else for a small car?

Tom

Club Diary

2018 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
26-Feb	Club Night - Quiz	Yes	Spencer Club	Martyn Lucas
26-Mar	TBA	Yes	Spencer Club	Martyn Lucas (Event TBC)
31-Mar	Skittles Evening	Yes	TBA	Vic Wright
30 March - 2 April	Easter Bank Holiday			
TBA	Committee Meeting	No	Spencer Club	
12-Apr	Morgan Factory Tour		Malvern	Peter Hine
26-Apr	Skittles - Club v Gloucestershire	Yes	Spencer Club 7:00pm	Martyn Lucas (Event TBC)
20/22-Apr	Club Spring Weekend Including The Stilton Cheese Classic Vehicle Run	Yes	Rutland	Graham Bennett
30-Apr	Club night - Prod and Poke	Yes	Spencer Club	Moved due to Club's Spring Trip
6-May	Spring Classic Car Show	Yes	Bowood	
20-May	Visit to Aerospace Bristol	Yes	Filton Bristol	Kevin Meakin
21-May	Club Night - Mystery Run	Yes	A Mystery	Roger Binney
27-May	Gurston Down Hill Climb	-		For Information
31May/3Jun	Jersey Motoring Festival	-		Martyn Lucas
17-6	MGs in the Park Burford	-		(Event TBC)
23-24 June	Bicester Classic	-		For Information
25 Jun	Club Night - BBQ	Yes	Spencer Club	Martyn Lucas

2018 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
15-Jul	Summer Picnic	Yes	Lepe Country Park	Sue Warder/ Jeni Wright
7-8 Jul	Chateau Impney	-		For Information
23-Jul	Club Night - Boules	Yes	Tollgate Pub	Vic Wright
20-Aug	Club Night - Pub Run	Yes		Vic Wright
27-Aug	Action Day	Yes	Tom's Field	Tom Strickland
TBC	Coventry Motor Museum	No		Martyn Lucas (Event TBC)
24-Sep	Club Night - Talk - Topic To Be Confirmed	Yes	Spencer Club	Tom Strickland
TBC	Mini Factory Oxford Factory	-		Peter Hine (Event TBC)
6-Oct	Autumn Classic Meeting	-	Castle Combe	Vic Wright
22-Oct	Club Night - Talk - The Racing History of the Ford GT 40	Yes	Spencer Club	Paul Warn
27-Oct	Binney's Bash Halloween Party		Eddington Village Hall	Roger Binney
TBA	Pre AGM Committee Meeting	No	Spencer Club	
9-11 Nov	Classic Car Show NEC	-		For Information
26-Nov	Club AGM	Yes	Spencer Club	Formal notification will be included in the Sept & Oct newsletter.
15-Dec	Christmas Party	Yes	TBA	TBA

Club Asset List

CLUB ASSET LIST			
ASSET	CURRENT HOLDER	CONTACT DETAILS	
Engine Hoist	Vic Wright	01225 704685	vic@devizes-domestic.co.uk
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 (old)	Paul Warn	01225 768676	paul.william.warn@gmail.com
Projector (new)	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.