



## WESSEX MG CAR CLUB



## THE SPENCER SPORTS AND SOCIAL CLUB

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## NEXT CLUB NIGHT

Monday 25th June 7:00pm

EGM &amp; BBQ

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

## CHAIRMAN'S CHAT

Hi, everyone,

We are now in the peak season for events and luckily the weather has been kind to us.

The past month has been a busy one for the club, thanks to Peter Hine and Kevin for organising the club visit to Bristol Aerospace Museum, this was certainly a very interesting place to visit, and then the next evening we embarked on our mystery run, following a route planned by Roger, everyone managed to arrive at the George where we enjoyed a post run meal.

The following week several of us caught the fast ferry from Poole for our visit to Jersey, where we explored the island and visited various heritage venues, our visit was timed to coincide with the Jersey International Motoring Festival which featured a large classic car show, hill climbs and a "moonlight sprint", we also met up with the Jersey MG Owners Club and made new friends, all in all a very pleasant few days.

Our first Sunday lunch of the summer took us to the Woodford at Chew Lakes, where we enjoyed a fantastic meal, thanks to Malcolm and Pat, for organising this; they certainly know great places to eat.

I am writing this on the eve of MG's in the Park at Burford which a large number of us are attending.

On Sunday 24<sup>th</sup> June we are going to the Flywheel Festival at Bicester Heritage, which features classic cars and an air display and the opportunity to look around the classic car specialists based there.

Coming up in July we have the club Summer Picnic at Lepe Country Park on Sunday 15<sup>th</sup> July, if you have already done so, please put your name on the list very soon for this trip, also in July we have the hill climb at Chateau Impney.

Our next club night on Monday June 25<sup>th</sup> is as usual at the Spencer Club and is our annual barbeque, please let Vic know if you are attending so that he can organise the food which will be cooked by the resident caterers for us,

The Barbeque will be preceded by an EGM of the club to cover changes which will enable us to comply with the new GDPR regulations, this will start at 7.00pm

Hope to see you on the 25<sup>th</sup>.

**Martyn**

## CLUB VISIT TO AEROSPACE BRISTOL



A healthy contingent of our club descended on the new Aerospace Bristol museum north of Bristol at Filton. So new in fact that negotiations are still underway with the local authority to erect adequate signage - hence a few of us had tales of woe finding the museum.

Our group was large enough for the museum to organise two separate tours. We each had our own guide to take us around the museum and eventually Concorde itself - known as Alfa Foxtrot.



Photo courtesy of John Bishop



Photo courtesy of John Bishop

Our guide took us on a journey from the beginnings of the British and Colonial Aeroplane Company in 1910 all the way through to the modern day. A bumpy journey to say the least, mirroring in many ways the British car industry which of course the Bristol company also had a part.

In the years after World War II the British Aircraft industry was over populated with manufacturers, who had an increasingly difficult time competing, particularly with the Americans.

During the 1950s the health of British aviation was a major political football - shades of the NHS today...

Finally in 1960 after intense lobbying from Duncan Sandys the Minister of Aviation, Parliament passed a bill that called for the rationalisation of the British aircraft industry through the merger of several existing companies that were facing closure. Early in 1960 Vickers-Armstrong, English Electric and Bristol Aeroplane were merged to form the British Aircraft Corporation (BAC). The three companies continued to operate as

## CLUB VISIT TO AEROSPACE BRISTOL

divisions of BAC. Similarly a second group of five British aircraft companies were amalgamated to form the Hawker-Siddeley Aviation Company. The five companies once again operating as subsidiaries.

Both groups were successful in the military - aircraft and missile systems - and commercial fields. BAC of course entered a coproduction agreement with Aérospatiale of France to build the Concorde supersonic passenger aircraft - which is where we are.

Eventually of course in 1977 after once being rejected in the House of Lords and defeated in the Commons, the Industries Bill was successfully ushered through Parliament. The upshot being that the Aircraft and Shipping Industries Bill merged the Aircraft and Dynamics divisions of Hawker-Siddeley with the British Aircraft Corporation and Scottish Aviation, Ltd. Whereupon British Aerospace (BAe), emerged from the ashes.



