



WESSEX MG CAR CLUB THE TOLLGATE INN- HOLT

CHAIRMAN'S CHAT

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NEXT CLUB NIGHT

November 24th

AGM

Start Time 8:00pm

It does not seem long ago that we were at mid summers day and now we are approaching the shortest day and from then on the prospect of days staying lighter longer.

It was good to welcome new members to our last club night which contained a fun quiz hosted by Michael Childs, thanks to him for giving us an entertaining evening and congratulations to the winning team.

I was at The NEC Classic Motor Show earlier this month and it was good to see in public for the first time the MG Project PR3, this has been restored by The British Motor Museum, this year's show was even better than previous years and attracted 72738 visitors which is an increase of over 1150 on the 2024 show, the show is the national show season closer with the next major show The MG Triumph Show at Stoneleigh in February.

Events for the 2026 club diary are starting to be planned and I am certain that 2026 will be another action-packed year of events and shows.

This month's club night at The Tollgate on Monday 24th November from 8.00pm is the AGM night, which will also include a photographic competition.

At The AGM all the current committee members stand down from their posts, and this is the opportunity for new members to join the committee. All committee posts are open for nominations, and it would be good to have members with new ideas to drive the club forward.

Hope to see you on the 24th at The Tollgate

Martyn





CALLING NOTICE - WESSEX MG CLUB AGM- 2025

AGM

Please be advised that in accordance with the Club's rules, two month's notice is given for our Annual General Meeting.

Wessex MG Club

2025 Annual General Meeting

Notice is hereby given that the above meeting will take place on the

24th November
at
The Tollgate Inn - Holt

commencing at

8:00 pm

Preceded from 7.30 onwards by the payment of subscriptions for the 2026 season.

Notice of any resolution to be proposed at the AGM should be given in writing/email to the Secretary (Tom Strickland) before the 1st November

The proceedings of the meeting shall be as follows:

Agenda for AGM

1. Apologies for absence.
2. Approval of minutes of 2024 AGM.
3. Chairman's Report.
4. Treasurer's Report.
5. Consideration of any motions received.
- **New Club Member Enrolment fees.**

Break

- **Photo competition. Photos taken at the Club's 40th anniversary celebrations.**
- **Voting for awards**
- 6. Election of Committee for 2026.
- 7. Presentation of Awards.
- 8. Arrangements for 2026 AGM.
- 9. Any other business.

PRE AGM BRIEFING

NEW CLUB MEMBER ENROLMENT FEES

Currently, when a new member joins our club, they are charged an additional £2 over the subs amount due. Historically, this was intended to cover admin costs of printing and sending out 'membership packs'. However, the documents historically contained in the 'membership packs' (club rules etc.) now go out by email, and a windscreen sticker (the only thing I can't email) is either given when I meet the new member (or occasionally posted 2nd class). As the 'admin' costs have really gone now, the committee is proposing that we remove this first-year additional charge.

As this is a change to the club rules, whilst the committee has agreed the change in principle, a vote by the club members will be taken at the forthcoming AGM. The majority decision of this vote will then be implemented.

Peter Hine

Treasurer/Members Secretary

AGM PHOTO COMPETITION

A reminder to all members to bring pictures of the birds or animals they photographed at the club's 40th anniversary celebrations at Langford Lakes. And also any MG / Morgan / car related pictures throughout the year.

Terry Warder

COMMITTEE ELECTION

In accordance with the club rules all of the current committee resign at the AGM.

Nominations for the new committee are invited from all members, and it would be good to have nominations from members who have not served on the committee previously. The nominations are voted for at the AGM

All posts are available including-

Committee Members with portfolio -

Chairperson

Vice Chairperson

Secretary

Treasurer and Membership Secretary

Newsletter Editor

Committee Members without Portfolio

If you would like more information on the duties involved please contact the current holder of the role or any committee member.

Martyn Lucas

Chairman



CLUB DIARY -

2025 EVENTS DIARY				
Date	Event	Start Time	Venue	Additional Information
24th November	Club night - AGM	7:30pm	The Toll Gate Inn	Club AGM
6th December	Christmas Party		The Toll Gate Inn	

MG CAR CLUB MGF REGISTER

Martyn Lucas the proud receiver on behalf of the MGF Register at the recent MGCC Council meeting in his role as Vice Chair of the MGF Register, the Nikki Saunders Trophy in recognition of the sterling efforts by the MGF Register Team in recruiting new members to the MG Car Club whilst attending shows and events.



Free to anyone
who wants
them.



1. An inspection lamp with a mains socket for maintenance on a car in a garage without electricity.
2. A battery charger.

Both items are in working order but old!

Ian Mcconchie

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HEART IN MOUTH (The Journey)

Malcolm Taylor

Some of you will have heard of my latest visit to the RUH in September. Well, September's task for the Short Story Group that I belong to was 'The Journey.'

