

MGCC SE Newsletter

Contents Page

Editorial Comment	1
Committee Notes	2
Events	12
Local Club Meets	19
Members Corner	26
Regalia	34
For Sale	36
Contacts	40

MGCC SE

Jan 2025 HAPPY NEW YEAR!

Editorial Note

We welcome you to the New Year Edition of the Newsletter. This edition covers last quarter 24 events, Natter and Wanderers and Members contributions including information on the event on Page 11 and a special article on Modern Gentlemen on Page 28..

If you or your fellow member are not receiving the quarterly SE newsletter via email it may be because your up-to-date email address is not held by the main administration at Abingdon. To update your details either go to the Members login area of MGCC web site, email mgcc@mgcc.co.uk or call 01235 555552.

Your Newsletter Editors / Scribes and their cars

Will Opie has been a member of the MGCC SE for 50 years owning a multitude of MG variants and currently co-leads the North Downs Natter – pictured below left.

Ray Ruffels was introduced to MG motoring whilst working for Wadham Stringers in the late 1970's and now runs several classic MGs - pictured below right.



Jan
2025

Committee
Notes

Chairman's
Chatter

Chairman's Chatter Winter 2024/5

I hope that you have all enjoyed a great 2024 and are now looking forward to a bright 2025.

Runners Up

One of the highlights this year for me has been attending the International Historic Motoring Awards at the Peninsular Hotel in London. The treasurer and I were representing the club on behalf of the South East Centre as the main club was shortlisted for the Club of the Year. It was a glitzy affair, and we were joined by Rob Constant and Geoff Mansfield from the Vintage Register who were representing the MG Cavalcade. The reason being that both the Cavalcade and our own MG100SE weekend were the basis on which the nominations were made. It was a fantastic evening even though we didn't win! That honour went to the Vintage Sports Car Club who were celebrating their own anniversary this year, but it was fantastic to be one of the runners up. We wouldn't have got that far if it wasn't for all the people who helped organise those events and, of course, all the members who came along and enjoyed that glorious weekend. This was ultimately the icing on the cake.

The MGCC team at the IHMA Awards Dinner



Jan
2025

Chairmans
Chatter
cont.

MG100 is now out

The Centenary is now officially over and we can put that into the history books. Speaking of which there is a project to update the Centre's history on our website at the moment and we are looking for members memories, particularly if you are a long-term member, to include there. Take a look and send me your recollections of the club for inclusion. We will summarise it next year in an edition of this newsletter as the club is celebrating 95 years since it was founded.

A new Anniversary

There will be some special events next year to mark the 95th Anniversary of the MGCC and there is a new logo and regalia to buy soon. The South East Centre was the first centre to be set up and is intrinsic in the formation of the club itself. Back then it was known as the Main Centre and, although much reduced geographically since, it still remains the largest Centre for members in the club.

Co-incidentally I was at The Lambert Arms near Watlington a couple of weeks ago for the MGF Register's Christmas "Do" (with the South East MGFers). That location may not mean much to you (unless you have read the history pages on the website of course) but it has a historic MG Car Club connection. After the initial meeting at the Roebuck Inn it was decided to run a competition featuring Hill Climbs in the Chilterns. Yes, The Lambert Arms was the start and finish point for the very first MG Car Club competition in 1930 and 30 or so M-Types turned up – the modern staff weren't aware of that until the Abingdon Works Centre also used the pub as a finish point for their Autumn leaves Run this year.



Planning

The committee has been busy planning the events calendar for 2025 and you can find the details of that now on our website and Facebook page. Most things will need booking and we will be continuing to use the Little Box Office this year but do remember, when booking, to complete both parts of the application – the first online form and then the payment – both need submitting separately. You'll find a poster with the basic dates here and the full details will appear on the website as soon as we confirm them.

MGCCSE Review

We will be undertaking a review of everything we do during 2025 to make sure that we, the committee, are being as efficient as we can and that the events, processes, communications etc are what you, the members, want to see. This is a purely voluntary group, and we want to reflect the membership as best we can within that limitation.

AGM

We'll report on that review at our AGM which will be held on February 22nd at St Nicholas Hall in Godstone once again – do come along and say hello to the committee – you'll here some reports on what the club has been doing and what is planned for the future. You might want to volunteer for a committee role yourself – we are particularly looking for a younger person to join us.

More Anniversaries

Finally, I hope you have all had a great Christmas and are now looking forward to the New Year – one with more MG anniversaries – the 95th of the club, 70th of the MGA and 30th of the MGF are three that spring to mind immediately and will be celebrated this year.

And finally The Chairman giving his Xmas Jumper its annual outing!



Jan
2025

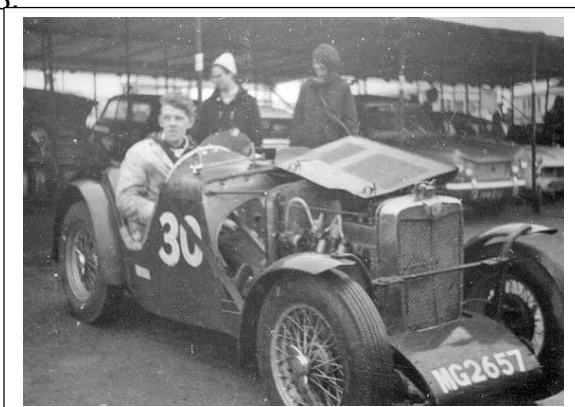
Obituary
Allan Scott

Allan Scott 1940 -2024



Allan Scott passed away peacefully in his sleep in the early hours of Thursday 17th October. Allan was a long-term member of the MG Car Club and has been a familiar figure on the MGCC scene for over 60 years. More recently we have seen Allan with Sue at MGCC events, a regular at the AGM and Club lunches, and the Surrey and Sussex Wanderers meetings. Indeed he and Sue were at the Surrey Wanderers meeting on that Wednesday lunchtime. He had insisted on going along after a spell in East Surrey Hospital and it would prove to be his last MG Car Club meeting.

Allan initially worked at the Royal Aircraft Establishment in Farnborough as a civil servant after studying mechanical engineering at Portsmouth College. Whilst at the RAE in 1963 he met his future wife, Sue, who worked in a different department, they were married in 1969 and moved to Horsham. By this time Allan had left Farnborough and began a career in steam boiler engineering initially in Portsmouth and the London. He set up his own steam boiler supply and servicing company in 1988 and ran that business until his eyesight failed in 2003.



Jan
2025

Obituary
Allan Scott
continued

Allan first joined the MG Car Club in the early 1960s and he put those engineering skills to good use on the MGs that he owned and raced including a modified MG J2 with a supercharged 850cc engine (which looked like a J3) in which he can be seen at Brands Hatch in 1967 in these pictures.

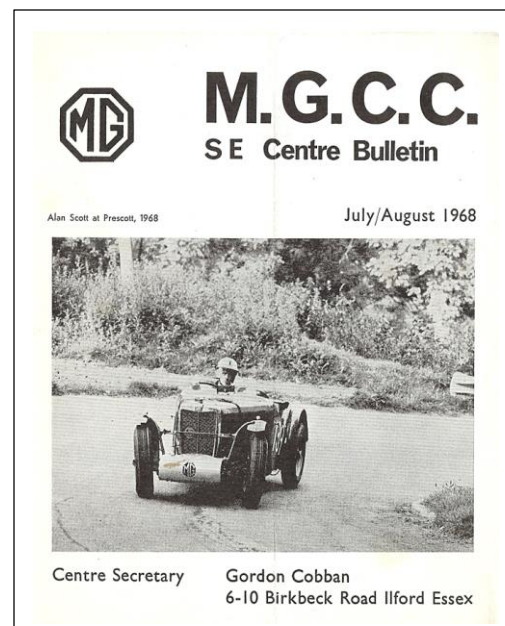
There are records of his entry in race programmes from the MGCC Silverstone Festival in 1971 in a long handicap and in 1973 in a high speed trial and a handicap race in 1973. He also raced and hill-climbed an MG TC alongside other figures of the era including Ron Gammons, Paddy Wilmer, Pete Ross etc.

After Allan stopped racing the J2 became virtually a life-long restoration project and which was only recently sold.

It was not just the J2 and TC that Allan owned for another of his long-term cars was a TA affectionately known as "The Black Pig". Allan was one of the original members of the T-Type Register and helped with the initial organisation of it. There is a hand-written article on T Type racing 1964 – 1966 which Allan wrote and the Register is hoping to publish and should give an insight into his early experiences.

After racing Allan and Sue took to trials and hill-climbing and in more recent years used a modern MG Midget to take part in these events. Allan would often say how he would change the differential on the Midget to suit particular events, putting his engineering skills to good use. That was useful as the TA was notably unreliable often breaking down on events.

