

Winchester MG Owners Club



February 2017 www.winchestermgoc.co.uk

Winchester MGOC

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Winchester MGOC meet on the last Tuesday of the month at:
The Plough, Itchen Abbas, Nr Winchester, SO21 1BQ

Chat

What a great dinner and dance we had at Norton Park. Richard and Gillian will certainly never be seen in the same light again. Gillian's Paloma Faith opening number and Richard's rendition of Jake Bugg's 'Lightning Bolt' are not what we normally get on club nights! Their band 'Rhythm Method' certainly got everyone up dancing. That guy leaping around was just someone who looked like me though— honest.

It was nice to mix with Basingstoke MGOC and to have Regional Secretary Nigel Knowles come along as well. This year I had the pleasure of presenting the Member's Cup to Peter & Karen Cranstone for their work on the very successful Quiz Night held at the Plough last year.

As a venue, Norton Park was excellent and the food was very good. Those who stayed over-night also had a morning MG gathering for a good breakfast before departure.

Our Cobweb Spin looks like it is booked out to capacity with around 140 cars already registered. A reserve waiting list is now being created just in case of cancellations or in the unlikely event of finding more parking spaces. Winchester BID have included us in their latest newsletter, inviting local businesses to get involved and the Mayor of Winchester, Councillor Jane Rutter will be attending.

We have a Cobweb organising committee meeting in early February and will be scheduling another to brief all of those who have volunteered to help with marshalling etc. It is certainly shaping up to be a good event. We could still do with some more volunteers to organise our club night runs this year and don't forget that our annual subs are now due. Cash, cheque or bank transfers are all acceptable. Thanks to those of you who have already paid.

Finally, we all wish a warm welcome to our newest members, Stewart & Tricia Bowler who own a Midget and to Gary Harrison who has an MGC Roadster. We look forward to seeing them on club nights.

Happy MGing

STEVE

Chairman's Corner

A very belated Happy New Year to everyone. With a new year comes change and for me I now hold the position of Chairman. I look forward to your support in the challenges that lie ahead in moving the club forward in to day's environment and meeting the needs of our membership. This brings me on to reminding those who have not renewed their membership fee for 2017, please do so quickly. As you know we are celebrating 25 years of existence, let's hope we have a lot of fun in doing so throughout the year.

If you didn't know, Steve our Secretary has been doing a wonderful job for the club over the past few years but the work load was becoming too much for one man. One of the club's aims is to reduce his work load this year. Remember, it's not just down to the Committee, please get involved where you can to help with the smooth running of your club.

The new Committee met for the first time in January to discuss and move forward with the Cobweb Spin. We all need to be pulling together as a membership in supporting this year's event as we have already a full entry of 142 cars in such wonderful locations provided by the fantastic support from Hampshire County Council and the Ministry of Defence. The Mayor of Winchester is going to be present and giving her support to our event as well. Please put your name forward for helping if you can, as we need marshals, donation collectors and operators for our radio controlled car activity. If you have already, thank you. Behind the scenes already Dave Tilbury has been doing a grand job as our IT wizard in draft copy of participant's info/documents etc. for the event. A big thanks from me Dave and keep up with the humour. I also wish to thank Stephen Penkethman for his help in negotiations to Peninsula Barracks car parking and hopefully to opening some of the museums on the 19th March.

Our Christmas Dinner Dance has taken place, maybe we should name it differently as it's in January or look to move it to a summer event in the future. I would like to hear your views as to what you would like to see in the future. For those that did not attend, you missed a very enjoyable and entertaining evening. Next year could see a dad dancing club competition without applied alcohol influence! On behalf of the club, very big thank you goes to Lesley Stone for organising this event and to Keith for supporting her. Also thanks to Richard and

Gillian Harcourt-Brown along with their live band Rhythm Method for providing brilliant live music on the night. We have now seen Richard and Gillian in a different light. Must say, it was nice to dance to a live band for a change. I must not forget the other clubs and friends who came along in supporting our club bash, a big thank you goes to you all from me. Finally we were also honoured by the presence of our regional MGOC secretary Nigel Knowles and his wife and I thank them in supporting the club and hope they enjoyed the night.

Well that's my ramblings for now and don't forget the first club night of 2017 is on Tuesday 28th February at The Plough, Itchen Abbas..

