

# Events Calendar

Sunday 6 <sup>th</sup> July 2008	Cars in the Park Lichfield
Thursday 17 <sup>th</sup> July 2008	Pub Run
Sunday 20 <sup>th</sup> July 2008	Cider Run
Thursday 7 <sup>th</sup> August 2008	Club Night – The Barns Quiz
Saturday 9 <sup>th</sup> August 2008	Run to Calke Abbey With evening concert
Thursday 4 <sup>th</sup> September 2008	Club Night – The Barns
19 <sup>th</sup> – 21 <sup>st</sup> September 2008	Goodwood
Sunday 21 <sup>st</sup> September 2008	Charity Run Hardwick Hall
Thursday 2 <sup>nd</sup> October 2008	Club Night – The Barns
Sunday 19 <sup>th</sup> October 2008	Twilight Run Ironbridge
Thursday 6 <sup>th</sup> November 2008	Annual Awards The Barns
Thursday 11 <sup>th</sup> December 2008	Christmas Dinner The Barns

*Mr. I. Haydock*



## OverDrive



**April/May 2008**

# Contacts Contacts

Email [staffordmgclub@fsmail.net](mailto:staffordmgclub@fsmail.net)

Don't forget the Information you need may be on our website at [www.mgcars.org.uk/staffordmgclub/](http://www.mgcars.org.uk/staffordmgclub/)

Peter Wallis - your Chair can be contacted on [peter.wallis@ntlworld.com](mailto:peter.wallis@ntlworld.com) or 01543 305987

Chris Wilkins - your Treasurer can be contacted at [CSHW@aol.com](mailto:CSHW@aol.com) or 01785 252900

Joan Elkington - your Secretary can be contacted at [a.elkington@tiscali.co.uk](mailto:a.elkington@tiscali.co.uk) or 01283 841011

Dave Whitfield - your Newsletter Editor can be contacted at [gate.house@btinternet.com](mailto:gate.house@btinternet.com) or 01785 213490

Ian Haydock - your Webmaster can be contacted at [Ian.Haydock@haydocks.info](mailto:Ian.Haydock@haydocks.info)

Please book your meal each month by phoning Sue Dudley on 0121 308 3476 by the Tuesday evening prior to the meeting.

## COVER PICTURE

Members' cars in the sunshine at the MG Car Club Silverstone Weekend.

## FOREMOST A WORD FROM YOUR CHAIRMAN FOREMOST

First, let me put the record straight concerning the Charity Run this year. The 'official' reason for cancelling the run at the last moment was the commemoration event for Harry Crutchley in Stafford. However the real reason was lack of support from club members for the run. At the time of cancellation the total number of cars was 17 and embarrassingly 'visitors' outnumbered club members.

Following that I canvassed members at the June club night regarding the Cider run and also received little support. This event will go ahead whatever the number of club cars as the interest from 'outside visitors' is already up to 10 cars. My concern going forward is 'are members interested in runs through the summer season'? As regards the Cider run, a lot of members are away on holiday or as one person put it, 'that's much too far to drive in a day'!!

On a more positive note, Transtar shows are still getting support from 10 cars or more resulting in a club stand win at Catton and runner up at Trentham. That was achieved even though we had 45 people at MGCC Silverstone, which is still very popular, over the same weekend. Going forward this year the run in August organised by Rob and Karen is in process as I write this and Norman Oliver and Bob Dunn have finished the route for the 21<sup>st</sup> September, which will now be designated the 2008 charity run. A considerable effort goes into route planning for runs. We rely on your input and feedback on events and timings to ensure that the club meets your requirements, so please do let me or anyone else on the committee have your views. Meanwhile make the most of the weather and enjoy your MG motoring.

See you soon

*Peter Wallis.*

Chairman Tel 01543 305987 email [peter.wallis@ntlworld.com](mailto:peter.wallis@ntlworld.com)

# Problem Page

An unusual little problem occurred as three cars were driving towards Ouistreham Ferry Port on the return leg of the recent Brittany trip.

We were in the lead in the GT, Geoff and Alison in the A were behind us and Roger and Sue were bringing up the rear in their B.

