



WESSEX MG CAR CLUB THE TOLLGATE INN-HOLT

CHAIRMAN'S CHAT

CONTENTS

PAGE 2

1982 DELIVERY MILEAGE MGB GT

Paul Warn

PAGE 3

MORGAN'S NEW OWNERS AND CAR

Paul Warn

PAGE 6

IT'S YOUR CALL IF YOU CAN AFFORD IT...

Paul Warn

PAGE 7

TAXING ISSUES & A CLASSIC CAR EVENING

PAGE 8

EVENTS UP-DATE FOR YOUR DIARY

Martyn Lucas

PAGE 9

A MUSIC EVENING IN MEMORY OF JEFF RATTLE

PAGE 10

SECRETARY'S SCRIBBLES & COMMITTEE MEMBERS

PAGE 11-12

CLUB DIARY

PAGE 13

ASSET REGISTER

NEXT CLUB NIGHT

25th March - Start Time
8:00pm

<http://>

www.wessexmgclub.org

As we approach the end of March, we should be able to "spring into spring" with the clocks going forward on March 30th giving us lighter evenings and hopefully good weather; marking the start of the classic motoring season.

You may be aware that 2019 is a special year in the MG world as it marks both the 95th birthday of the MG Car and the 90th anniversary of MG production starting in Abingdon.

The highlight of our last Club night was the general knowledge Quiz and I would like to thank quizmasters Sue and Terry for hosting the quiz and also congratulate all who participated.

As the season has now started in earnest there are some more new events listed in this newsletter

and on "Drive it Day" Sunday April 28th I will be organising a club run covering a scenic route.

For those who have put their names on the list for the Bowood Classic Car Show on Sunday May 5th I now have the passes, if you have not yet put your name down and would like to attend please let me know, I will be issuing the passes at our next club night but if you are unable to attend please let me know and I will get one to you.

Our next Club Night on Monday March 25th at the Tollgate will be a Film Night starting at 8.00pm, and should be an interesting and entertaining evening.

Look forward to seeing you on the 25th.

Martyn





Fancy a Delivery Mileage MGB GT

Paul Warn

As seen in Classic & Sports Car

Emerging after 37 years in a woodshed, this 106-mile, one-owner MGB GT is a rather special find and presents its next custodian with the chance to own an as-new example of this much-loved classic.

Chassis number GVGEJ1AG517027 is expected to sell for £11-13,000 at [H&H Classics' Duxford auction](#) on 20 March. There can't be many MGBs left like this.

This car was sold by the Stratton Motor Company's Roger Bennington in 1982 to its one and only owner, then was put away, and that's it - until now.

Bennington still remembers the transaction because it was a cash sale, while the MG's owner recalls asking the dealer to underseal the car - which suggests he intended to use it.

Despite this, it has not been on the road since. Its lack of use is proven by the Leyland sticker on the back of its diff, while its original Dunlops are well-treaded; however while they may hold their air, anyone planning to drive it would be advised to fit fresh tyres.

It also retains its factory markings under the rear seat and bonnet, its toolkit, spare wheel and yet-to-be-used radio fitting kit are in place, untouched, and the MG's spare key is affixed to the bulkhead.

And, as you can see from the photo, it doesn't wear number-plates. It was issued with the registration number 'VEX 44X' but the dealership-branded plates haven't yet been drilled for fitment.

In fact, its owner reckons it's just one deep clean away from being factory fresh.





Morgan's New Owners and New Car

Paul Warn

Ironically only last month I wrote a few lines on the demise of MG and its resurrection under the wing of China's largest automobile manufacturer, SAIC Motor. Whilst I was writing the story, I reflected on how Morgan was the only truly independent car manufacturer in the UK. Well it seems I was a little premature. It was announced last week that an investment company had bought a majority shareholding in the Morgan Company. The Italian firm Investindustry has its fingers in a number of auto brands including Aston Martin and Ducati.

Now read on...

There was a smattering of surprises at this year's Geneva motor show, but only one that was big enough to be called seismic. The new [Morgan Plus Six](#) was a pleasant enough surprise, but it was the company's revelation that its family shareholders had sold a majority stake in the firm to Italian outfit Invest Industrial that caused both surprise and a degree of confusion.