Peter Cranstone



NB

Rhythm Method have been in touch to say "We thoroughly enjoyed playing for the event and are happy to offer a 10% discount to MGOC members for any future bookings. We specialise in weddings, celebrations and corporate events and can be contacted through our website at <http://www.rmlivemusic.co.uk/index.html> or via facebook at <https://www.facebook.com/rmlivemusic/>

MG B Restoration

Steve Penkethman is about to begin restoration work on his MG-B

Part One: But How Much Do I Do? – Jan 2017

I have just started the project of restoring our red 1971 MGB Roadster. I have never done anything like this before and I am still a working man, so I expect that most of my weekends and Bank Holidays are booked for the next year. Also, I'm not a mechanic but I'm fairly confident with a spanner and workshop manual. So I thought that some of you may be interested in my progress, and indeed may have some good advice along the way, so I aim to post a few articles in the club magazine as I go along.

I would really appreciate advice from anyone!!



I had always promised myself that one day I would buy that Harley Davidson. A Road King, with the big seats and panniers, and covered in chrome that I would enjoy cleaning on lazy Sunday afternoons. So a couple of years ago, on leaving the Army after a long career, I eventually went touring the Harley dealerships.... and ended up with a red 1971 MGB Roadster! When it came down to it, Mrs P wasn't looking forward to this motor-biking malarkey quite as much as I, and whilst I was grazing the Auto-trader pages, an MGB jumped out at me. It was the ideal solution, as I had also always imagined the Harley sitting in my double garage next to a Classic car. I don't know why as I don't have a double garage.

So off we went to buy an MG and in doing so, broke every rule that there is for buying an old car. That said the car wasn't at the expensive end of the bracket, so it was clearly going to need some work doing and I wanted a car on which I could get my hands dirty. I certainly achieved that! The car would need a re-spray and the interior needed some TLC, there was also some dodgy home/owner welding that needed attending to fairly urgently, but it all looked manageable. After getting the dodgy welding repaired the car sailed through it's MOT, and over the next two summers it proved to be a lovely runner. It was now time for that re-spray and to carry out what I expected to be some easy renovation, attending to the interior trim etc.

My research into professional restorers in the local area came out with some frightening quotes. Of course they were interested in a proper job, cutting out anything that was looking dodgy and replacing it with new, and my car had plenty of that. Eventually I found a nice man who could do the job. I planned to get the car painted over the winter and I spent a few weekends stripping the bright-work off the car before it went to be prepared and painted. I don't have the space for taking the engine out at home, so I was just looking for a tidy body re-spray and not the engine bay. However, my friendly spray man was happy to give me the room in his workshop, so I set about the task of stripping out the engine. "Mission Creep" had set in. As I got deeper into the job it dawned on me that there was far more wrong with my little red car than I had imagined. The work needed, even for a "quick job", was considerable and as costly as the professionals had said. I decided that there was only one thing to do and that was to fit a new Heritage shell.

Well, with that decision made I could get on with the hard work and start the stripping out. I have copies of the excellent MG Restoration

Manual and Clausager's Original MG Manual; I have also have some very useful links online. Apparently, Heritage shells are built to order only a couple of times each year, with the next build in May. As an option, the shell can be factory painted in original colours and then fully treated prior to collection. The biggest decision at the moment is whether to revert to the car's original colour of Bronze Yellow or stay with its later Flame Red. Flame Red is current favourite.

I am taking photos as I progress so that I can refer to them later on in the rebuild, I am also boxing and bagging components with labels, although I am sure that I will be scratching my head at every piece in a few months time.

Where am I so far?

- All bright-work stripped off. Including windscreen. Plenty of it needs TLC and some of it will be replaced. The final decision may be when it is put back on to a new body.
- All interior trim removed. It will have new trim panels all round, including front and rear cockpit crash-pads.
- Engine disconnected and prepared for removal. I took compression readings prior to disconnecting – all ok.

What's next?

- Remove the engine. Clean and paint. I will take the opportunity to complete other work whilst it is out.
- Remove rear axle and suspension. Service and paint. Replace bushes etc. Cure the MGB axle knock.
- Remove front suspension and steering. Service and paint, replace bushes.

Thank you for your interest and if you have any advice on what I should be dismantling within my engine whilst it is out, I would be most grateful for a chat.

Happy Motoring!!

Steve Penkethman

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Motor Insurance

It's not a grey area....

A long time ago in a far off land there was a farm employee working up a ladder in a farm yard. If things can go wrong, they probably will and so it was that Mr Vnuk's ladder was clipped by a passing tractor. Mr Vnuk fell and was injured.

