



WESSEX MG CAR CLUB



THE SPENCER SPORTS AND SOCIAL CLUB

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NEXT CLUB NIGHT

Monday 23rd July at the
Tollgate 7:00pm for 7:30
Boules evening

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

CHAIRMAN'S CHAT

Hi, everyone,

We have certainly had very good weather over the last month and I hope everyone has had the opportunity to enjoy it; but for me at times it has been too hot !

We have had another busy month with many of us visiting MG'S in the Park at the Cotswold Wildlife Park, Burford , where there were over 500 examples of MG cars, with cars from the 1930's up to the latest GS and ZS models. We also had the opportunity to look around the wildlife park and see some rare species of animal.

The next weekend on a really hot day we visited the Classic Car & Flywheel festival, held at Bicester, it was an early start to the day, but well worthwhile as there were many classic cars attending and an excellent air display with a fly past from a Hurricane and Spitfire to celebrate 100 years of the RAF.

Surprisingly the weather was kind to us for our BBQ at the last club night; I trust that everyone enjoyed the selection of food available at the BBQ.

I write this on the eve of the Club Summer Picnic which this year is at Lepe Country Park; there will no doubt be a report on this event in the next newsletter.

Our next Club night on Monday July 23rd will be the annual Boules Contest which is being held at **The Tollgate Inn, Ham Green, Holt BA14 6PX** at the earlier start time of 7.00pm, hope the weather holds for us!

In this newsletter there are details of a couple of additional classic car events which may interest you.

Your club is booking a reserved parking area/stand at the Castle Combe Classic Race Meeting on Saturday October 6th and to ensure that we get enough space, we needs to know who would like to attend . Please let Vic know by the End of July if you want to go along.

Hope to see you at The Tollgate on July 23rd for The Boules Evening at the earlier start time of 7.00pm

Martyn



Treading Carefully Paul Warn

During the club's BBQ in June, I was chatting to Peter Hine. Peter was telling me about his decision to change the tyres on his Morgan, which were the original tyres fitted to his 2008 car - making them 10 years old. Whilst I was looking at his new boots, I glimpsed up and down the display of MGs that evening at the BBQ and the type of tyres fitted.

We are all guilty of taking these boring, round, black items for granted. Until of course they wear out, lose pressure, succumb to nails and potholes and as a result expensive to replace - see last paragraph.. Yet it's not too dramatic to say that, that small contact patch with the road is the only thing lying between our safety and oblivion. Deciding what tyres to fit to your pride and joy can be a mine field - when was the last time you inspected your tyres, how old are they? And now that you may be exempt from submitting your car for an MoT whose keeping you honest.

Back in the late sixties and early seventies, when we and our friends had our first MGs, the cool tyre to have fitted was the Pirelli Cinturato. The advertisement that always featured in the car mags of the time may have had something to do with our choice... see main pic. The strap line was "Of all the hazards facing Italian drivers, two in particular stick out."

Now back to the plot. A few things you can learn from the sidewall of your tyre - I've used the tyre on my Morgan as an example 195/60R15 88H:

- Width is 195mm
- Percentage ratio of height to width is 60
- R is radial construction
- Rim size is 15 inches
- 88 is the load index which you will need to a chart to convert to Kg
- H is the speed rating.



Also on the sidewall usually following the DOT symbol, although my tyres doesn't have the symbol, is four numbers. Mine are 0811, which indicates that the tyre was made in the 8th week of 2011. Apparently there's no hard and fast rule about tyre life (there are too many variables).

Since November 2012 all tyres sold in the EU have required a label that classifies them by three categories, namely fuel efficiency, wet grip and external noise. These labels are colour coded as you may see on a new refrigerator or cooker.



Fuel efficiency - This is the energy lost by a rotating tyre. It is graded A-G, where A is best and fitting the worst scoring tyre could cause you up to a 7.5% rise in fuel consumption.

Wet Grip - Again this is rated on a scale of A-G. The distance between each grade is around 3metres making that between A and G 18 metered or around four car lengths.

External noise - this is quoted in decibels and accompanied by one, two or three sound waves.

Now how do we decide on what make of these all important bits of kit? Apart from what I have already listed, there are many other factors to take into account, not the least of which are the perceived build quality and potential longevity, and of course the all important purchase price. We can all equate to the latter but the others are harder nuts to crack. According to the independent body Tyre Reviews, there are over 2,500 tyre patterns on sale in the UK courtesy of no less than 170 brands.

These are broadly grouped into one of four categories, namely Premium, Mid-range, Economy and Budget:

Premium - this comprises just 6 brands, Bridgestone, Continental, Dunlop, Goodyear, Michelin and Pirelli.

Mid-range - here there are 21 brands including Avon, BFGoodrich, Hankook, Kumho and Yokohama.

Economy - here there are 65 brands including Kleber and Semperit.

Budget - This last category amounts to 78 brands most of which are of far eastern origin.