When you have a heart attack it's usually the journey into hospital that is the most memorable. Like the last time when the ambulance showed no sign of arriving despite numerous chase ups. Eventually my good neighbour was called upon to do the honours. I think he rather enjoyed the task. After practically carrying me into the rear of his Range Rover, he set the flashers going and set off. He bludgeoned his way through Bath, the wrong way round roundabouts, the wrong side of traffic islands, jumping traffic lights. Nothing was spared.

And when he got to the lines of ambulances queued up outside of A&E, he parked between the two closest to the main entrance and whipped up the medics to get me in urgently.

He even waited while Pat satisfied herself that I was being looked after and treated with urgency before giving her a lift back.

But this time after my 7th attack (I wonder what the record is?) the white taxi did arrive promptly. Even before Pat got to me. The memorable journey this time was the journey home.

This time it was a blood clot breaking away, travelling down the line and blocking the graft from a previous bypass operation. They cleared it away and gave it a good scrub up and that was that.

I was only in for 4 days and they chucked me out. I never even made it onto a ward. How long before open heart surgery is treated as a day case?

I can remember the bad winter of 1963. My mother was in hospital for about 6 weeks for an operation on an ingrown toenail? Those were the days when you convalesced in hospital.

So, back to the journey. A time was agreed on the Sunday for Pat to come and collect me. Just before the allotted time, I receive a call from Pat to say she has broken down on the Lower Bristol Road, which is the other side of the river from the Hospital. It is agreed she will call out Green Flag and I will get a taxi from the hospital to wait with her. Luckily she had managed to get off the road and into a lay-by.

After an interminable wait, the truck arrived. The guy listened to Pat's description of the engine warning light and how the car was behaving. He plugged his analyser in and confirmed a misfire. He deduced that it was either spark plugs or coil packs. But since it was Sunday he couldn't get any parts to fix it.

So, a tow home it was to be. He deployed his towing rig or 'ambulance' as they are known and winched the front wheels of Pat's car onto it. When everything was secured and ready to go we moved to the van.

We were headed to my place so that Pat could stay the night to keep me under observation and then use my car, as I am not allowed to drive for a week. Of course since Pat has me under observation, I'm not allowed to go and buy a set of spark plugs and change them over myself.

We set off through Bath and head out of town on the A4. At the roundabout at Bathford, we turn right, under the railway arch and onto the A363 towards Bradford on Avon, up through the wooded area known as 'Sally in the Woods.'

The driver is a local Bath boy and is full of the tales of the legends of 'Sally in the Woods.' How this stretch of road is rated as the most haunted road in Somerset.

Apparently drivers see a young girl dart across the road and swerve to avoid her. Of the last eight fatal accidents on this road, seven are unexplained.

After passing through the area and on an S bend, he loses control of the van. He is heading into the bend too fast and he brakes. The back wheels lock up and the rear end swings out to the right. The un-braked weight of Pat's car is pushing it out further and we are heading for a ditch.

Luckily there is nothing coming the other way and he gets it back under control. Phew! Woo, that was slippery, he exclaims.

Well it has been dry and hot for months laying down rubber on the road and it was pouring with rain at the time. I'm not surprised.

He assures us that he didn't see anyone running across the road. It was just the slippery surface that caused it?





When MG and Morgan Raced with the Grown- Ups Paul Warn

Historically these two great marques have been involved in motorsport to varying degrees and successes as a means of promoting their brands. However on two particular occasions - MG in 2000 and Morgan in 2012 - they raced in partnership with professional racing teams.

In chronological order...

MG

When the MG Rover group was formed in 2000 it was looking for a partner to enter motorsport as a springboard to promote the new brand. Coincidentally around the same time - 2001 - the LMP675 class was introduced as a category for prototype sports cars at the 24 Hours of Le Mans and other endurance races. The new category was designed to be smaller and lighter than the main LMP900 class. The goal of LMP675 was to provide lighter prototypes, equipped with less powerful engines than the LMP900s but to be more agile on winding tracks especially - an ideal solution for MG Rover.

Seeing an opportunity to use a production-based engine in an LMP675 chassis instead of a custom-built race engine, MG Rover decided to enter this new class in partnership with Lola Cars International. Lola built two prototypes compliant with the LMP675 class technical specificities. The cars carried the name MG-Lola EX257. **See Pic 1.**

For an engine, MG turned to Advanced Engine Research (AER) for construction of their engine and Garrett for turbocharging it. Using some elements of MG's production engines, the new 2.0 Litre turbocharged Inline-4 known as the MG XP20 produced around 500 bhp, limited by air restrictors put in place by the regulators to equalise car performance.

Two EX257s were entered in the 2001 24 Hours of Le Mans. Keeping it in the British Family, MG employed the fastest British sports car drivers around at the time. So

Anthony Reid, Warren Hughes, Jonny Kane, Mark Blundell, Julian Bailey and Kevin McGarrity shared the two cars.