1968 Allan Scott
At Prescott Hill climb



Jan
2025

Obituary
Allan Scott
Continued

Allan's sight deteriorated through an eye injury caused by an exploding engine and, later diabetes and he became totally blind but even after his sight was failing he still wanted to be involved with the club and brought a TD for Sue to drive, as it was easier than the TA. They used the TD for several years attending many T Register events and European tours. They continued to do this even after the TD developed engine issues by buying a modern MG3. Allan, however, continued to maintain his cars despite being blind with all the work being done by feel alone.

They were regular attendees at the Surrey and Sussex Wanderers meetings and John Morgan recollects an occasion when they were with the Surrey Wanderers on a run past Biggin Hill in their Midget when it lost all oil pressure. They pulled over by the ex-RAF base and it transpired that the oil pressure connection pipe had broken spraying oil all over the engine. They were helped by someone nearby who turned out to be looking after Bernie Ecclestone's car collection, He helped them clean it up and repaired it – filling it with some of Bernie's special oil!

Allan and Sue were also regulars at the North Surrey Natter until evening driving became too much but the daytime Wanderer groups were easier. Indeed they were responsible for the first Sussex Wanderer group's run in 2014 and also supported David & Ursula Griffiths in the Black Horse Natter at Nuthurst.

Allan was always ready with mechanical advice for club members who were having difficulties with their cars and was a great problem solver offering practical help when needed.

He will be greatly missed by his family – his wife Sue, his children, Christopher and Judith and the whole MG Car Club community.



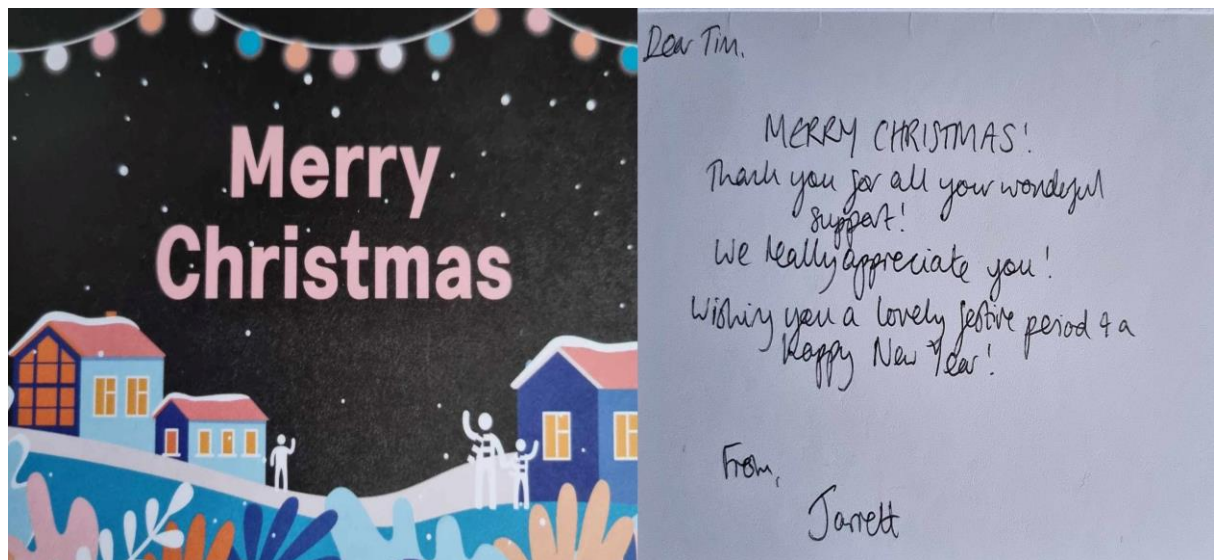
Charity News - Tim Morris

Charity Update

It has been a brilliant year of fundraising for our Centre's charity, Prostate Cancer UK. We have raised over £2700 this year. That has been thanks to the fundraising at events and natters throughout the year as well as donation made from some surplus funds from sponsorship for MG100SE. So, thank you to our sponsors and to members who have contributed to achieve this amazing total.

We are now looking towards next year's charity. As you know we choose a new one each year from suggestions made by members – if you would like to nominate a charity then please let the chairman know as soon as possible. The new charity for 2025/26 will be announced at the AGM on February 22nd.

The Chairty sent us a personal Christmas card this year to thank us for our efforts which is reproduced below.



Jan
2025

Committee
Notes

Competition
and Events
Update

John Morgan
Comp
Secretary

SE Centre 2024 Events Update – Competition Secretary

The SE Centre 2025 Programme is nearing finalisation and should be available early in the New Year, a printed copy in the March or April Safety Fast, electronic copy for digital members and details will also be on the SE Centre website.

MGCC SE Centre events continue to be organised in accordance with Motorsport UK's Rules, because the MGCC SE Centre is an affiliated club and compliance with Motorsport UK provides significant event insurance. As Competition Secretary, my role continues to ensure that events are correctly planned and in compliance with the Rules.

Looking ahead to 2025, the SE Centre continues to promote 'grass root' competitive events that members can enter with either standard MG road cars or the shopping hatchback, with little risk of damage if driven with care. This has always been part of the MGCC philosophy in supporting members to get the maximum enjoyment from being a member of the MGCC and owning an MG. In the main, our competitive event participation will be in conjunction with other clubs in the SE and looking ahead to 2025, we have planned primary participation in:

- The Epsom MGOC are organising the **Valentine Treasure Hunt on 16th February**. An invitation has been extended to the MGCC for 10 cars maximum. The run will start and finish will be confirmed in January. Run length expected to be about 30 miles. More information from John Morgan.
- The SE Centre is holding another **AutoSOLO at Filching Manor** in East Sussex on 5th April using their Go Kart track. This is an ideal event for the novice, as the routes are all indicated by cones and direction arrows, with no reversing or route memorising required and was thoroughly enjoyed by those MG entrants who participated this year, photograph below shows Colin McKay.



An **Autotest Taster day event on Saturday provisionally May 5th** in Kent, again at the invite of MMKMC. The taster day is intended to give members a chance to have a go or practice their autotesting skills and it will be on grass and, therefore, non-damaging. Later in the year there are several clubs who run grass autotest events, for which we can request invitations.

Jan
2025

Committee
Notes

Competiti
on and
Events
Update

John
Morgan

The SE Centre will be listing a Spring and Autumn **Car Trials, Dates to be Confirmed**, organised by MMKMC. Early in the New Year, I will be liaising with our members who have expressed an interest and confirm either one or both of the events. For more information on Trials, refer to the reports on recent events in the newsletters or on the website.

- Something new for 2025 will be a summer **Evening Autotests** planned for **Wednesday 21st May** near Newdigate in Surrey. This will be held on grass and classified as a Taster Event. The tests will be kept relatively simple as most entrants are expected to be novices. Photo below shows Stephen Michell taking part in an MMKMC Taster Autotest.



- Our **Spring and Autumn Naviscats** are planned for **9th March** and **5th October**. An excellent step up from Treasure Hunts, testing skills in map plotting, navigation and strategy planning. The SE Centre events for 2025 will be classified as Taster events meaning that non-members can take part.
- **Autumn Leaves Road Run and Scavenger**, West Sussex, **19th October**. An amble along some pretty country roads with the scavenger element on foot in some country villages. The scavenger this year was a series of photographs of objects whose location had to be identified.

In addition to the above events that have been outlined, as the SE Centre is a member of the Association of South Eastern Motor Clubs (ASEMC), our members are automatically invited to enter numerous competitive events organised by motor clubs from all over the SE region. This includes clubs such as Sevenoaks Motor Club, Bognor Regis Motor Club, Farnborough and District Motor Club, etc., all of whom organise a programme of competitive events throughout the year, including a series of grass weekend and evening Autotests, AutoSOLOs, Trials and some MGCC members have in the past regularly entered events such as AutoSOLOs.

For those who enjoy MG Racing, there is an Equipe race planned for Brands Hatch Indy Circuit on March 29th /30th. The dates of MGs on Track events being organised in our region are at Goodwood on 15th February and 20th October.

If you would like any information on how to take part, what is involved, what events are being organised, or what invitations the SE Centre has received, then either email me on competitions@mgcse.co.uk or give me a call on 07802 770025.