Mr Vnuk was rightly miffed and sought compensation for his injuries but the farm vehicles were not insured because they were not used on the roads. Undeterred Mr Vnuk sought compensation through the courts. Mr Vnuk took the matter to the Slovenian Supreme Court and subsequently the European Court of Justice in September 2014. According to the Judgment all EU states had got it wrong and as worded the European law required that ALL motor vehicles were required by to be covered by motor insurance, be they used on public roads or not.

Naturally this caused an 'oh s**t' moment for motorsport across Europe. For some considerable time the leading motor sport organisations sat on the issue, hoping that the wider public wouldn't get exercised over the problem and that in the meantime the UK Government would come up with a solution; some exemptions or work arounds. After all, this new reality means that everything from ride-on lawn mowers to F1 race cars would need motor insurance.

It is important to realise that Vnuk is not an item of forthcoming legislation which can be lobbied against or amended, but an actual ruling of Europe's highest court, with no further avenues for appeal possible. Vnuk is now set in stone and cannot be changed. Thus ruling requires third party damage and injury insurance to be in place for all mechanically propelled vehicles when used at any time, for any purpose and in any place.

One doesn't have to have an overactive imagination to see how the finance industry viewed this Judgment. At last they can milk the population for driving a golf buggy or riding an ecco-friendly e-bike

"Not a problem" I hear you say. "We voted for Brexit..." Yes, but it doesn't work like that. We remain an EU country, at least for the next two years and even then much depends on any deal we make with our former EU partners. In short, the law is that third party insurance is needed for all powered vehicles for all uses and the UK

Government is outside the law unless it moves to implement the law.

Since September 2014 the leading UK motorsport bodies have been working with the insurance industry, the UK Government and other European motorsport bodies with the view to persuading the European Commission (EC) to alter the Motor Insurance Directive.

It is clear that the EC is unhappy about the consequences of Vnuk. Under the former European Commissioner Lord Hill, the EC had agreed to amend the Motor Insurance Directive (MID) and The Department for Transport had hoped the EU would resolve the situation for motorsport before Vnuk needed to be implemented. They waited two years, to see if this would happen. It did not.

The EC did consult governments and proposed a 'roadmap' of options. This roadmap became the Initial Impact Assessment, which was first published in June 2016. However, the EC wants a second consultation, which is yet to be conducted. With the resignation of Lord Hill in late June 2016, the matter appears to have lost all momentum at European Commission level and it is unknown when, or even if, the MID will be amended.

Being fully aware that to implement the MID would spell the end of grass roots motorsport and place an unacceptable burden on society in general the UK Government is now seeking input from the public - or, more specifically organisers of grass-roots motorsport.

It has been suggested that implementation of the MID would have such far reaching effects that the Government couldn't let it happen. Not only would the masses lose a whole sector of motorsport, the manufacturers would suffer, as would the rural economy. The big BUT here is the fact that those making the decision have little or no knowledge or practical experience of motorsport.

Others point to Finland, a country that already has third part insurance for motorsport competitors, where it is reported that a teenage motocross rider has been quoted €29,000 for 2017.

It can only be hoped that this issue will become clearer once Article 50 has been triggered and we have a better idea of where our future lies.

<https://www.gov.uk/government/consultations/motor-insurance-consideration-of-the-vnuk-judgment>

Death by Dangerous Driving

Over the years many have been appalled at the lenient sentencing handed down to motorists who cause death through aggressive driving or whilst under the influence of drink or drugs. At last there is a chance that sentencing guidelines will change to reflect the nature of the crime

Causing death by dangerous driving. A topic in the thoughts of all serious motorists, our outrage heightened every time we read of a cyclist killed by a driver ignoring the law on drink driving or use of a mobile phone whilst behind the wheel. Or the professional footballer who is sentenced to three months for knocking over a pensioner whilst over the drink/drive limit and travelling at 60 mph in a 30 zone.

An online petition seems to have galvanised the UK Government into Action. In the meantime, we've found out that the Government is asking people to send in their views on driving offences relating to causing death and serious injury and the maximum penalties for those offences.

The consultation closed on 1 February 2017, so we wanted to let you know about it as soon as possible, even though the Government hasn't responded to the petition yet. (I did write this some weeks ago... Ed)

You can find the consultation and submit your views at:

https://consult.justice.gov.uk/digital-communications/driving-offences-causing-death-or-serious-injury/?utm_source=petition&utm_campaign=164488&utm_medium=email&utm_content=govconsultation

dt

Don't be put off with what you read.

