



WESSEX MG CAR CLUB THE TOLLGATE INN-HOLT

CHAIRMAN'S CHAT

CONTENTS

PAGE 2

CAR OF THE MONTH

Terry Warder

PAGE 5

SYNTHETIC FUEL - THE SAVIOUR OF THE CLASSIC CAR

Paul Warn

PAGE 7

FORMULA 1 - THE SAVIOUR OF THE CLASSIC CAR

Paul Warn

PAGE 8-9

CLUB SPRING BREAK & MG EXETER INVITE

Martyn Lucas

PAGE 10

SECRETARY'S SCRIBBLES

Tom Strickland

PAGE 12

THE CLUB'S DIARY

**NEXT CLUB NIGHT -
AGM - November 22nd
8:00pm**

[http://
www.wessexmgclub.or](http://www.wessexmgclub.or)

The recent months have been busy ones with events most weekends and also the return of our monthly club nights at the Tollgate.

It certainly has been good to see the gradual return of events and let's hope that in the coming months the Covid rates do not increase.

It looks like 2022 will be another busy year with one of the main national MG events being MGB 60th at Gaydon in September.

Just a reminder if you have not booked for the Club Spring Weekend tour to the Gower Coast there are still rooms available and there are more details inside the newsletter.

Our next Club night at The Tollgate on Monday 22nd November is the AGM, this is your opportunity to vote for committee members for the coming term and we are also holding a photographic competition, so please bring along an MG related photo for an opportunity to win a bottle of wine, the winning photo will be the one which gets the most votes from members who are at the meeting.

Look forward to seeing you on Monday November 22nd at 8.00pm at The Tollgate.



Martyn

Club Member Car of the Month



This month's featured car of the month is owned by Terry and Sue Warder. As you can see it's a very special version of a MGB GT....I'll let Terry explain..

I've owned this MGBGT since 1978 and used it regularly including travelling to and from work. I have carried out two major restorations and countless other on-going maintenance over the years. Finally she was taken off the road in 2005 and kept outside under a tarpaulin.

It had been my dream to upgrade to a V8 engine, but it was always a case of not enough time or money.

Five or six years ago I started looking at the various MG Sebring lookalike conversions around and decided that this could be the way forward, as most of the body panels on the car needed either replacing or repair.

Then one day on a regular Ebay browse, I spotted a Range Rover 3.5 V8 engine for sale in Hayle in Cornwall. The fact that it could be heard running was a plus. So any excuse for a holiday, we packed the motorhome and trailer and off we went. The rest is history as you can see from the photo.

Summary of Work carried out in my garage:-

Body Work

A Six piece MGOC Sebring Body Kit has been fitted with fibre glass MGC lookalike bonnet.

Body finished in two pack Blaze Lacquer High Gloss.

New sill kit and jacking points - both sides.

Repair sections fabricated for front of floor drivers and passenger sides.

Engine Bay alterations to accept the V8 engine. Fire wall both sides to clear cylinder heads and new Rubber Bumper steering rack, panel forward of radiator fabricated to take V8 radiator, new radiator mounts repositioned. New engine mounts to take V8 engine. Transmission tunnel altered and modified to accept Rover SDi 5 speed gear box and new gearbox cross member fabricated.

Rear wheel arch inner wings flared and fabricated extensions.

Roll cage fabricated and mounted to rear to give added strength and rigidity to rear body.

New safety harness mount bar added to rear of body.

Transmission and suspension

New front wishbones and bushes, new one inch lower front springs and 30% uprated front shock absorbers fitted.

New V8 rear axle fitted with 3:07 to 1 differential.

Adjustable Spax telescopic rear shock absorbers.

New parabolic rear springs with a 1.75" lowering kit fitted.

New Rover to MGB prop shaft and a Rover SDi gear box fitted.

Brakes and Clutch

Front brakes are V8 discs, stainless dust back plates with AEP for pot brake callipers fitted with stainless pistons.

New master cylinder for brakes and clutch.

Copper brake lines, brass fittings and stainless flexible pipes.

New slave cylinder and shoes in rear brakes.

New wheel bearings all round.



Engine

Crank shaft bearings checked, cylinder bores checked and glaze busted cylinder heads skimmed with recut valve seats and valves fitted.

New oil pump, oil cooler and remote oil filter.

Carburettors re jetted and new seal kit fitted.

New chrome MG emblem air filters modified to fit.

New alternator.

New aluminium pulleys machined and fitted.

New water pump modified to fit.

Electrical wiring altered to V8 spec. (i.e. ignition coil and ballast resistor etc.).

MGR exhaust manifolds in stainless steel fitted with stainless Simons silencers.

General Modifications

John Wolfe Minilite wheels with Yokohama tyres - 7 inch front and 8 inch x 15 rear.