Of course, the story of Morgan's family politics started a while back. Back in 2013 then Managing Director Charles Morgan was forced out of the company after a boardroom bust-up over various issues, the biggest being the amount being spent to develop the Eva, which was meant to be a new model powered by a BMW six-cylinder engine. Spotting a pattern here?

Although no longer in control - or even on the board - Charles Morgan remained the largest shareholder in the company. To get technical, ownership was split between him and three other family members, with a total of 52 per cent, with a collective family trust having the other 48 percent. So while Morgan was entirely Morgan-owned it's fair to say that it didn't make for the happiest of family dynamics.

Despite that, business was going well. Morgan has been selling strongly over the last few years and - if not quite rolling on a bed of fifties - obviously feeling flush. The Malvern factory was bought back in 2017, after being previously sold to raise funds. The company also bought its visitor's centre, which it hadn't owned since the war, and treated it to a big refurbishment. The entire £7m cost of creating the Plus Six also seems to have been done from revenue.

So, in short, few obvious reasons from an outsider's point of view as to why you might want to sell a big stake in the firm to a venture capitalist.

Invest Industrial is the Italian outfit that put cash into Aston Martin a few years back, something which - following AM's recent IPO - has clearly given them an appetite for British sports car makers. According to Morgan's chairman Dominic Riley, Invest Industrial had been monitoring the company and its fortunes for some time. and its approach came at an opportune moment.

"The family had formed a council to discuss the future of the company some time ago," he said, "I told them that we were doing well and we had a good three-four year horizon with good prospects, but if we took a longer term view that the bar is getting higher in terms of technology, safety and research costs."

At which point, the Italian cavalry rides over the hill. "They were interested in a new investor to take Morgan to the next level, and then I got a phone call from Invest Industrial," Riley adds, "it was serendipity."

Only certain numbers have been released; we don't know how big Invest Industrial's majority stake is, but Riley confirms that the decision to sell was taken unanimously by all four family shareholders, including Charles Morgan, and that all of them still maintain a stake in the new company, with the workforce also set to receive shares.

Nor do we know how much money the Italians have put in, although Riley says it is "very significant in the context of Morgan." The company made a £3.2m net profit on £33.8m revenue in 2018 - a healthy margin in the car game - but has ambitions to increase that substantially with the help of new investment.

"We are going to at least double production in the next three to five years; probably go beyond that," Morgan told us. "We're doing about 750 cars now. We will go to 1500 or beyond in that period, but it's an incremental evolution of scale."

The money isn't just going to be used for developing new models - although Morgan admits the plan is to use the new CX architecture - see below - to underpin a fuller range - but also to create demand for them.

"You will see a strong increase in sales and marketing, particularly if you look outside the UK where it tends to be down to the dealers. We're going to help, support them with advertising and running events. We want every dealership, wherever in the world, to have an element of Malvern and the factory to it."

The U.S. is also a big opportunity; Morgan hasn't sold a four-wheel model there since the Aero 8's exemption from requiring smart airbags ended. The company is already planning to go back under less onerous "replica car" requirements, indeed it has already sold some modern cars there with engines to be fitted locally. But Morgan hopes it will be able to arrange a bigger launch with U.S. homologated models.

Ambitious? Certainly. But PH was assured that the hallowed traditions held in such high esteem at Malvern will be fully respected - Morgans will still be made by hand in Worcestershire. It's just that there are going to be many more of them.

THE NEW MORGAN CX-GENERATION BONDED ALUMINIUM PLATFORM

The new Plus Six represents the first model to feature Morgan's newly designed



architecture. The all-new CX-Generation bonded aluminium platform has been designed and developed in-house and is introduced with intention for use in future premium Morgan models throughout the next decade.

Morgan, who developed its first bonded aluminium platform for the start of the Millennium, has been working on the latest CX-Generation architecture for over three years. The CX-Generation bonded aluminium platform is stiffer and lighter than the previous generation, that spanned an 18-year life and featured most latterly in the Plus 8 and Aero 8.

The introduction of the latest generation of BMW engines heralds a new era in performance for Morgan's flagship models. The BMW 2019 B58 TwinPower Turbo inline 6-cylinder engine produces 335 Bhp, 369 Lb/ft of torque. The Plus Six is the first Morgan production car to use an inline 6-cylinder engine and the first to use turbocharging.