John Morgan – Competition Secretary

Jan
2025

Committee
Notes

SE Centre
Calendar
Summary
First 4
Months
2025

See Safety Fast March edition for The South East Events Calendar supplement or the monthly South-East notes for monthly updates and the MGCCSE web site for Social Media and information on planned events plus updates on past events. Events could be subject to change so keep up-to-date via contact with your local Natter and Wanderers leader/s and see the Full Calendar of Events via the South Eastern Centre web site at - <http://www.mgccse.co.uk>

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Contact</u>
January 1 st	News Years Day Event	Brooklands	Registers
----- Feb 16 th	----- Valentines day Treasure hunt	----- TBC 10 cars max MGO	----- John Morgan competitions@mgccse.co.uk
Saturday 22 nd February	MGCCSE AGM	St Nicholas Hall Godstone	Austin Banner secretary@mgccse.co.uk
Sunday March 9 th	Spring Naviscat	TBA	candjleigh@yahoo.com
Saturday March 15 th	MGCC Council	Abingdon	MGCC
Saturday April 5 th	Spring Autosolo	Filching Manor	John Morgan competitions@mgccse.co.uk
Saturday 19 th April	Brooklands Easter Gathering	Brooklands	MGCC Registers
Sunday 27 th April	Drive it Day	TBA	MGCC Natters
May 5 th	Autotester Taster day		John Morgan competitions@mgccse.co.uk

Jan
2025

Committee
Notes

Web &
Social
Media

MGCCSE on the Web - Tim Morris

MGCCSE on the Web

There has not been too much activity on the internet front this quarter. The Facebook page continues to be our easiest method of communicating with members and we are delighted that the page has now exceeded our 1000 followers target for this year. Of course not all of those are members but it is still a great place to find out what is going on with the Centre.

The Facebook Chat Group has not increased and sits at just over 160 members – all of those are club members and it is a private area where you can chat about anything MG related. It is open to any MGCC member to join.

We have given up on X as it has become quite an unpleasant place to hang around now – the page will remain there for the time being but we won't be engaging on it anymore. Whether we move to another platform such as BlueSky or Threads or even Tik Tok remains to be seen.

We are still on Instagram though and there are regular posts there where we have 437 followers. It is growing and does seem quite popular so will concentrate more on that in the future.

The YouTube channel remains successful, and we have 427 subscribers now – the next target is 500 so I hope we can get to that in the first half of next year and then the ultimate target is 1000! Will we ever get there? Well, it probably needs a viral video to kick it off and members sharing videos help too so please help where you can. We are hitting around 1,300 views a month and are always looking for new MG content. If you have any videos you can share with us to host on our channel, please get in touch.

Videos added this quarter include a couple of talks – The history of The Fairmile and the story of Sir Noel Macklin – both given at the Fairmile Natter in October. The Cyberster dealer launch at Wilson's in Epsom and an MG ZS BTCC car replica spotted at Brooklands along with a summary of the Annual Awards & Lunch have all also been added.

The website remains the hub around which all our communications revolve and that is being regularly updated with event news and reports – you'll find all the award winners listed on there for instance. The site has had nearly 24,000 views this year – a fantastic 47% increase on 2023. We've been updating some of the history pages this year and you'll find a history of the centre on there plus lists of past chairman and committee members. It is still a work in progress as more is added. Also coming for 2025 is a "Carchive" where we'll be looking at some of the items in the Centre's collection.

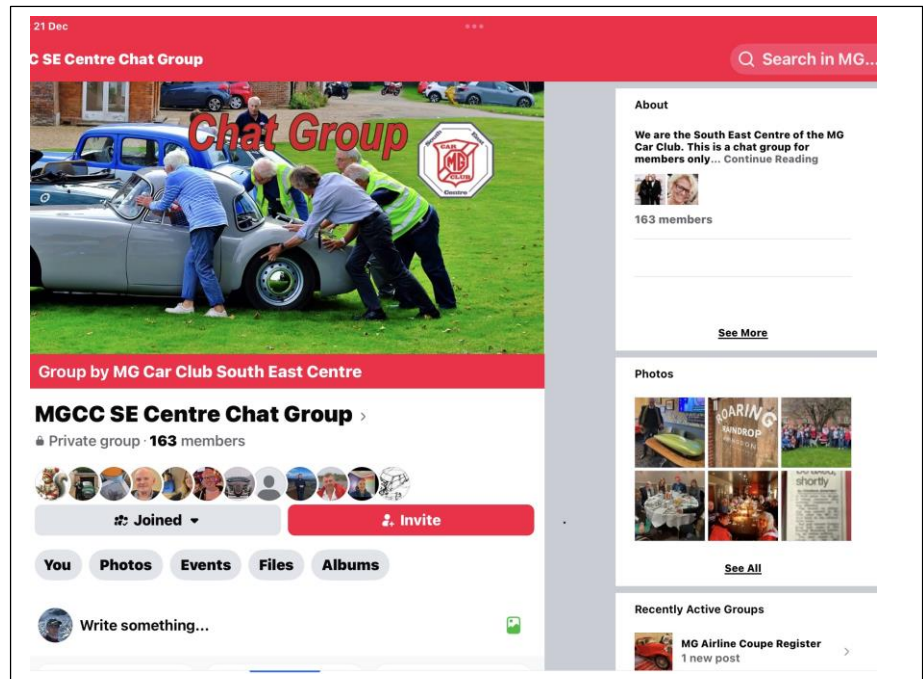
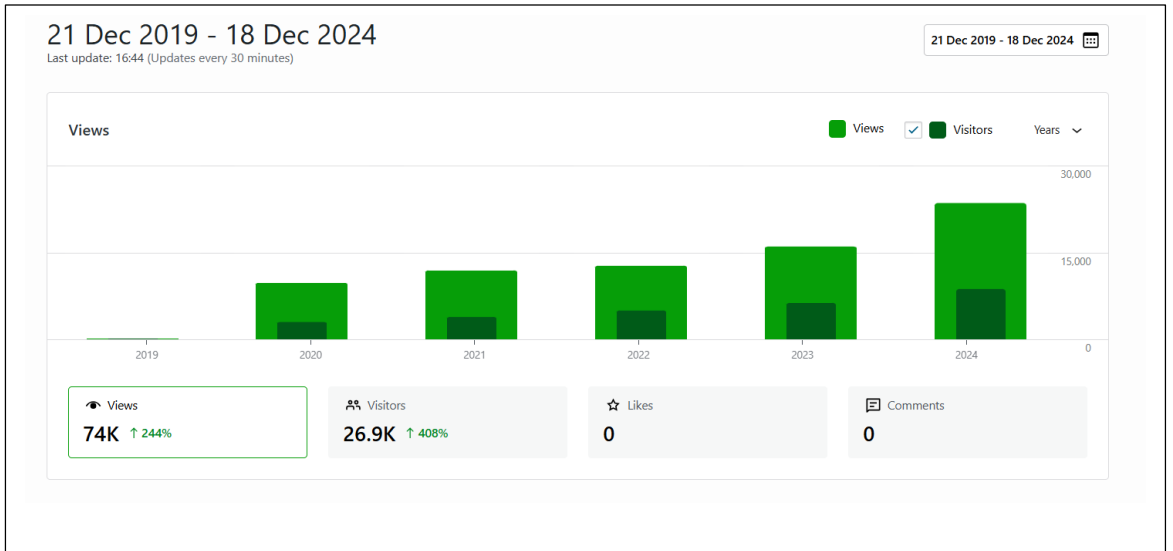
There is still more that can be done with our communications if anyone would like to help out with social media, website or YouTube videos then please get in touch.

Jan
2025

Committee
Notes

Web &
Social
Media

You-Tube stats



Facebook group South East Centre

Jan
2025

Events

SE Centre

Autumn
Gathering
Borde Hill

September
29th

Autumn Gathering Borde Hill – Tim Morris



The Autumn Gathering took place as the weather closed in but although the day was grey the rain held off. The club had exclusive parking within the garden on the Azalea Lawn which was still firm enough that none of the MGs sank into the grass!

With the event shelter erected in case of any inclement weather we were ready to greet the MGs arriving for a morning in the gardens. There was a good selection of MGS covering most types and that is one of the great things about the Centre – the sheer variety of MGS to be seen and enjoyed. They ranged from an MGA, that had been owned by one person for over 50 years, to the very latest MG4. A stroll through the various gardens, laid out like rooms, was followed by lunch either in the small cafe or behind the cars with a picnic and a warm blanket – it was definitely not Summer any more.



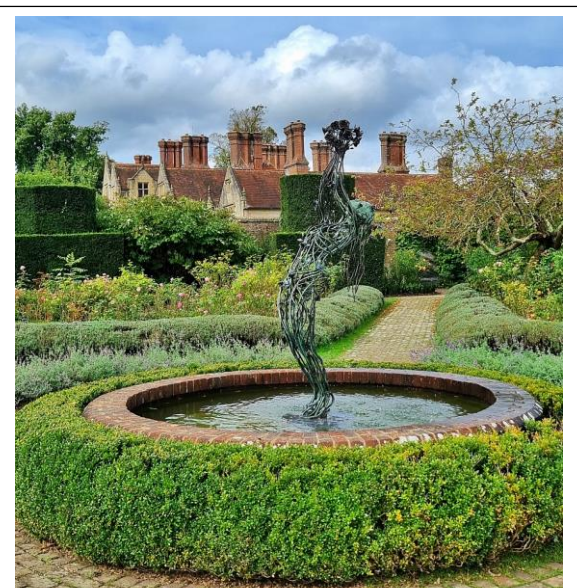
Jan
2025

Events

SE Centre

Autumn
Gathering
Borde Hill

This was designed as a simple end-of-season gathering with no competitions or anything else to distract from enjoying the company of other club members.