Photo courtesy of Sue Hine

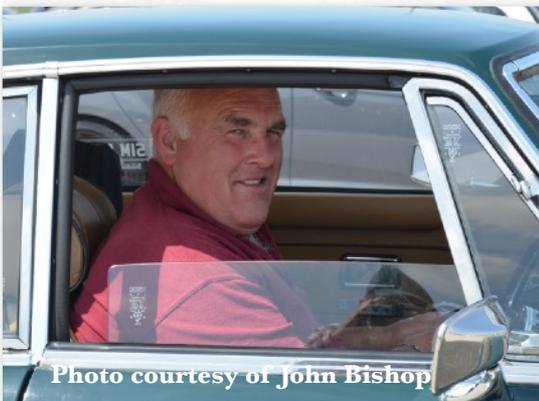
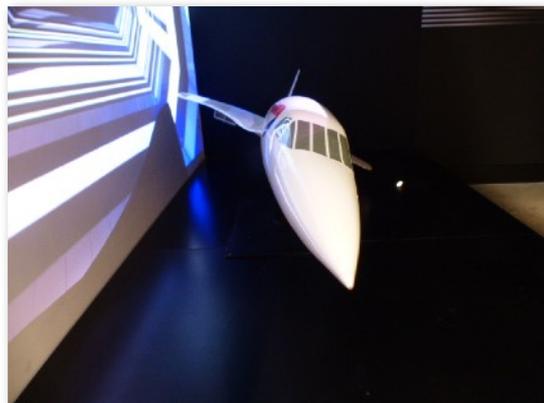
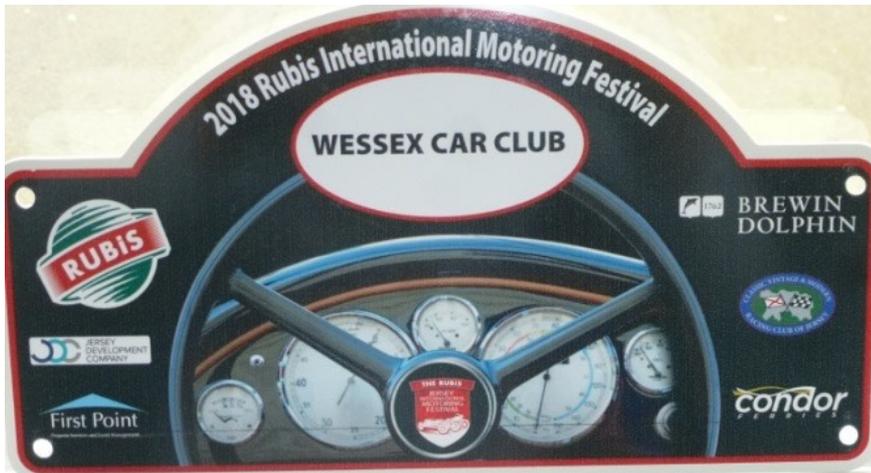


Photo courtesy of John Bishop



Photo courtesy of John Bishop



## Jersey International Motoring Festival 2018

Sue Warder

The Condor crossing was fairly uneventful especially for Martyn and I who were taking no chances having dosed up on medication and salt and vinegar crisps (a proven remedy from an old sea-dog!).

We arrived early on the island and proceeded to the hotel following an adventurous route via hairpin bends on a 1 in 4 inclined "green lane" - thanks Martyn - what had we let ourselves in for?

The hotel was lovely with ample parking and beautiful grounds, pools and hot tub.

We were welcomed by the Jersey MGOC at their monthly coffee morning and were very well looked after by the Jersey Classic Car club.

Our Rally Plaques were delivered to us at the hotel which then left us 3 days of sightseeing before the weekend's festivities. Thanks to Martyn, Paul and Peter, we visited and ate in some superb places.





What Has Puffins  
Got To Do With  
MGs  
Paul Warn

How could you not want a pic of a puffin in your newsletter!

Our original intention was to join Martyn and Co on their trip to the Jersey International Motoring Festival - see Sue Warder's story on page 4. However a clash of dates meant that we travelled with friends to Northumberland for a week instead - hence the puffins.

Now as regular readers of this esteemed publication will know....I always try in my reports to include references to MG despite my ties to Morgan and a tale or two on motoring - after all this is a motoring club.

On our way to our overnight stop enroute to Northumberland, we called in at Kenilworth Castle for lunch - as one does - or rather as Elizabeth I did on a number of occasions, hosted by the Earl of Leicester. Whilst Anne immersed herself in the Tudor history of the castle and the restored Tudor gardens, I came across an exhibition linking the castle with the world of motoring and aviation. That is to say the life and work of Siddeley, Sir John Siddeley the founder of Armstrong Siddeley Motors - and the famous sphinx emblem - who bought the castle in 1937, the same year that he was created Baron Kenilworth. This chimed quite nicely with the club's visit to Aerospace Bristol - which why I include it here - see my separate story on page 2.