It's Your Call - if
you can afford it..

Paul Warn

Just last month, **Jaguar announced it was making its electric E-type concept a reality** and now another classic British brand is getting a zero-emissions makeover. RBW Classic Electric Cars claims it's securing the future of classic motoring with this MGB Roadster, which blends the aesthetics of a much-loved model with 21st-century technology. That technology comes from working with ZyteK Automotive, the company that powers Formula E racers, no less.

The electric MGBs are based not on decades-old body shells, but on brand-new ones, thanks to a partnership with British Motor Heritage.

At first, 30 of these limited-edition, hand-built cars will be produced. RBW quotes a peak power output of 70kw with 167lb ft of torque, meaning a 0-60mph time of 8 secs, a 105mph top speed and a range, when fully charged, of over 155 miles, although of course that will depend upon road conditions, driving style and so on.

And the price? £83,000.

"Our aim is make these great classic cars better for the modern age and to do that, we have been fortunate to be supported by great companies who share the same ethos," said RBW's Managing Director Peter Swain.

"In our research and development, we put the cars through vigorous testing, which showed just how much pressure is on the body as well as the components.

"Such is the power of the engine, we used new components wherever possible to ensure the best for owners to enjoy from their classic electric sports car."

And the project isn't stopping with these MGBs - next in line is RBW's Jaguar XKSS recreation, which will set you back £150,000.



TAXING ISSUES

Kevin being a traditional sort of person decided to visit his local post office, to tax his MGB GT at zero cost as it is now exempt under new legislation that came into effect



on 1 April 2018. The post office pointed him in the direction of forms that needed to be completed.

However, the forms referred to every type of vehicle except classic cars....

Who should I turn to thought a puzzled Kevin, I know, Vic. Kevin high-tailed it over to Vic's who suggested going on-line. Within a couple of clicks it was a done deal.

The moral of this story is, if you are in the same position as Kevin, snuggle down next to your computer, away from the maddening crowd and tax your classic on-line.

Steve Todd sent this promo for a late afternoon/early evening event at the Atwell Wilson Motor Museum



UP-DATE ON EVENTS FOR YOUR DIARY

Sunday April 28th "DRIVE IT DAY"

The national "Drive it Day" is to celebrate the importance of the classic car industry and encourage owners to get their cars out and about on the road.

I am proposing to organise an afternoon run for our club of approx 60 miles round trip starting locally at 2.00pm along some scenic roads.

If you would like to participate please let me know.

Sunday June 2nd 2019 -

Chippenham Lions Cherished Vehicle Show and Fun Farm Day, M4 Karting
Hullavington SN14 6GU

This is a show that has been running for around 5 years but due to popularity this year will be held at a new venue just off the A429.

I have booked a club space, if you would like to join your fellow members who are already booked in please let me know and I will add you to the list.

Sunday July 7th-

The B M C and B L Show at The British Motor Museum, Gaydon, Warwickshire.

It is possible for us to have a Club parking area at this show and get preferential entrance prices to the museum.

If you have not visited the museum for a while it is well worthwhile as they now have a separate Collections building where there are many prototype and additional cars stored.

I am planning to attend if you would to join me please let me know.

Martyn

I've reproduced here a message from Jeff Rattle's daughter Nic...

"My dad's choir is holding a concert in memory of him at the end of the month on 30th March and in aid of Dorothy House. I wanted to send you the details in case any of the Wessex MG Club would like to come along.

(As of this week I am now the owner of my dad's MG, garaging it until it gets a bit warmer and then seeing we get on together!)

In Concert

Box's Community Choir

FIND YOUR VOICE

also starring local ukulele group
THE MOTHER PLUCKERS

Saturday 30th March, 7:30 pm
Selwyn Hall, Box

Tickets £8 from Stop Press or on the door

BYO
DRINKS &
NIBBLES

Proceeds to
DOROTHY HOUSE
Hospice Care

For further information phone Tony 01225 744188

Secretary's Scribbles

At the end of February I was caught out by the dates - you know the old issue of Mr February deciding to have less days and all that. I have an alert on my electronic calendar to write the article for Enjoying MG Magazine for the 28th. This normally gives me then a few days to get my article in for the end of the month....so.... I may have got caught out and missed the end of February deadline. I have already self-flagellated and will aim for this to be a one off mistake. To those who depend on my monthly roundup in EMG I am very sorry.