Graham Pilgrim did bring some of his MG brochures along which he sold alongside the control point and Club Chairman Tim Morris signed copies of his latest book to round the day off.

Thanks to Andrew Mitchell for arranging this event and the marshals who helped on the day.

Jan
2025

Events

SE Centre

Autumn
Leaves

Sunday 13th
October

Autumn Leaves Run & Scavenger Hunt



There were 17 entries for this year's Autumn Leaves Run and Scavenge. It is a growing event and combines a short country route through Sussex villages with a mildly competitive element in identifying photos handed out at the start.

Beginning at the Haskins Garden Centre near Felbridge the route wound through pretty countryside as the autumn leaves changed their colours. It finished at The Crown in Turners Hill where the answer sheets were handed in to club secretary, Austin Banner. He studiously marked them as the entrants enjoyed a pleasant Sunday lunch. Finally, the results were announced and the overall winners were Paul and Heather Robins in their MGBGT with a magnificent 27 points. Runner-up was Claire Quinnie in the only non-MG (a Mini) and third was Chris Redhead in his MGB roadster – the latter positions decided by an on the spot tie break. The Wooden Spoon (or bag of Tagliatelle) went to Mick Breare for coming last with 13 points in his Y-Type!



Winning
Scavengers,
Paul &
Heather,
receive their
rosettes from
Secretary
Banner

Jan
2025

Events

SE Centre

Annual
Lunch &
Awards

Sunday 17th
November

MGCCSE Awards & Annual Lunch at Hartsfield Manor



The Centre's end of year celebration took a different format this year. Over the years it has moved from an evening gala black tie dinner to a lunch and last year, when there were two sets of awards, even a vineyard wine tasting! For 2024 we are on track now to present the Centre's awards in the same year that they are won and the format has changed again.

Award winners and guests were invited to attend the prizegiving in the morning at Hartsfield Manor Hotel in Betchworth. The day started with coffee and cake in one of the hotel's function rooms in the main house looking out over the Surrey Hills. Then the secretary and Chairman welcomed all the guests before settling into the awards themselves. In another change to tradition, the raffle draw was held immediately afterwards to enable those leaving before lunch to claim their prizes.



Jan
2025

Events

SE Centre

Annual
Lunch &
Awards

Sunday 17th
November

The Awards

Throughout the year the Centre holds various competitions and keepsake trophies are awarded for those who have won them. The results of those have already been listed in the various event reports throughout the year. Below is small selection but the full list is at <https://www.mgccse.co.uk/2024/11/22/awards-presented-at-hartsfield-lunch/>



*Ron and Joan Kemp –
Club Members of the
Year*



MGSE Significant
Contribution Trophy
awarded to:

The MG100SE Organising
Team



The Carrisma Cup for the
person best representing the
“spirit” of the MG Car Club SE

Awarded to Gareth Evans

Jan
2025

Events

SE Centre

Annual
Lunch &
Awards

Sunday 17th
November

The Lunch

Bidding the morning guests farewell those staying for lunch moved to the Brockham Suite where they enjoyed a two or three course meal in the sunlit dining room. The room was decorated with original paintings from our guest and after-dinner speaker the artist Richard Wheatland.



The Chairman with artist Richard Wheatland

Following lunch the Chairman introduced Richard, recalling how he first met him through Brooklands Museum and “pinching” one of his paintings for the first plastic membership cards. Richard then talked about a selection of his paintings in both the aviation and motoring fields as well as describing some of his techniques and how he originally came to paint. The day ended with the secretary, Austin, giving thanks to Richard and revealing the results of the Secretary’s Challenge, which this year involved mileages on your MGs and how much you had driven them in the year.



A look back over the year for the Natter and some of the highlights

At the start of 2024, yet another pub move had to take place when The Sportsman in Mogador started running a Pub Quiz on our Natter Night. An exhaustive search highlighted the problems of finding venues until at the suggestion of one of our members, we looked at The Fox and Hounds, Walton-on-the-Hill. What a find this pub was! It must be our best venue for many years, independently owned, fabulous meeting room and great facilities.

MG activities were extensive in 2024 with the MG Centenary and in particular the SE Celebrations in May run as joint club events. The MGCC SE Centre organised a full programme of events, including using the new venue West Horsley Place.

The Natter moved to The Fox and Hounds in the 2024 New Year. After we moved, we encouraged members to have dinner before the meeting started and this has been regularly supported by nearly half of those attending the meeting.

The March meeting had a video evening showing 'Inside the Octagon 2 - MGs 1946 – 1980' including some lovely footage from the Abingdon factory. Also in March was the second Filching Manor AutoSOLO with several Natter members supporting it.



In May, we had an audio visual talk by Bob Zannetti with the subject of his 'Life with MGs'.

May's major activity was the MG100 SE Centenary Event on 18th/19th May. This was joint club organised with five road runs across the SE finishing at the Fairmile Pub for an evening rally and buffet dinner – over 200 cars attended. This was followed on the Sunday with a fabulous gathering at Brooklands Museum of 2000 MG enthusiasts and 500 Cars. The event included an amazing display of MG Competition Cars, prominent guest speaker talks and, something new, a pull the MG c

The Natter visited The Wings Museum in Balcombe in June - a fascinating collection of recovered aircraft and artifacts from WWII.

At the June Natter meeting, the first round of the Alternative of Pride of Ownership was held, followed in July by the lunchtime round at The Surrey Oaks, Newdigate, and the final round at The Fairmile, Cobham, all enjoying the hot dry summer. The North Surrey Natter event had use of the field to the rear of the pub.

We also had Natter BBQ on the following day, held in the Walcountains RFC near Banstead.

competition, where our Natter Team were runners up.



Jan
2025

Local Club
Meets

North
Surrey
Natter
Review
2024

Cont.

As in past years we had an excellent summer BBQ and social with a fabulous choice of meats-Diana Calvert and sister Pat ,providing some unusual salads and desserts,with Pat undertaking all the cooking on the BBQ. The food was followed by pub games in the clubhouse. Our grateful thanks to Diana and pat for another successful year's event.

The July meeting was planned to be Boules, but the dire weather resulted in changing this to a dart challenge in the meeting Room.

The SE Centre resurrected an event from a few year's ago - A summer BBQ and Pride of Ownership, held this time at The Kentish Horse, Markbeeceh. A great social day. There was also a Summer Gathering at West Horsley Place with Road Run and Pride of Ownership. This is a very historic building and provided a fascinating new venue.

September saw the start of our Autumn series of audio-visual talks. Mick Breare gave two talks - one in September and the other in November on the subject of DKW Cars, Motorcycles and his DKW 1000S Coupe. The October meeting had an audio-visual talk by Martin Phipps, the Caterham 7 factory archivist who gave a fascinating insight into the history and future of the Caterham 7 and Caterham Cars in general. A recent investor has helped develop a new Dartford Factory.

In October the SE Centre ran the Autumn Leaves Run and Scavenger supported by several of our members and held around Turners Hill.

The Natter arranged a technical visit to Hardy Engineering where Bill McDonough's team gave yet another great evening and insight as to the services that can be offered.(see page 24)

The Natter Christmas Dinner was held at the December meeting with 32 members and partners attending. John provided a Christmas Trivia quiz for entertainment.

The SE Centre again continued with some competitive events. Natter members entered the Spring Naviscat and Autosolo (forward only timed driving test) held again at the Filching Manor Go Kart track. Looking forward to 2025, please encourage any Grandchildren to have ago, competitors can enter from age 14.

Other SE Centre events included 'Cars at the Castle' held at Hever, Brooklands Museum Best of British, Alternative Pride of Ownership rounds in Newdigate and Cobham, Hayling Island Fish and Chip Run, Borde Hill Gardens Autumn Meeting, plus Annual Lunch with Trophy presentation and guest speaker at Hartsfield Manor Hotel



To close,I urge members to try and ensure they have the natter dates in their diaries and to support the more important natter activities, such as guest speakers,audio visual talks,social runs etc. Planning now for 2025 suggestions and volunteers welcome.