Born in Manchester in 1866, Siddeley first worked for his father, before joining the Humber Cycle Company in 1892. In 1893 he joined the Pneumatic Tyre Company and later set up the rival Clipper Tyre Company, which continues today under the

name Continental. He had a keen eye for marketing and in 1898, arranged for a cyclist to ride a bicycle fitted with Clipper tyres from Land's End to John O'Groats.

Siddeley was a clever businessman which led to the creation of the hugely successful British engineering group Armstrong Siddeley. In the years leading up to the First World War, he entered into a series of partnerships with other leading car manufacturers such as Wolseley and Deasy. Eventually Armstrong Siddeley Motors emerged in 1919 when the company became part of the Armstrong Whitworth



Group. Siddeley remained at the company's helm until 1935 when, at the age of 70, he arranged a merger with Hawker Aircraft, resulting in the creation of Hawker Siddeley. The deal made him an exceptionally rich man and he used much of his reputed £1 million share on charitable works, including the purchase of Kenilworth Castle.

In the interwar years, Armstrong Siddeley became famous for producing luxurious cars loved by the rich and famous. The future King George VI even famously took the Queen Mother on their

honeymoon in his Siddeley in 1923. The Siddeley Special, launched in 1932 was considered the company's finest vehicle; powered by a new five-litre engine, it was capable of speeds of up to 100mph and was the epitome of quality, luxury and performance at the time.

Again parallels may be drawn with our visit to Bristol. In May 1945 a meeting took place between D. A. Aldington, a director of Frazer Nash and Eric Storey of the Bristol Aeroplane Company. It led to the immediate take-over of Frazer Nash by the Aeroplane Company. And in turn, Aldington negotiated the rights to manufacture three BMW models and the BMW 328 engine. By July 1945, BAC had created a car division and bought a controlling stake in AFN. A factory was established at Filton Aerodrome, near Bristol. However in January 1947, soon after the first cars had been produced, differences between the Aldingtons and Bristol led to the resale of Frazer Nash. The Bristol Car Division became an independent entity producing luxurious cars bodied by Pininfarina and Touring. One of which was on display at the museum.



Our stay in Northumberland included a visit to the National Trust owned Farne Islands. As luck would have it, it was nesting time for puffins and various species of terns. We were warned to cover our heads as we were likely to come under attack from the arctic terns - which we were!

As we were so far north, Anne and I decided to make the two hour journey further north into Scotland, to visit the Jim Clark Memorial Room in the picturesque market town of Duns in the Scottish Borders. A museum dedicated to the life and motor racing career of Jim Clark. We also went on to Chirnside where he is buried. The modest historic museum is home to a unique collection of over 100 trophies and memorabilia. It draws visitors from all over the world and has included Jim Clark's peers and drivers of the modern era. Ayrton Senna to his lasting credit took the time to visit the museum before his death in 1994.



At the heart of the museum is the trophy collection featuring both Jim Clark's historic Formula 1 World Championship cups from 1963 and 1965 and the Indianapolis 500 clock trophy from 1965. The displays chart his early career from 1956 and his successes particularly with Lotus through to 1968 in all types of motor racing.

Oh and that reference to MG? Well Jim Clark was made an honorary member of the MG Car Club.



## Caption Competition



Responses to last month's caption slot were thin on the ground to say the least! However Malcolm Taylor responded with:

'I think this is where they said to apply the muscle building hormone treatment?'

And yours truly:

'Ah, did I replace the sump plug?'

## Mystery Car of the Month

Many thanks to Andy Hole for providing this pic. The only clue is that driver and passenger sit back to back...



## JUNE CLUB NIGHT BBQ

Vic is arranging a BBQ for the June club night. The cost will be £8.50/head, The caterers need to know numbers and whether you want the vegetarian option.

So please let Vic know soonest via phone or email if you want to be included and if you want the vegetarian option. Full fat menu:

Beef Burger  
Sausage hot dog  
Salads and accompaniments



## "THANK YOU" FROM JANE & GRAHAM

Jane and I would like to thank all who came on the Rutland trip, and made a collection for us. We have booked tickets to see 'An Ideal Husband' in the Theatre Royal Bath in August.

Thank you all once again.

**Graham**

## CONTINENTAL NOTE

Anyone visiting France after July 1st, please be aware that the speed limit on all non-dual carriageway roads has been reduced from 90kph to 80 kph.