Seasonal Options

As a result of decades of mild winters we have knowingly or unknowingly driven on summer tyres, which if bought new is what our cars are supplied with. You may be surprised to learn that these tyres operate effectively in dry and wet conditions down to a temperature of +7 degrees C which is not cold even by UK standards.

As Anne is often telling me - based on our experiences over the years driving rearwheel-drive BMWs - that they are 6 month cars, which I've always denied. Now it seems as a result of researching for this article its true!

Any rear wheel drive car can quickly become hard to control when faced with sub zero temperatures. Now that I think about it, that equally applies to all classic cars most of which are of course rear wheel drive. Particularly as the rubber age hardens as they get older.

The other things to consider are:

Wear - The legal limit of tread depth is 1.6mm across three-quarters of the tyre width. This is completely inadequate to deal with the build up of water when driving on a very wet motorway. The penalty for an illegal tread depth is 3 points. So in theory 4 illegal tyres could result in a loss of licence.

Regular inspection - including pressure maintenance. Many modern cars feature a tyre pressure monitoring system, lessening the need for the pressure checking. And hereby hangs a tale.

Leading up to writing this piece, we were travelling along in our BMW when up on the screen came a warning that the nearside rear tyre pressure had dropped below what I had set it to on the last occasion I checked the tyres. I stopped the car and checked the tyre, it looked ok, by which I mean it wasn't flat and I couldn't see any obvious evidence of damage. The car is equipped with run-flat tyres which means I was able to continue on our short journey at speeds up to 80kph. When I arrived home I checked the tyre, the pressure had dropped by a couple of pounds - no more

than that. However, I discovered a screw had found its way into the inside edge of the tyre - see pic. You will also notice how new looking the tyre is - they were all changed at the beginning of the year.



Predictably it was in a place which couldn't be repaired. Now, being a well informed smart ass having researched this piece, I was able to have an informed chat with the tyre fitters. They said it was the first time they had ever been asked the age of a tyre before it was fitted....



MG COULD BECOME THE NEXT SUPER BUG -

John Bishop sent the following alert as seen on the BBC news website.

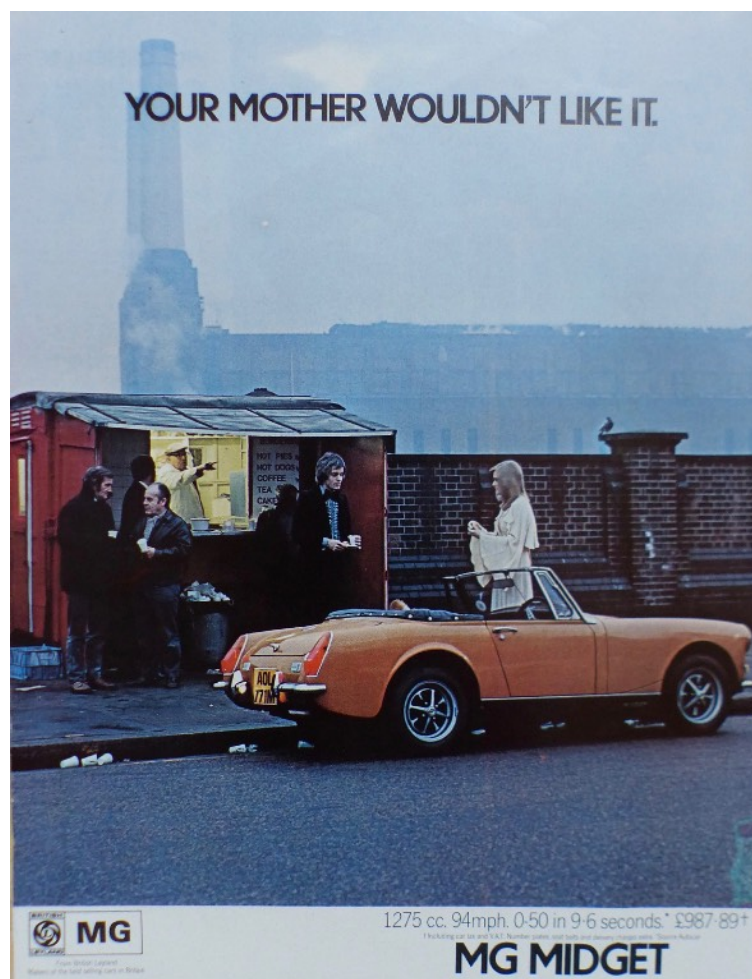
Emerging sex disease MG 'could become next superbug'

What is MG?

Mycoplasma genitalium is a bacterium that can cause inflammation of the urethra in men, causing discharge from the penis and making it painful to urinate.

In women, it can cause inflammation of the reproductive organs (womb and fallopian tubes) too, causing pain and possibly a fever and some bleeding.

You can get it by having unprotected sex with someone who has it. Condoms can prevent its spread.





All this just to
change the air
filter

Malcolm Taylor

Well I did mean to change the air filter back from a modified K&N filter to a standard paper filter.