Looking forward to an MG Active 2025
John Morgan and Austin Banner

Jan
2025

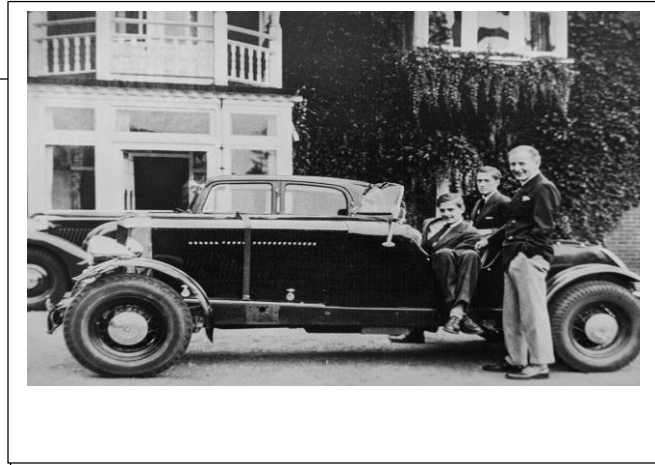
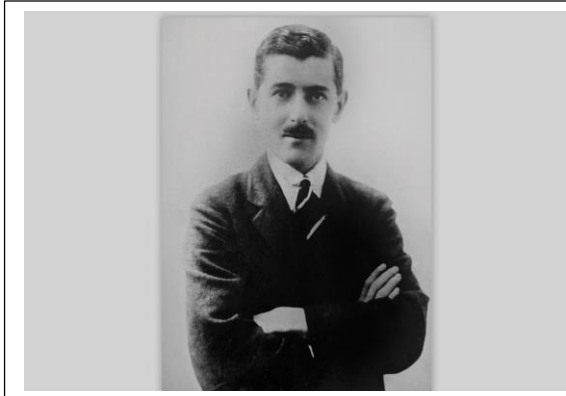
Local Club
Meets

Fairmile
Natter
Update

The Fairmile Update – Ian Ailes & Jon Glover

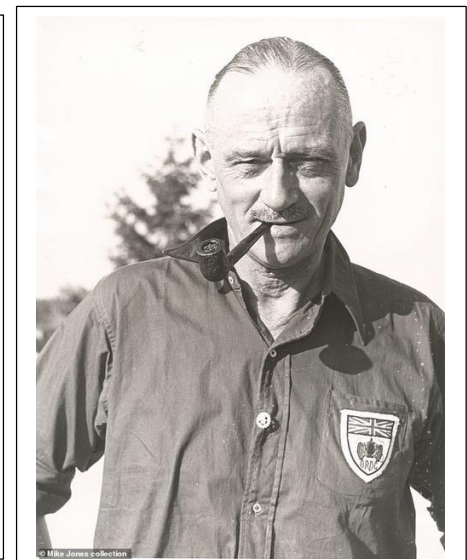
At the Fairmile meeting in October MGCCSE chairman Tim Morris gave a revealing talk on the life of Sir Noel Macklin who was an innovative British car maker and boat designer. He founded Eric-Cambell in 1919, Silver Hawk in 1920, Invicta in 1925 and Railton in 1933. In 1939 he founded Fairmile Marine and supplied boats to the Royal Navy throughout World War II, for which effort he was honoured with a knighthood. Never one to sit still, he was often at Brooklands and usually with lady racing drivers, resulting in a number of children!

Macklin lived directly opposite the Fairmile pub in Fairmile Cottage, the gatehouse of which is still there today. Cottage is an understatement and it had workshops – Fairmile Works - built behind it for his various businesses. The talk included a history of the Fairmile pub which was on the same estate. It started life as Claremont Lodge, a residence for Prince Leopold of Belgium’s gardeners; became a hotel, restaurant and then the pub it is today.



Macklin with son Lance (seated) and the rapid Light Sports Tourer at the Fairmile works. Lance became a racing driver and drove one of the cars involved in the 1955 Le Mans racing catastrophe.

Goldie Gardner



Jan
2025

Local Club
Meets

Fairmile
Natter
Update

John Mayhead -Talk on Goldie

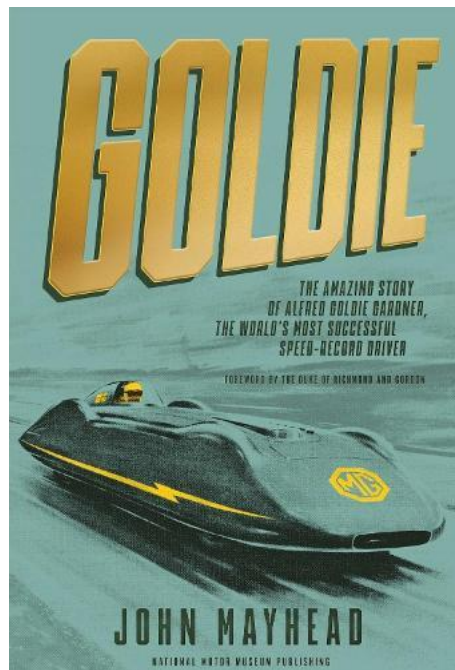
John gave a talk to the Fairmile in November about Goldie Gardner based on his book Goldie, the biography of Alfred Goldie Gardner. Goldie owned a TC which John now owns-pictured above. Gardner was a prolific racing driver and record breaker whose exploits in EX135, the streamlined record car created by Reid Railton based on the K3 chassis, made him a household name in the 1930's and 40's.

Remarkably, Gardner still holds the three FIA records to this day. Stirling Moss described him as the bravest racing driver he ever met!

John also talked about Goldie's family life and his extraordinary military record in both world wars. Gardners day job was as a director of Milne and Russell in South Croydon and the car was often on display locally after another record-breaking event.

John's Book has just been awarded the Motor Sport Book of the year trophy at the RAC awards in the under £50 category. It has also been short listed for the Montague of Beaulieu Trophy by the Guild of motoring Writers and it costs just £20.

John signed copies for members after the talk and the natter raised £75 for the Prostate Cancer UK charity in appreciation of John's talk



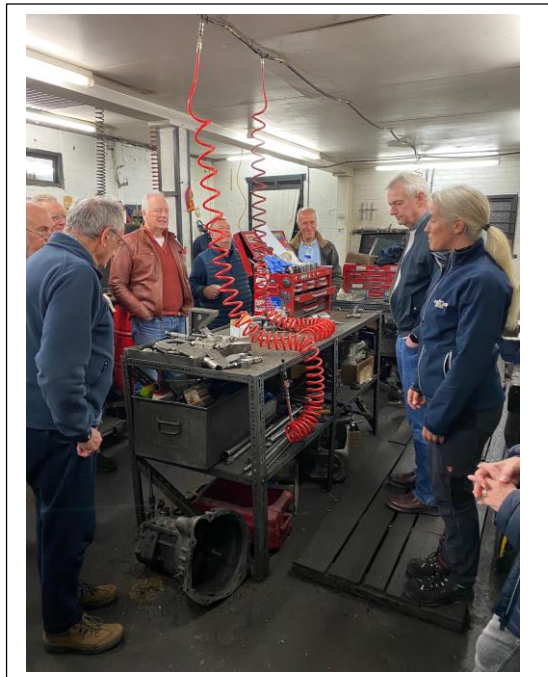
Jan
2025

Hardy
Engineering
visit into
Overdrives

North
Surrey
Natter visit

On 21st October there was a talk presented by Mart Phipps, the Caterham Cars Archivist, on a brief history of the Caterham 7 1973 to present, its beginnings with Lotus and its development through the decades, other cars produced, motorsport and looking ahead to the future.

On 6th November an evening at Hardy Engineering, transmission specialists, was organized in Leatherhead. It was well attended by around twenty Car Club members. Hardys laid on coffee and mince pies on arrival which was very welcome on a cool November night. Four demonstrations were given of dismantling different units.



Of particular interest to V8 owners was the overdrive unit. Jim in the picture (right) stripped down a typical unit and explained the common problems found when they go wrong. Sometimes a simple blow to the casing will unjam it or just using it a few times repetitively will loosen off a sticking component. Frequent use will probably keep the overdrive in better running order. Some repairs can be carried out on the car so it is better to take your car to them before you take the unit out. Let them listen to it and drive it around to diagnose any problems. The speedo drive cog is nylon and easily damaged so be careful when replacing a cable drive.

Most parts are available to recondition units. The only difficult part is the casing which can become porous and need replacing. A common problem is the solenoid, in particular the wire from the unit. As is all too common, some new parts are poorly made such as inhibitor switches, bearings and clutch release bearings so better to use the original parts for as long as you can or ensure you can fit quality parts.

Units can be upgraded with stronger linings and adjusted for racing. Units can be couriered to them for repair but they recommend putting gearboxes on a pallet to avoid the casings getting damaged. Bill pointed out that the V8 gearbox casing is very thin so easy to crack and difficult to repair properly. Better to take it there personally if you can. Many internal components are common to MGBs so parts are readily available.

Jan
2025

Continued



The last picture shows a damaged annulus as the result of ambitious overtaking with a tuned engine. The advice was perhaps to engage overdrive, then accelerate rather than accelerate and engage whilst doing so. Alternatively come off the throttle to let the overdrive engage before putting your foot down. If not, you will have to drive home, with no overdrive, to a big bill Section by Ian Ailes

Jan
2025

Local Club
Meets

North
Downs
Natter
Update

North Downs - Ray Ruffels / Will Opie

Our Natter venue is **The Red Lion, Charing Heath Road, Charing Heath TN27 00A for 2025**. Note the Natters takes place on the **3rd Wednesday** of the month e.g. January 25 is Wednesday 15th at 7.30pm.