New front windscreen and trim.

Stainless steel nuts and bolts throughout.

New headlight bowls and lenses,

Chrome bonnet clamp pins.

Carpets re-dyed and rear carpet spare wheel and wheel arches recovered in matching vinyl.

New screen washers, bottle and pump.

Numerous other small modifications and fitting throughout.

The engine and gearbox have since been fully professionally rebuilt.

Terry





Synthetic Fuel - The Saviour of the Classic Car?

Paul Warn

For those of us not ready to switch to electric cars and particularly those of us driving classic cars, synthetic fuels seem like the dream. They replace petrol or diesel without modification, can be made in an almost carbon-neutral way and can be dispensed using the same infrastructure we have today. But practical hurdles remain.

Those hurdles are being evaluated in multi-million pound research and development programmes, with the most high-profile being lead by Porsche, Siemens and the German government. The trio recently announced the Haru Oni project in southern Chile, betting that synthetic fuels could be a viable, ultra-low carbon alternative to fossil fuels. At the same time, Bill Gates, the Microsoft founder, is partially funding Carbon Engineering in Canada.

As we have experienced here in the UK and in a similar way across Europe, E10 fuel - petrol with up to 10% bio-ethanol content - is being rolled out. Synthetic fuels on the other hand are some distance in the future, an optimistic prediction would be coincident with the banning of the sale of petrol and diesel cars in the UK. Synthetic fuels, also known as e-fuels, could enable classic car clubs such as ourselves to continue to enjoy and drive our vehicles for decades to come. But what are they, how much might they cost, will legislators allow them and will any car be able to use them?

As you're aware, petrol and diesel fuels are hydrocarbons - they are composed of hydrogen and carbon atoms. But while such conventional fuels are derived from oil, synthetic fuels or e-fuels get their hydrogen from water and carbon from the air, with these elements then combined to mimic the structure of petrol, diesel and other oil-derived fuels.

They're close to being carbon neutral and because they can be a direct replacement for petrol or diesel they'll work with existing combustion engine cars and existing fuel stations. Which means they could be the key to keeping vintage, classic and modern-classic cars on the road for future generations to enjoy.

The reason the newly announced Porsche project is situated in southern Chile is down to the local climate. Plentiful and reliable wind is a crucial source of renewable energy for the electric-intensive process of splitting water into hydrogen and it means that, even after shipping the resulting synthetic fuels back to Europe in a diesel-powered tanker, the final product is close to carbon-neutral.

Why are they important?

In the May edition I included an article entitled "Classic Car Industry Booms" It referred to a report from the Federation of British Historic Vehicle clubs (FBHVC). Headline figures for the UK are that the number of historic - or legacy - vehicles has increased to 1.5 million and that the industry that supports them involves 4,000 businesses employing almost 35,000 people.

Porsche argues that synthetic e-fuels are essential to lowering CO2 emissions of legacy cars - 70 per cent of Porsches are still on the road, according to its figures - current cars and even future plug-in hybrids, which could alternate between electric in cities and e-fuel outside.

Although Porsche's direction of travel is electric propulsion, it believes that synthetic fuels could extend the life of combustion engines in countries such as the UK, where they're banned from 2030.

"Whether e-fuels will lead to regulation to allow us to sell such cars later than 2035 I don't know, but if you don't have such technology you can't prove it, so we'd like to show what's possible and have the discussion at a later date," Michael Steiner, head of research and development at Porsche.

Porsche's stablemate Audi has been working alongside partners to produce e-methane and e-diesel in low volumes since 2009. Others are keen to see it progress. McLaren has said it supports synthetic e-fuel growth, while Aston Martin has called for the synthetic fuel to form part of a "technology neutral approach" to decarbonising road transport, leaving room for legacy engines to survive. Even Bentley, which has declared it will go EV-only after 2030, has said e-fuels could allow the production of limited "continuation" combustion engine vehicles after its self-imposed deadline.





Formula One - The Saviour of Classic Cars?

Paul Warn

As a footnote to the above.

What does the high tech world of a formula 1 car have in common with the MG in your garage? Not a lot you may say. Well it may pioneer and if successful secure the future of your pride and joy tucked up in your garage and future classic car enthusiasts.

As those of you who follow formula one will know, next year will see major changes to the technical regulations, specifically to the aerodynamic design of the cars and 2025/6 will see a fundamental change to the engine regulations. It's the latter that has relevance to the above.

The overlords of Grand Prix racing have announced that Formula 1 cars will run on 100 per cent sustainable fuel from 2025. Formula 1's switchover date of 2025 is the same year new engine regulations come in to replace the 1.6-litre hybrid V6 units currently powering the cars at the top level of motorsport.