As we were entering one particularly poorly lit village, we encountered an extremely fierce sleeping Gendarme. The GT leaped into the air and came down with an almighty bang. I looked in the mirror to see Geoff pull up, leap out of the A and scurry round behind the car, only to return carrying one of the horns, which had been knocked off by the speed hump.

Apparently Roger saw the horn appear from beneath the A and exclaimed "That looks like Geoff's hat." Sue reputedly replied "Best go round it then, it may still have his head in it."

On that same day, a couple of hundred miles further South, Charles Jarman was making his bid for the Breakdown of the year award. One of his piston rings broke and his B started spitting oil out of its exhaust.

Undeterred, Charles contacted his breakdown service and within an hour the B was on its way back to England, whilst Charles continued his holiday in a small French rental car. The B has now been repatriated and repaired and is running better than ever.

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## Car For Sale

1979 MG Midget 1500cc, blue  
12 months MoT, 6 months tax. Only 46,000 miles  
£2,300.  
Telephone 01543 469806

# Beyond Brittany



More pictures from our brave explorers

Bye-bye B

How much brandy could I take home in this?



Just a little place in the Country.

# MG Car Club Silverstone 2008



# Trentham Gardens

This year's ever popular Car Show at Trentham Gardens was well supported by our members, despite clashing with the MG Car Club Silverstone Weekend.



In fact, the team were awarded second prize for their efforts.

# Charity Run



This year's Charity Run, in aid of the Donna Louise Trust, will now be held on Sunday 21<sup>st</sup> September. Starting from Wolseley Garden Centre, near Rugeley at 10:30 AM

There will be a colourful 50+ mile drive from Staffordshire, through the Derbyshire Dales, Amber Valley and Bolsover districts of Derbyshire, arriving at Hardwick Hall in the 400<sup>th</sup> anniversary year of Bess of Hardwick's death.

There will be a £10 per car donation towards the Donna Louise Trust and a parking fee of £2 per car for non-NT members.

Book your place as soon as possible with

Bob Dunn on 01283 223391 or [areessjatdunn@tiscali.co.uk](mailto:areessjatdunn@tiscali.co.uk)

or with Norman Oliver on 01543 671988 or [norman.oliver@virgin.net](mailto:norman.oliver@virgin.net)

Mobiles on the day:-

07946 421977 or 07725 960573

# Motoring Facts and Feats

Road tax is far older than the motor car. The earliest vehicle tax was imposed on private carriages and hackney cabs by Charles 1<sup>st</sup> in 1637. Toll roads were instituted in 1706, when duties began to be collected on turnpikes. The last Turnpike Act expired in 1896.

The 1896 Locomotives on Highways Act was the first British legislation to recognise the motor car, or light locomotive with an unladen weight of less than three tons. This act finally did away with the need for three persons to be in attendance (one in front, one to assist and one to actually drive the thing) The maximum speed limit was raised to 14 mph, though the Local Government Board promptly had it cut to 12 mph. An audible warning of approach had to be carried and lights were required at night.

Motor car licence duties were introduced in January 1897. In addition to the 2 guinea carriage tax, cars weighing between 1 and 2 tons were charged 2 guineas and cars of 2 to 3 tons. 3 guineas.

Construction and Use regulations for motor cars were first listed in the 1896 Act. Tyres were required to have smooth treads (though projections or bosses were permitted on pneumatic or soft and elastic tyres). Two independent braking systems became mandatory. Exhaust emissions were regulated such that "No smoke or visible vapour is emitted except from some temporary or accidental cause."

In 1888, Frau Berta Benz of Manheim borrowed her husband's car to take the children to visit relatives in Pforzheim, some 75 miles away. On route, the resourceful Ms Benz bought dry cleaning fluid from a chemist's shop when the car ran out of fuel, repaired a shorting ignition wire with elastic from her garters, unblocked a fuel pipe with her hatpin and had the brakes relined with leather by a cobbler. Five days later, she drove home again.

Did someone say the Cider run is too long?

# The Odd Picture Page

Once again, Rob Parker is fighting hard for the "Breakdown" award.



When the B's nearside rear shock absorber came adrift at Silverstone, Rob calmly drove home, fixed it and returned to Silverstone the next day