In 2025 the monthly day meet / runs, to excellent lunch venues and places of interest across East Kent will continue to take place in the **1st week** of the month. Full details of these events will be sent out regularly via the North Downs Natter News emails. Contact raywillmg@gmail.com for further info. Below are some pics of events in 2024 including the Christmas Lunch at the Tiger Inn, Stowting.:



Pinner Natter -Gerry Edwards

The Pinner Natter continues to thrive and new members are appearing at meetings which is good news. As might be expected these new members are largely joining because they have acquired a new MG albeit that some of them already have "older" MG's in their stable. It is interesting to note that it is the latest models which have driven the desire to join the MGCC!

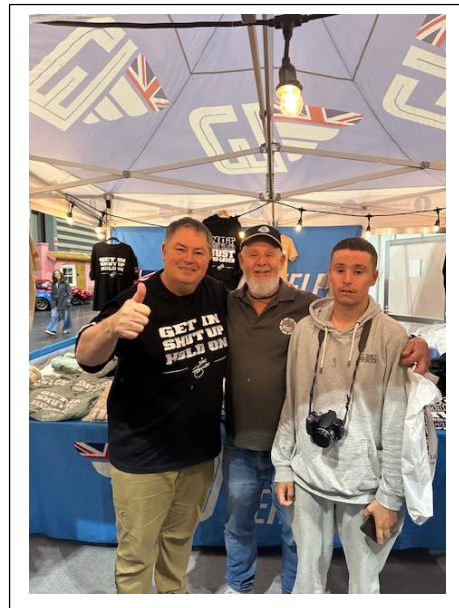
The onset of winter has led to fewer events for Natter members to attend but it was good to see a large number attending both the Brooklands Autumn Motorsport Day in mid-October and then the NEC Classic Car Show in early November. I am hoping that there will be a good turnout of members visiting Brooklands on New Year's Day although I'm personally hoping to be somewhere much warmer!

The next major event for the Pinner Natter is the Post Christmas Dinner which is being held in mid-January and for which we currently have 26 attendees which is nearing the maximum our venue can fit in! After this Dinner we then revert to our Winter/early Spring Breakfast meetings which are being held in February, March and April to which other South East Centre members are welcome to attend. The venue is in Old Windsor just next to the River Thames which is a glorious location on a sunny day.

And to wrap this report up it is interesting to note that a number of Natter members are changing MG's over these Winter months so it will be interesting to see what appears at the first Breakfast meeting in February!

The Pinner Natter wishes all South East Centre members a very Happy and Successful New Year!

Gerry Edwards



Jan
2025

Modern
Gentleman
Tim Morris

Modern Gentleman – Winter 2024

Second-Hand MGs

Autotrader reported that MG is generating 1 in 5 new car enquiries through its platform (20%). This is much more than BMW (8.9%) and Nissan (5.2%) and the most in demand all-electric enquiries are all MG – the MG4, MG5 and ZS. Despite what some media might have you believe demand for EVs is still strong and are accounted for in over 1 in 4 new cars sold in November. MG are at the forefront but the best-selling MG remains the HS in both hybrid and petrol formats and not the MG4 as you might expect.

Awards

Awards are not quite so plentiful now that the current models are more established, but MG Motor UK has just picked up the Green Fleet Award for EV manufacturer of the year. In fleet sales 74% of MG output is for the pure EV models. The HS picked up a win as the Best Family SUV and a third place in the Best Hybrid section of the Cinch Car of the Year Awards. The ZS Hybrid + has also been voted Hybrid of the Year at the 2025 Car Buyer Awards – picking up its first gong.

Range Shift

There is a shift in the model range with the outgoing ZS EV being replaced by a new SUV - the ES5. This new car has been teased and is being built on the modular platform as used by the MG4 and Cyberster. It will be the only full electric SUV in the range at the moment. The old style MG5 estate is being phased out next year and we can expect an MG4 estate replacement towards the end of 2025, once again on the modular platform.

5 Star

Safety is of concern in the European market and the MG HS has just been awarded a 5 star Euro NCAP rating to join the MG4, which also has a top mark Green NCAP rating. The HS was last tested in 2019 and improvements in safety have kept pace with the updating of the NCAP testing in the intervening years.

New ES5 due in 2025



Jan
2025

Modern
Gentleman
Tim Morris



New MG Maxus people carrier or Maxus Mifa 7 in the UK

Cyberster Unleashed

The Cyberster has been released to the public and it is early days on sales for the roadster. Local dealers have been holding launch events and we attended one at Wilson's in Epsom – along with a short test drive. To say it was stunning is a bit of an understatement – let's see what happens when we hear about the customer vehicles on the road.

ZS Hybrid Plus

MG are still keeping a big toe in the ICE market with the new ZS Hybrid plus. It is helping to bridge a gap with those not ready for complete electric yet and works on the same principle as the MG3 Hybrid +. It is unlikely that we will see a new European market with solely petrol power from now on..

Worldwide MGs

Looking around the World there are many variations on MG models and, surprisingly, many still in non electrified form. For instance, on browsing the Trinidad and Tobago MG Motor website I found an MG ZX. I had never come across this one before but it looks very similar to an MG ZS (which is also on sale in T&T in petrol and EV mode). It has a different design front and a panoramic glass roof and comes in two petrol versions – a 1.3 Turbo and a 1.5 CVT. The Philippines and UAE have the MG One – a small SUV Crossover powered by a 1.5litre turbo engine and a CVT transmission. The UAE also have an MG RX9. This is an MG version of the Roewe RX9 now being sold in Middle Eastern markets. The RX9 is a 2022 update on the previous RX8 which was sold only in China as a Roewe. It's a large luxury SUV with a 2 litre petrol engine and two ranks of rear passenger seats. It's not available in hybrid or electrified form which means that we are unlikely to see it for sale in Europe at all. It is interesting that these new petrol models are all CVT – perhaps it is the manual gearbox will disappear before the ICE engine! The older MG7 is also available in UAE and features the 2 litre petrol engine in a sleek sedan body. It's an attractive looking car but one we will not see in the West. UAE do offer the MG4 EV and the MG3 Hybrid Plus for those wishing to be more progressive.

Jan
2025

Modern MGs
Continued



ZS Hybrid plus out now.

In Australia there is an MG5 ... but not as we know it! It's a 1.5 litre sedan with CVT also available in a turbo version. It is notorious as having a zero safety rating from Australian NCAP but is the cheapest Sedan on the Australian Market. Again, it is extremely unlikely to find its way here.

India is waving the flag for electrification with the MG Comet, a small town EV and the large pickup MG Maxus EV mentioned in last month's newsletter. There is also a large people carrier, the MG Maxus 7 available in India – a seven-seater MPV powered by either a 77kwh or 90 kwh battery. It sits with its larger brother, the Maxus 9, also an all electric MPV. It is available now in the UK but not badged as an MG – rather a Maxus Mifa 7 alongside the Maxus pickup (which again doesn't wear an MG badge in the UK – other than tiny ones on the wheel arch!)

One that is available nearby in Europe is the MG Marvel R. A large, luxurious electric SUV with a range of 250 miles and a 0-60 of 4.9seconds. There has been one in the London showroom of MG Motor UK for a while now but no sign of it actually entering the UK market and I doubt it will as it is getting a bit long in the tooth now! Why is it in the showroom? The answer is that its central location mean that lots of potential buyers from Europe call in to the showroom in Picadilly.

Jan
2025

Modern MGs
Continued

Overview

Generally there has been a downturn in new car sales (-1.9% overall this year) but an upturn in BEV sales making the UK the second largest EV market in Europe after Germany. There are now 136 different electric cars available in the UK and they are accounting for 18.7% of all sales this year. Petrol and, particularly, diesel are declining but the target of 22% by year end is seemingly a bit too far away even though BEV registrations were in excess of 25% in November. With the mandate rising to 28% next year there will be plenty of bargains to be had out there.



The new MG Comet Tim's next car ! In India..



Part 2 – Airline -The Body and More! First published in the MMM Bulletin Summer 24.

In part one we covered the chequered history and survival of Airline PA0838.

The differences between a standard P type and an Airline are considerable. Only 5 body parts are the same, the front wings, the running boards and the front valence. Everything else is unique including even the trafficator estanchions (they have an angled channel to drain rain owing to their location). The firewall is also modified from standard by extending the channel to meet the unique wider bonnet.



Off to James
for rebuild
2012.

The Ash frame of 0838 was in a poor state but all intact, and the steel body parts were corroded. It was therefore decided to create a new frame using the existing wood as a template and this was entrusted to James Petit near Aldershot. James could also refabricate the Aluminium body skin and the steel panels. The internal steel reinforcements were reused from the original body. Having seen many original reports of issues with the body additional strengthening was added, particularly around the door posts as the weight of doors once glazed (new one's in aluminium as opposed to steel) are still considerable and this was a common issue at the time.



Jan
2025

Members
Corner

Restoring a
1934 PA
Airline!