Others are only jealous.

A car salesman in 2016 put one of their part exchange vehicles on sale online – with a less than flattering description.

The vehicle concerned was a 2002 MG TF which appears, on first inspection, to be a decent low-price convertible, with 85,000 miles on the clock and a 1.8-litre engine.

However, the car's advert features a headline which may put potential buyers off straight away – 'True heap of the week'.

"We dislike these cars with a passion. What a woeful looking, hateful, poorly made, sloppy handling pile of dung. It's all a bit tragic really, it starts, drives and runs fine. The tyres are great, and probably the most valuable things on the car. Any rust you find on it is free of charge. The interior of the car is OK, some wear through the horrible cheap leatherette and suede effect excuse of the front seats – probably worn from the owner getting in and out many times to push it home! The car would make a good birthday present, with the seller telling anyone still interested: The icing on the cake is we've put a new battery in it... If it's your wife's birthday soon why not treat her – go on, we dare you."

The dealership selling the car specialises in Jaguar, BMW and Range Rover vehicles – though it would seem they were happy to take the little MG in part exchange and sell it retail rather than taking it to the auctions. Yes, they did sell it, funny that.

Here at WMGOC, members are moving towards the MG TF models as their numbers have increased during 2016. The reason seems to be they can be got cheap, are requiring less maintenance than older models and they are more comfortable, especially for their partners.

Submitted by Peter Cranstone.





Steve, Caly 'n Cars

Last month I happened to be watching one of the Freeview digital channels and came across 'Jay Leno's Garage' presented by the US chat show host and renowned petrol head. He was on a visit to the Petersen Museum in Los Angeles which looked quite impressive. With a business trip to LA on the cards I did some research. Near Hollywood and not far from the airport it was certainly do-able if time permitted.

We ended up flying out on a Monday morning with a return flight booked late on Thursday. Following a couple of days work, Thursday was quickly here. We headed towards Hollywood aiming to arrive at the Museum around midday. The rain was torrential. How does the song go? It never rains in California? Oh yes, couple of lines later 'man it pours'. The locals all seemed to love it and talked about reservoirs filling. I thought they just laid it on just to make us feel at home.

On the Freeway I did spot an MGB on the back of a trailer and then shouted to my colleague that I had just spotted a Studebaker Avanti parked on a drive-way, but being too young for Dinky toys it meant nothing to him.

The museum is certainly impressive with respect to content and layout, having received a multi-million dollar refurbishment last year. The museum has Foundation status and is a legacy of the Petersen publishing empire. There is plenty of space that gives the opportunity for an un-cluttered view of some very nice machinery.

Submitted by Steve Favell



I read some reviews that saw this as a negative aspect along the lines of 'could have fitted more in' but I think they are missing the point. You begin your route on the top floor where there are cars from films, some lovely Italian styling, and some pioneers. The next floor down focusses more on engineering aspects and includes some customised Hot Rods, which at first seems odd, as perhaps I didn't associate them with a museum environment. But this is very much part of the LA car culture and therefore very much part of the story. A line of British Jaguars puzzled some visitors that I overheard discussing what they might be. I let them figure out that one of them was Steve McQueen's Jaguar XKSS. Onwards through 'precious metal' a whole room of mouth-watering silver cars including a Fangio Mercedes, Ferrari, Porsche etc and then to the race cars including 'Old Yaller'. Motorcycles lined the way to the ground floor which was very much about the automobile as art. My grin was getting wider as we passed through each floor but the sight of so many Bugatti's was really breathtaking. A real 'wow' factor, especially as other Bugatti family art works, bronzes and furniture were displayed alongside. I bought my souvenir guide at the obligatory gift shop but we didn't pay the additional \$20 for a guided tour of the underground



vault that holds the reserve collection. There was just not enough time. We had the Science Museum to visit and the Space Shuttle to go see. To be honest, after the Petersen it was not that impressive. It should have been, but the whole thing lacked gloss in comparison. Should have done them the other way around!

Celebrity footnotes:

As luck would have it, I got an upgrade to Premium on the outward flight (not quite 1st Class - but I wasn't complaining). One of the advantages is getting off the plane first, through immigration and onto the baggage claim area before the queues build.