The MG Lola EX257 had impressive pace but suffered from reliability issues in its debut at the 2001 24 Hours of Le Mans, where both factory cars retired early. The car later achieved success in customer hands, winning the LMP675 class at the 2002 12 Hours of Sebring and dominating the American Le Mans Series (ALMS) season that year, with KnightHawk Racing clinching the championship. **See Pic 2**

MG Rover went into administration in 2005 and its key assets were purchased by Nanjing Automobile Group with Nanjing restarting **MG** sports car and sports saloon production in 2007. During that year Nanjing merged with SAIC Motor the largest vehicle manufacturer in China...



Pic 1



Pic 2

MORGAN

A decade later - 2012 - partially to celebrate the 50th anniversary of Morgan winning its class at Le Mans with the Morgan Super Sport but also and perhaps more importantly to develop new technologies, Morgan entered into partnership with OAK Racing based in Le Mans with a car designated the Morgan LMP2.

The connection between OAK Racing (often referred to as "OAK" or in a combined name in results like "OAK Morgan-Nissan") and the Morgan Motor Company was a branding and partnership agreement in endurance racing. Along the same lines as MG Rover above. OAK Racing, through its race car manufacturing division Onroak Automotive, designed and built a new LMP2 (Le Mans Prototype 2) chassis in 2012. As part of the partnership, this car was branded the "Morgan LMP2". The car was officially named the Morgan LMP2 to mark Morgan's return to endurance racing and as I said above to celebrate the 50th anniversary of their 1962 class victory at Le Mans.

The Morgan LMP2 was a competitive and successful sports racing car, developed in partnership with OAK Racing for endurance racing. The name was a way for the Morgan brand to return to and celebrate its history at the 24 Hours of Le Mans with the car's open-cockpit design and high performance reflecting the "gentleman driver" spirit of LMP2 endurance racing.

The car achieved significant results, including a class win at the 24 Hours of Le Mans in 2013 (7th overall) and championships in the FIA Endurance Trophy. OAK Racing built and ran the cars, a partnership that allowed Morgan to leverage their technology and aerodynamics expertise - as seen in Morgan's later road models with the CX chassis as I've described in earlier editions of the newsletter. The LMP2 was considered the ultimate car for amateur drivers to compete against professionals in endurance races. The car was built to be a highly efficient, high-performance prototype with a carbon-fibre monocoque, advanced aerodynamics, and V8 engines.

OAK Racing successfully competed with the Morgan LMP2 chassis in the FIA World Endurance Championship (WEC) during the period 2013 - 2016 including the 24 Hours of Le Mans. The actual design and construction of the prototype chassis were handled by OAK Racing's Onroak Automotive division, not Morgan Motor Company itself. The engine was a Nissan V8. The partnership was a strategic alliance for brand exposure in the high-profile world of Le Mans endurance racing.







The 1991 MG PR3

The MGF Prototype

Martyn Lucas

Paving the way for the successful MG MGF, this prototype was hidden from view at the Longbridge works for almost a quarter of a century, before being taken to the British Motor Museum in 2023 on loan from MG Motor UK and then being restored.

The first public display of the PR3 prototype was at the NEC this November,

A number of projects for an affordable roadster were started with the code name PR but only one would eventually develop into the new MG sports car.

The project was constrained by costs and needed to use an existing engine and gearbox, the first stage in the PR3 project was created by outside automotive consultants.

Final styling of the MGF was taken forward by in house MG Rover designer Gerry McGovern who was influenced by his previous design for MG EX-E and after his work PR3 became the MG MGF which was released to great acclaim in 1995 and the anniversary was celebrated by the MGCC MGF Register at the British Motor Museum at Gaydon in July





Secretary's Scribbles

So, my renovated hardtop is back on the TF but I am not totally happy with the fit at the front. There is a bit of a step between the top of the windscreen and the front lip of the hardtop that was never there before. I have tried a second fit and a fiddle with the front catch adjustment and I have tried changing the order I fasten the various clips but so far it still doesn't fit as I want it to. The door gaps are good and there are no gaps around the back so I guess I may have to live with it!

The trip to the tuning place seems to have been popular - I am still getting over the 60% power increase found for Terry's V8 BGT! That is truly staggering and he has joked on the Whatsapp about it feeling like a new car - I am not surprised! 60% power increase -

think about what that would do to your MG.. I was otherwise engaged at the time you guys were at the tuners, as Nancy and I had gone to Octoberfest in Bath on the Saturday and were in a recovery process on the Sunday.. If you haven't been to the Bath Octoberfest event before I would highly recommend it as the beer was good but, the live music was awesome. I have had to complete another job on the TF this month as my stereo packed up - it was a cheap £30 ebay job but it did have Apple Carplay, which I love. I have upgraded to another cheap ebay job but, this time it has a flip out 7 inch screen... we will wait and see how long it lasts... See you all at the AGM.

Tom



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.