Body Rebuild

The chassis was restored as the shunt from the Jag laddered it slightly so this was all trued up on a jig. New sliding trunnions were welded in and fortunately having spent so much time off the road the chassis otherwise was in excellent condition. Doug had the original block sleeved and white metalled so that it could be returned to the car to line up the radiator and surround.

This rebuild did take it's time and eventually the body on a rolling chassis was returned to Doug who by now was suffering health issues. My personal involvement started in a chance conversation with John Day, Doug's old 18/80 friend who was trying to find someone to continue the project and after several visits to Cheltenham to see Doug and Margaret a deal was struck to acquire FA 5589.



Arrival in Kent just before Lockdown

Jan
2025

Members
Corner

Restoring a
1934 PA
Airline!

In early 2019 (just before Covid lockdown) FA arrived at home in Kent incomplete. After some inquiries with the help of Philip Bayne-Powell I went to see James Petit who had parts including trim, glass and the seats which Doug had forgotten were there and James was waiting to progress. Lockdown was as we all remember a strange time but when a new project arrives it is quite an opportunity (wife jobs list permitting!). My first task was to rebuild the chassis and brakes, rear axle and have Jones Springs fabricate slightly uprated rear springs. I jacked the body off the chassis on blocks as of course it was illegal to have help lift it in lockdown and I'm not a politician who could get away with it! Then it was many trips for all the chroming which on these cars is considerable. A spare head was rebuilt and in 2021 the drive train was finished. All the instruments were sent off to Chris Clarke.



Stripped ready to lift body to complete chassis. PB neighbour to copy!

Doug kept meticulous notes and correspondence as well as all the cars known history and kept contact with other Airline owners. This community has been invaluable, started by Lew Palmer registering known cars when he owned PB 0560 (now in Japan) and continued by a Facebook community set up by Tony Slattery in Australia who imported the only TA Airline. Being so rare it's a challenge to go and see another but this opportunity arrived when Ron Loomes bought his lovely PB to Silverstone in 2023. Mike Long on the IOW was also the nearest and only recently did I see his lovely 2 tone blue car, the chassis before mine! I continued to work with James as a special (again Airline unique!) SS fuel tank had to be fabricated which is mounted on a marine ply base.

To be continued next time with Part 3 trimming, interiors and on the road for the first time since 1967

Jan
2025

Members
Corner

Be kind to
your
Overdrive

Be kind to your Overdrive or you may suffer an 'Annulus Horribilis!' – by Chris Matthews

I first encountered overdrive whilst driving my brother's '69 MGBGT in 1978 and can still remember that feeling of superiority when I flicked the overdrive switch to drop the revs whilst cruising in top gear. It seemed like some kind of magic! Anyone who has ever accelerated onto a main road or motorway and flicked the overdrive switch, will understand the pleasure of being able to drop the revs with such simplicity. Or wanted to overtake a car on a country lane by dropping it out of overdrive to increase acceleration. There was a time when the word overdrive was worn on the back of cars as a kind of 'badge of honour'!

There is a really good publicity film about the Laycock Overdrive, featuring an MGB GT which can be seen if you follow this link:

<https://www.youtube.com/watch?v=mlhuVs-hlUg>

However, how many of us realize what is really going on inside this little box of tricks, tacked onto the back end of the gearbox? This article is not intended to be technical, as I don't have the expertise, its more as a warning to treat your overdrive with respect, if you don't want to end up as I did!

Many years ago I bought a straight-cut MGC gearbox with a competition overdrive from farmer and ex 'Modsport' MGC racer, Malcolm Trewitt, a contemporary of John Chatham.

Although freshly refurbished, I had it stripped and got the lay gear machined for quadruple needle rollers instead of the standard two, and a new layshaft drilled for additional oil feeds, all fitted courtesy of Vic Young.

As well as using the car as my daily driver, covering more than 500 miles a week for over 11 years, I also raced it in the late eighties and early nineties, doing several meetings each year as well as the odd track day. I can confirm that the majority of these miles were hard driven!

Fast forward to 2021 and MGC Day at Shelsley Walsh. Cathy and I motored down to Shelsley in glorious sunshine, top down, gears whining and exhaust burbling off the Cotswold stone. After a day of watching ascents of the hill and chewing the fat with many MGC friends old and new, it came time to wend our way home.

We beat our way cross country up to the M40 and made it as far as Bicester, before suddenly, the car began to make a horrible noise and shake violently! As soon as possible, I pulled over to the hard shoulder to inspect the damage, expecting to find something major hanging off, or at the very least a shredded tyre! I was greeted with nothing out of the ordinary, so I restarted the engine, gave it a few blips, all seemed to be back to normal. So, we set off again, along the hard shoulder, 50 yards to the junction just ahead. Once at the roundabout we took the slip road back onto the motorway, accelerating through the gears and upto speed, 2nd, 3rd, 4th then into overdrive and all hell broke out again. I instantly flicked it back out of overdrive and a degree of calmness returned.

The problem was found! The rest of the journey home was done in direct top with no further dramas.

Jan
2025

Members
Corner

Be kind to
your
Overdrive

By Tuesday evening I had the engine and gearbox out to investigate. Once on the bench, I removed the competition overdrive's deep sump, to reveal a whole load of shiny metal swarf. Obviously, something had gone very wrong! I then undid the nuts to split the overdrive and found a whole load more shards of steel inside.



This is when the strip-down stopped, as gearboxes and overdrives are a little beyond my skillset! Next step was to take the complete unit plus a spare MGC gearbox and overdrive to cannibalize, to Hardy Engineering, the gearbox specialists. By that Friday the boss, Bill McDonough phoned, asking me to come in and take a look at what he had found.



Jan
2025

Members
Corner

Be kind to
your
Overdrive

The overdrive had suffered more than any overdrive they had seen before. To cut a long story short, the gear teeth within the annulus, which mesh with the planet gears and transfer the drive when in overdrive had worn away to nothing, probably having worn through the case hardening over time, due to the high mileage and extreme engine torque



2 weeks later I picked up my fully rebuilt, straight cut gearbox with competition overdrive and a large box of bits.

Whilst the gearbox was away, I took the opportunity to refresh the engine bay and repaint the engine.



Within a month, I had the engine and box back in the car, ready for the next outing.

Chris Matthews

Jan
2025

Members
Corner

MGF and TF
New Book

MGF and TF

“Excellent read, lots of info I didn't know “

“I enjoyed it immensely. Thanks for writing such a good book “

This new book is written by the South East Chairman Tim Morris and chronicles the development of the MGF and TF but it puts that story in perspective of MG history and racing/speed records. The story begins with Cecil Kimber and finishes with the TF being produced by SAIC. It is a long road and the first two chapters cover that early development succinctly before we get on to the heart of the book – the MGF. From those early inspirations and prototype days the book charts the development and production of both the F and TF against the background of industrial difficulties as ownership of the company moved from British Aerospace to BMW and on to MG Rover and NAC/SAIC. Given all that it was incredible that the UK's best-selling roadster emerged at all and survived as long as it did.

This handy book is ideal for those coming to the MGF/TF for the first time, wanting to know a bit more about them, wanting a concise history of MG or even looking to buy an F/TF as there is a handy “Best of” Buyers Guide at the back.

It is illustrated with over 100 photos, mostly from the author's own collection, including some from local South East events including Brooklands – and they are not just MGFs and TFs either!

It is published by Amberley Publishing and is available now...

Signed copies direct from Tim:-

<https://tim-morris-book-sales.sumupstore.com/>

Unsigned copies from the MG Car Club:-

Should be online soon but is in stock at Kimber House

Unsigned copies available from Amazon:

[MGF and TF: Amazon.co.uk: Morris, Tim: 9781398118096: Books](https://www.amazon.co.uk/Morris-Tim-9781398118096-Books)

Also available from all good booksellers.

Jan
2025

Members
Corner

MGF and TF
New Book

MGF AND TF

TIM MORRIS



Launched in 1995, the MGF marked the rebirth of the classic British MG two-seater sports car. In this book, MFG expert Tim Morris tells the full inside story of the development of the MGF and TF against the background of the seismic changes that were taking place in the British car industry. After the demise of the bestselling MGB and the closure of the Abingdon factory in 1980, it seemed as if the classic MG sports car had come to an end. An upgraded version of the MGB, the RV8, was introduced in the 1990s, but meanwhile designers and engineers were busy with an all-new car, which was unveiled in 1995. Developed under British Aerospace and launched under BMW ownership of the Rover Group, the MGF came under MG-Rover ownership after BMW divided the company in 2000. At this time the TF was developed and produced until the company went into administration in 2005. Here design features such as the mid-engine format and Hydragas suspension system are described, as well as the various model changes and re-designs and how the car fared against strong competition from cars such as the Mazda MX5. Including information for owners and potential buyers and with a wide selection of illustrations, this is an essential guide to the MGF and TF sports cars.