**Roger Binney**

## GENERAL DATA PROTECTION REGULATION (GDPR)

As many of you will know, the *General Data Protection Regulation (GDPR)* came into force on 25 May 2018. This places some additional requirements over and above those of the current *Data Protection Act*. Essentially this strengthens the protection and rights of the individual whose data is held. As a club we have to put this regulation into perspective. Whilst not going overboard with regulations, we do have a duty to comply with the *GDPR* and ensure that members personal data is managed in the correct way. In light of this requirement, the following action has been taken by the committee:

- \* Creation of a Data Protection Officer
- \* Creation of a club Data Protection Policy
- \* Creation of a club Privacy Notice
- \* Update of the Club Rules
- \* Update of the club Membership form

In order to enact these changes in the club, the chairman has arranged that there will be an *Extraordinary General Meeting (EGM)* to be convened prior to the club BBQ, on our next club night on 25th June commencing at 7:00pm. At the *EGM*, the committee will propose these new documents / changes to the membership for approval. In addition, all members will be asked to complete new membership forms (don't worry, we won't be asking for more membership fees).

- To note, the new membership form will require both members to sign for joint members.

- The new / updated documents will be sent to you for your consideration prior to the *EGM*.

**Peter Hine (Treasurer/Members Secretary)**

# PHOTO GALLERY

More pics courtesy of Sue Warder of the Club's trip to Jersey



## Secretary's Scribbles

This month I have enjoyed some tinkering with the Magnette, it all started a few months back..... I have a habit of playing music on my phone during the kids' bath-time - children's favourites type stuff or old musicals, anything that is good and they wouldn't normally come across these days. This led me to thinking about a better setup for music in our bathroom and I started researching it. I purchased from Amazon a 'bluetooth amplifier and ceiling speaker kit' which I easily installed via the loft. It is a really simple gadget that once paired with your phone the first time - just works. Even the volume is simple because it is the volume button on your phone. How does this link to my Magnette? Well the small Bluetooth amplifier box is 12 volts..... and so I started to hatch a plan to rid myself of the rather garish stereo in the Magnette. I replaced the garish modern stereo with the original valve radio and cable tied the box up behind the glove box - hey presto Nancy can listen to whatever she likes.

The upshot is that any of you can follow this easy process and the beauty is that it is all hidden. Type 'e-audio Bluetooth amplifier' into

Amazon and you should find one. There are some slightly different ones and I splashed out for one with an 'aux' port on too. It should look like this:



The power cable just needs snipping, there are two wires, one is plain and the Earth has white dashes. Connect the dashed cable to an earth and the other to a 12v positive feed. The Green plug that you can see in the picture comes out and you can attach your speaker cables before plugging it back in. Then all you need to do is hide it up somewhere with cable ties. Then just pair the device and hey presto...

Nothing better than a bit of Paul Simon's *Graceland* to make you smile in your MG. Guaranteed to keep your other half happy too.



## Club Diary

2018 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
24th June	Classic & Sports Car Show	-	Bicester Heritage	Martyn Lucas
<b>25 Jun</b>	<b>Club Night - BBQ</b>	<b>Yes</b>	<b>Spencer Club</b>	<b>Martyn Lucas</b>
15-Jul	Summer Picnic	Yes	Lepe Country Park	Sue Warder/ Jeni Wright
7-8 Jul	Chateau Impney	-		For Information
<b>23-Jul</b>	<b>Club Night - Boules</b>	<b>Yes</b>	<b>Tollgate Pub</b>	<b>Vic Wright</b>
<b>20-Aug</b>	<b>Club Night - Pub Run</b>	<b>Yes</b>		Vic Wright
27-Aug	Action Day	Yes	Tom's Field	Tom Strickland
20-Sep	Coventry Motor Museum	No		Martyn Lucas <b>(Event TBC)</b>
<b>24-Sep</b>	<b>Club Night - Talk - Topic To Be Confirmed</b>	<b>Yes</b>	<b>Spencer Club</b>	<b>Tom Strickland</b>
<b>TBC</b>	Mini Factory Oxford Factory	-		Peter Hine <b>(Event TBC)</b>
6-Oct	Autumn Classic Meeting	-	Castle Combe	Vic Wright
<b>22-Oct</b>	<b>Club Night - Talk - The Racing History of the Ford GT 40</b>	<b>Yes</b>	<b>Spencer Club</b>	<b>Paul Warn</b>
27-Oct	Binney's Bash Halloween Party		Eddington Village Hall	Roger Binney
<b>TBA</b>	<b>Pre AGM Committee Meeting</b>	No	<b>Spencer Club</b>	
9-11 Nov	Classic Car Show NEC	-		For Information
<b>26-Nov</b>	<b>Club AGM</b>	<b>Yes</b>	<b>Spencer Club</b>	<b>Formal notification will be included in the Sept &amp; Oct newsletter.</b>
<b>15-Dec</b>	Christmas Party	Yes	<b>TBA</b>	<b>TBA</b>



## 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.