Exact details of the new engines have yet to be revealed but it will be a hybrid design. They will rely on even more electrical energy than today's motors, although that power will exclusively be generated by kinetic energy recovery, known as MGU-K, and not the complex MGU-H systems which uses exhaust gases to produce electricity.

Fuelling the hybrid cars will be a carbon neutral synthetic e-fuel as described above which may be produced from carbon dioxide captured from the atmosphere, harvested from food or agricultural waste, or generated by algae.





WESSEX MG SPRING BREAK 2022

For our spring break for 2022 will be staying at The Stradey Park Hotel in Llanelli, giving us the opportunity to explore the Gower Coast or take a short drive and visit the National Botanic Gardens of Wales or Pendine Sands which was the venue for several land speed record attempts.

Friday April 22nd to Monday 25th April 2022 for 3 nights staying at The Stradey Park Hotel, Llanelli

www.stradeyparkhotel.com

Several members have already booked rooms for this trip, if you have not already booked details are-

Bed & Breakfast Basis, there are 12 rooms on reserve for us

Double or Twin Room £75 per person per night

Single Room £90 per night

To book contact the hotel on 01554 758171 quoting booking reference SPO 32892 Wessex MG Club

- I suggest that we have a welcome evening meal at the hotel on the Friday evening and will get menu and prices.
- I have requested reserved parking area.
- The hotel have informed me that they have a wedding booked on the Saturday so are expecting the hotel and bar to be busy on that day.
- This is the trip that we were planning to do in 2020 but was postponed.
- For those who cannot stay for the 3 nights you are welcome to join us either for a day trip or to stay 1 or 2 nights.

If you are interested in joining this trip please contact the hotel quoting the above booking reference and then please email me to let me know you have booked.

Martyn



We have been asked by the Exeter MG Club if any members would be interested in joining their annual event -

MOOR 2 SEA 2022
with
EXETER MG OWNERS CLUB

32nd Annual Event.

SUNDAY 29th MAY

100 mile "Dartmoor Mysteries" scenic run starting & finishing at Exeter Court Hotel, Kennford, Devon,

5 minutes from Junction 30

Refreshments, raffle, awards & much more.

For more details & booking form

Visit exetermgoc.com

The entry fee is £36 for 2 people and their car which includes a rally plaque, route guide (both available on registration), tea/coffee and biscuits at the start and finish of the event. For one person it's £30. Extra persons will be charged at £10 each.

Martyn

Secretary's Scribbles

I have done it.. I have bought a 2004 MG TF.

I have been openly jealous of Steve's MGF and since the market has been so affordable, I have been trying to find a way to buy one. So after months of scouring Autotrader, Ebay and Facebook marketplace I found one that coincided with my financial cycle.

Every car I look at online gets checked on the DVLA MOT checker and I take real careful note at the Advisories and whether they go away for the next year. The car I found had been owned for over 6 years by a chap who prided himself in not having any advisories on any of his cars. He also had the TF as a hobby and had done various jobs to bring the car up to a high standard. It had also had the MLS gasket upgrade.

The last question I asked on the phone was 'Why are you selling the

car then?' and he explained that he had inherited some money and had bought a BMW M4 - I didn't tell him that I considered that a downgrade.

The car was good enough to go and see and so with Nancy away I suggested a day trip to my parents. We arrived in Stourbridge on a sunny morning and my Mum said straight away that the car was road coloured - that is Xpower Grey I explained.

The chap showed me around the car and through the large file of receipts and I got on the ground and had a good look underneath, we also went for a test drive and I was suitably impressed.

I did the deal at £1650, which for a good condition 54,000 mile car was I thought, a bargain. But I am now MG rich - cash poor, which isn't a bad place to be. Cont...

I have various little jobs I want to do to pimp the car to my taste - I also want to cavity inject her with Dynax S50. The car is surprisingly large compared to my Midgets and Bs of the past and so takes up a big space in the garage next to the Magnette - there is some squeezing to get to my tools and certainly no indoor jobs going on! Hood down MGing is back on the agenda - whoop whoop!

Tom





CLUB DIARY

2021 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/ Time
22nd Nov	Club Night AGM		Tollgate	
11th Dec	Christmas Party		Tollgate	



Club Asset List

CLUB ASSET LIST			
ASSET	CURRENT HOLDER	CONTACT DETAILS	
Engine Hoist	Tom Strickland	012489 447125	stricklandto@hotmail.com
Club Sail Banner	Kevin Meakin	01380 727151	kevinmg1@live.com
Event Shelter + Sides	Kevin Meakin	01380 727151	kevinmg1@live.com
Projector	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
Set of Boules	Terry Warder	01225 766068	suewarder60@gmail.com

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.