Last year Harvey initially failed his MOT test on emissions. This resulted in a new set of spark plugs plus the removal and cleaning of the aforesaid non-standard air filter. Would you believe that this kept him in intensive care for 4 days?

The main downside I could see of the modified filter was that it picked up it's air supply from within the engine bay, hence, it would be warm. Whereas the standard air box has a couple of snorkels that pick up air from cold locations.



So, a trip to Martin Smith at East Lydford resulted in the purchase of the parts to convert back to the standard arrangement. He is a very helpful and knowledgeable fellow who pointed out all the things to watch out for and what to put where. He started out breaking MGF/TF's but has now moved on to include MG3's and 6's.

Having completed the reversion, I thought that the MOT would be a breeze. Guess what? He failed on emissions again!

This entailed another 4 days in intensive care! I'm sure that garage has one of those black holes that consume solid matter. Either that or he has a sideline in hiring out sports-cars. It always takes umpteen phone calls to persuade him to get on with the job and let me have the car back.

This time the damage was a new catalytic converter and lambda sensor.

You guys with engines under the front bonnet don't know how lucky you are. Just open the bonnet and polish away. We of the mid engined fraternity have to get the hood (not the bonnet hood, the roof hood) out of the way, then remove a slab of sound proofing, then undo umpteen bolts to remove the engine cover. No one's going to see it under there, so I never bothered to polish it.



June's Mystery Car

Once again many thanks to Andy Hole for the June mystery car which he found whilst holidaying in the Orkneys -

The mystery car is a Zundapp Janus 1957, it was spotted parked just down the road from our B&B on the Orkneys. It is owned by a local chap and is used and spotted around often, and is in very good condition.

Malcolm Taylor was on the case...I reckon Andy's mystery car is a Zundapp Janus. It was designed by the Dornier Aircraft Company in post war Germany. So I guess the bomb aimer sat in the back and slipped the bombs out of the back door?



JULY CLUB NIGHT - BOULES

For our next club night on the 23rd July, Vic has arranged a boules evening at the Tollgate Inn located in Holt near Bradford on Avon, BA14 6PX. 7:00pm for 7:30pm start.

It is a good place to eat. If you would like food then please arrange with the Tollgate, bearing in mind our start time. Chips or burger can be ordered during the evening.



NOGGIN, NOSH AND NATTER

Wednesday July 25th at The George Inn, Longbridge Deverill, Warminster BA12 7DG, This a very well established event with Classic Cars, Bikes and Commercials, from a wide distance attending, the official start time is 4.00pm, if you are going don't be much later as space is limited, maybe this event has become a victim of its own success, but it is well worth a visit, especially if you have not been before.

Classic Car Meet

WEDNESDAY AUGUST 1st- John Thomas has asked me to mention a Classic Car Meet at The Mill in Rode, Somerset BA11 6AG, I believe this starts from 6.00 to 7.00pm, this is a fairly new event and John says there is usually a varied mix of cars, dependant on weather.

2018 AUTUMN CLASSIC



Vic is arranging with Castle Combe to have a club stand at this year's Autumn Classic. The size of the space allocated to us will depend on the number of cars attending. It is therefore important that Vic has a good idea of those attending. If you would like to park on the club stand then please let Vic know before the end of July as he needs to confirm with the circuit to ensure adequate space is made available.

The theme this year is the Le Mans 24 Hours race. Specifically, celebration of Fords victory 50 years ago in 1968. This is timely as my talk in October this year is the racing history of the Ford GT40.

More information will be made available, the important thing is to ensure we have a presence at the event.



PHOTO GALLERY

Pics courtesy of Martyn Lucas of the Bicester Flywheel event



Secretary's Scribbles

It is hot!!! Nancy actually said to me today "Tom, do we have to go in the Magnette to Lepe - can't we go in the air-conditioned MG3?" ummmm! Well you will probably know the final answer to this already.....

Today I got a lift home in a TR6 - interesting... It felt smaller in the cockpit than a B or even to some extent a Midget. Its exhaust note could also have done with 'up-rasping' too. Nice to be in a soft top British sports car on a sunny day - but it is no MG (or Morgan). So in summary we have all done the right thing to buy MGs. I do long for a soft top roadster..... I have 'Morgan 3 wheeler for sale' alerts on my email, and two cheap ones popped up this week at about £26,000, but that is still about £25,500 too much for me at the

moment. Even if I had the money would I really buy one over an MG - I still don't know.....

It is nice to have these debates going on through ones mind on a hot night whilst trying to get to sleep. You can even think through the spec details whilst you are on that last edge of consciousness.

MGA in Iris blue with Navy interior, MG TD red with black interior, MG B in Aqua with Navy interior, Very cheap ugly Brown 1500 Midget to Pimp on a shoestring or possibly an impractical Morgan 3 wheeler in green with cheeky RAF roundels on.....



TTFM

Tom

Club Diary

| 2018 EVENTS DIARY | | | | |
|-------------------|--|------------|------------------------|--|
| Date | Event | Club Event | Venue | Contact Details & Start Point/Time |
| 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 |
| 20-Sep | 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.