I am quite into the latest electronic gadgets from Alexa pods around my house to the Apple car play on my car. I have recently rigged Bluetooth ceiling speakers in our bathroom so that Nancy can enjoy her tunes in the shower (or is it really for me??)

Talking electricity let us return to cars and the familiar topic. MG Motors have now formally announced the new all electric MG ZS (The MG EZS) and it will be released in the Autumn. The problem is, as per all electric vehicles, I am guessing that it will be more expensive than the petrol

version. I have got to the point that I would happily commute between Chippenham and Devizes in an all electric car, although I would keep a petrol family wagon for longer journeys. I see Morgan have just cancelled their electric three wheeler so my preferred option has now gone (I know - I was dreaming again).

A colleague is on her second Renault Zoe, but she keeps having to divert on journeys, ask for lifts and search aimlessly for docking stations that are not already being used - her stories are enough to put me off for good. My father and I were discussing the reason why, actually, electric vehicles will never work - he pointed out that terraced houses with parking on the street were the reason. How could you plug yourself in at home with a health and safety abusing cable crossing the pavement and/or the possibility of a yobbo unplugging you in the middle of the night?!

Hybrids - they are just a sticking plaster aren't they? What do you think?

Tom



Club Diary

2019 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
25th March	Club Night - Film Night	Yes	The Toll Gate Inn	8:00pm Start
19 - 22 April	Easter Bank Holiday			
23rd April	Committee Meeting		The Toll Gate Inn	8:00pm Start
28th April	National "Drive it Day" - 60 miles club-run starting 2:00pm	Yes		Martyn Lucas
29th April	Club night - Prod & Poke - with chips	Yes	The Toll Gate Inn	
5th May	Bowood Classic Car Show No 1	Yes	Bowood House	Martyn Lucas
9th - 12th May	Club Spring Tour	Yes		
15th May	Classic Car Evening Gathering	For Info	Atwell-Wilson Museum	
20th May	Club night - Mystery Charity Run	Yes		Steve Todd
2nd June	Chippenham Lions Cherished Vehicle Show		Hullavington SN14 6GU	Martyn Lucas
9th June	MGs in the Park	No		
15th - 16th June	MG Live Silverstone	For Info	Silverstone	
15th - 16th June	Bristol Classic Car Show	For Info	Shepton Mallet	
19th June	Poulshot Green 'turn up' show	For Info	Poulshot Green	
24th June	Club night - Boules	Yes	The Toll Gate Inn	
30th June	Summer Picnic - Wealds and Downland Living Museum - Chichester	Yes		Malcolm Taylor
7th July	BMC & BL Show at The British Motor Museum		Warwickshire	Martyn Lucas

2019 EVENTS DIARY				
Date	Event	Club Event	Venue	Contact Details & Start Point/Time
22nd July	Club night - BBQ	Yes	The Toll Gate Inn	
3rd - 4th August	West Somerset Steam Railway & Car Show	Yes		
3rd - 4th August	South Cerney Gloucester Steam Fayre	Yes		
18th August	Bowood Classic Car Show No 2	Yes	Bowood House	
19th August	Club Night - Name that tune	Yes	The Toll Gate Inn	
25th August	Tom's Action Day	Yes	Tom's House	
26th August	Corsley Show	For Info		
1st September	Whit Horse Car Show	For Info	Westbury	
23rd September	Club night - Talk	Yes	The Toll Gate Inn	Talk by Tom Strickland
28th October	Club night - Talk	Yes	The Toll Gate Inn	Talk by Paul Warn
8th,9th,10th November	NEC Classic Car Show	For Info		
25th November	Club night - AGM	Yes	The Toll Gate Inn	Club AGM
14th December	Christmas Party	Yes	TBA	

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	Tom Strickland	012489 447125	stricklandto@hotmail.com
Projector	Peter Hine	01672 512847	peter_hine@btinternet.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.