Waiting at the baggage carousel I found myself standing beside Paul Hollywood. Being the shy retiring type that I am, I engaged him in conversation about whether he was intending to be at Carfest this year. As I didn't once mention 'The Great British Bake-Off' he was probably appreciative of the change of subject and revealed that he might be giving it a miss this year due to the amount of time it takes up. (You heard it here first). He asked what car I took along and said he loves an MGB GT. Suitcase retrieved, he then hot footed it out towards the long customs queue,

while I waited for my colleague who had been unfortunate enough to be left in Cattle Class.

I came across yet another celebrity in the Petersen museum. Those with children or grandchildren may have come across 'Lightning McQueen' who I posed for a photo with. OK, so he might not be real, but my grandson isn't to know that.

Events for 2017

Always check before you travel – locations & times sometimes change

February

28th WMGOC Club night – The Plough, Itchen Abbas

March

18 & 19 March - A brand-new race for French and Italian pre-war Grand Prix and Voiturette machines has joined the roster for the 75th Members' Meeting at the Goodwood Motor Circuit

19th Winchester MGOC Cobweb Spin

28th WMGOC Club night – The Plough, Itchen Abbas

April

2nd Crotch Cooler meet, Alton – Classic Car Sunday

2nd Brooklands MG Era

9th Arundel Castle gathering, Chichester MGOC

9th CCOTP Christchurch Quay

17th 25th Spring Vehicle Meet & Autojumble – Newbury Showground

22 & 23 Gurston Down speed event

23rd National "Drive it" Day

23rd Bicester Sunday Scramble

25th WMGOC Club night run

May

1st King Alfred buses running day in Winchester

1st Popham aero & auto Jumble, classic car rally & fly-in

7th Crotch Cooler meet, Alton – British Sunday

7th Charity Gala Cowdray house – Chichester MGOC

7th Twyford Waterworks Spring Rally

7th Southampton Magna Rotary Club New Forest Charity Car Run.

tba Basingstoke Festival of Transport

tba 23rd New Forest International Car Run (Rotary)

13th Bill Targett Memorial Steam Rally- Highbridge Road Eastleigh (13th & 14th) 13th

13th & 14th Beaulieu Spring Autojumble

13th Awbridge Fete & Car Show returns for 2017

14th Waltham Chase Village Hall car meet

20th Sparsholt Celebration of Motor Vehicles and open day in aid of Macmillan Cancer

21st MGs in the Park, Stansted Park, Rowlands Castle – Solent MGOC

27 & 28 Gurston Down

28 & 29 Prescott - La Vie en Bleu

28th CCOTP Highcliffe Recreation Ground

29th Kings Worthy Parish Fete – WMGOC display

tba Winchester City Football Ground – Classic Car & Bike breakfast meet 8-12noon

tba Classics in the Park – Poole Park – Dorset Midget & Sprite Club

30th WMGOC Club night run

June

3rd Wilton House Classics & Supercars (3rd - 4th)

10th MG Live at Silverstone (10th - 11th)

4th Crotch Cooler meet, Alton – American Sunday

4th Southampton & New Forest MGOC New Forest Run

25th CCOTP Highcliffe Castle

tba Bishops Waltham show incl. classic car show & parade

tba WMGOC run to Cranbury Park open day

tba Beaulieu Simply classics
27th WMGOC Club night run

July

1st Blackmore Vale Revival
2nd Crotch Cooler meet, Alton – Classic Car Sunday
16th CCOTP Christchurch Quay
16th Alton Bus Rally & Car Show – Anstey Park
25th WMGOC Club night run
28th Silverstone Classic 28th – 30th

August

6th Crotch Cooler meet, Alton – Italian & French Sunday
13th Athelhampton Garden Party, Bournemouth & Poole MGO
20th CCOTP Highcliffe Castle
tba Radio 2 Carfest South, Laverstoke
tba Breakfast meet 8am-2pm Winchester Football club, free entry –
no need to book
29th WMGOC Club night run

September

3rd Crotch Cooler meet, Alton – Classic Car Sunday
8th Goodwood Revival (8-10th)
tba The Concorde Club classic & sports car show, Eastleigh
24th The Doughnut Delight charity day – Basingstoke MGO
24th CCOTP Christchurch Quay
tba Andover Festival of Motoring – High Street – pre book to
display
26th WMGOC Club night

October

1st Crotch Cooler meet, Alton – Oldtimer Oktoberfest
1st Bicester Sunday Scramble
TBA Thatcham classic car show, Dunstan Green, 10am- 3pm, £5
donation per car
31st WMGOC Club night

November

5th London to Brighton Run
TBA NEC Classic Motor Show
28th MGO Club night AGM

December

26th Romsey classic car & bike meet (pre 76)