AMBERLEY £15.99



www.amberley-books.com

Jan
2025

Regalia New
Range

Regalia Available on line

You now no longer have to wait for a show to buy your MGCCSE branded regalia items. We have teamed up with Ace Embroidery Ltd to bring you a wide range of clothing all with an embroidered MGCCSE logo.

So, if you are looking for a beanie or a polo, a baseball cap or a fleece then head on over to the online shop where you can browse the range and make your purchases. Each item you buy supports the Centre as well as looking good when you are at shows and events.

Delivery time is around two weeks so if you are aiming to wear it for an upcoming event then please bear that in mind – each item is embroidered individually on the order being received.

Just click the link below to head over to the shop which is managed by Ace Embroidery. Any queries regarding the range, sizes etc should be made to them or contact John Morgan (details below)

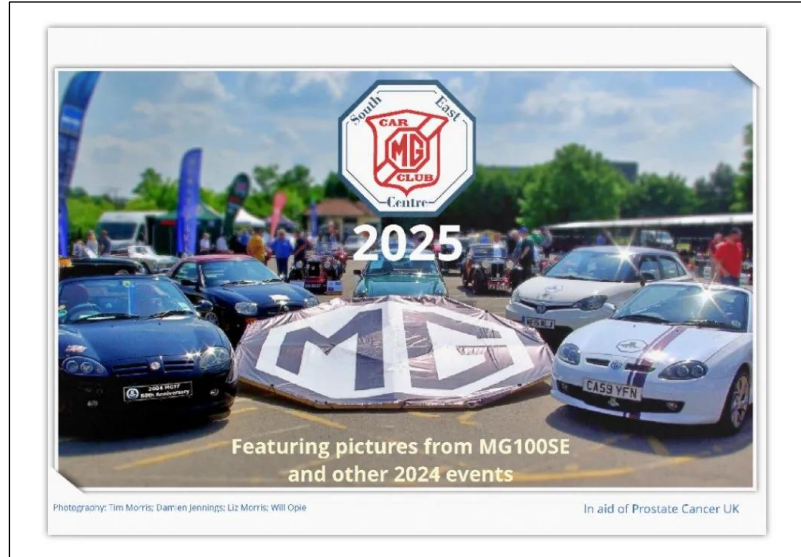
[MG Car Club South East - Catalogue \(ace-online.co.uk\)](http://ace-online.co.uk)



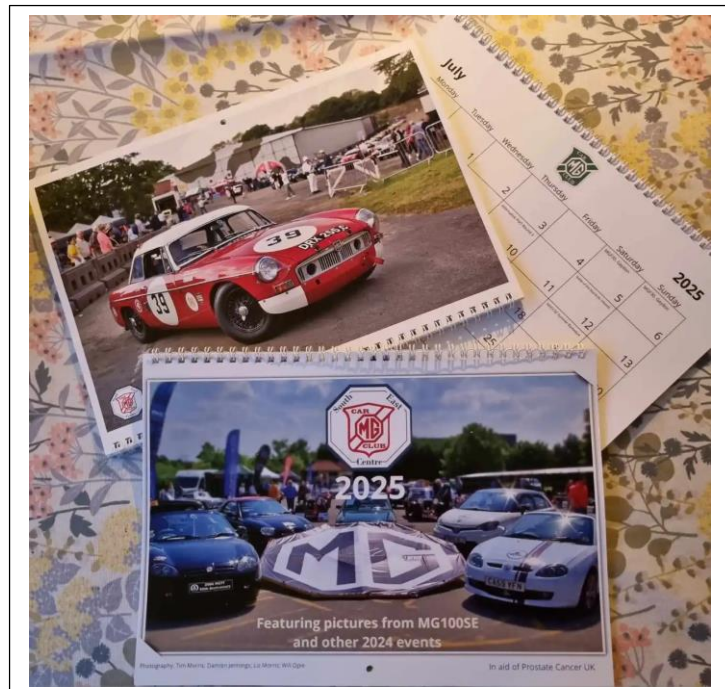
Jan
2025

2025
Charity Wall
Calendar
Just a few
left so order
now!

MGCCSE 2025 Wall Calender -only 3 Left!



The MGCCSE 2025 Wall Calendar is available for purchase now! The Calendar is a handy wall hanging reminder of all your MG (and other) events for the coming year. It features 12 photos from the 2024 season including several from the MG100SE event back in May. It is A4 size when folded and A3 when opened up. It is ring bound and there are boxes to write your appointments every month – several have MGCCSE already printed as a reminder. The calendar is being sold in aid of the Centre's Charity Prostrate Cancer UK and £5 from each sale will be donated to them. The cost is £14.99 (plus p and p) and you can buy them from the following link:



Jan
2025

For Sale

Parts For Sale

NOTE FROM EDITOR – THESE PARTS FROM BRIAN ARE STILL AVAIABLE AND REPRESENT GREAT VALUE-ESPECIALLY THE FREE BITS!!!

1976 Model MG Midget parts unused in a rebuild

Description	Part No / Ref	Value £	Note
NSF Outer Sill *	AHA5552	73.00	Free
Clutch Cover * (1500 engine)	TT 4011	264.00)
Clutch Plate *	GCP 212	44.50) Offer
Release Bearing *	GRB 207	20.00)
Engine Oil Pump * (1500 engine)	GLP118	73.00	Free
Hood Stowage Covers (black Vinyl)**	CHA95		Free

* Denotes all new parts. - The clutch was built by Borg & Beck the EO supplier
- The engine oil pump was made by Hobourn Eaton the OE supplier

Contact Brain Byers on 01634 669892 or 07930320440

.....

MGB Wire wheel silver good condition has not been used since refurbished. £35
Also Chrome Front B bumper fair condition £30
Contact Will Opie 07768 022044 or email willopie@aol.com Location Faversham kent



Jan
2025

For Sale

MGCGT

MGCGT for Sale -Contact Vic Young

TYB477G

BUILT DATE 09-09-1968

REG DATE 08-10-1968

CHASSIS NO. G-CD1/3624-G

ENGINE NO. 29G-RU-H/2804

COMMISSION NO. G52D/001093-P

PURCHASE DATE 27-08-07

BODY NO 1093

VALUE £ OFFERS, BUILT TO A STANDARD NOT A PRICE

1950 MILES SINCE BUILD

2012

BODY SENT AWAY FOR SAND BLASTING BACK TO BARE METAL .PRIMED PAINTED

ALL SUSPENSION REBUILT

KONI SHOCKS ALL ROUND

¾" ANTI ROLL BAR FITTED

3.7:1 QUAFE L.S.D FITTED

ENGINE REBUILT TOTAL SEAL RINGS FITTED, , LADDER PLATE FITTED

6 BRANCH MANOFLOW EXHAUST WITH SINGLE BOX.

ALL BRAKE LINES IN KUNIFER, FLEXABLE IN AEROQUIP.

T5 GEARBOX FITTED,

FOUR POT ALLOY CALIPERS

6" REVOLUTION WHEELS WITH ROAD TYRES

EXTRAS THAT COULD BE AVAILABLE

7/8" ANTI ROLL BAR

TRIPLE 2"HS8

AS NEW RIBGARD BLACK LEATHER SEATS WITH RUNNERS.

EVERYTHING PINK CAN BE REMOVED AND REPAINTED.

7" REVOLUTION WITH COMP TYRES.

Contact Vic Young for full details of comprehensive build,

Tel 01737551141 Mob 07831701028



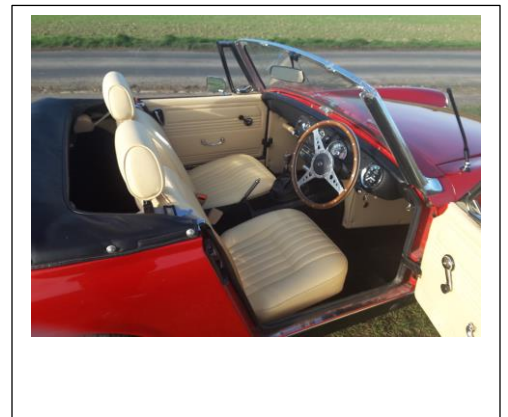
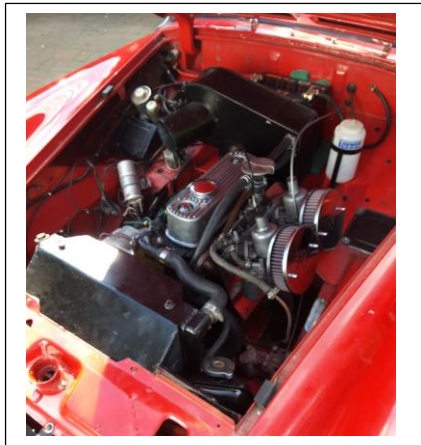
Jan
2025

For Sale

MGCCGT

MG Midget MKIII 1972 RWA

Superb 1275cc Midget, excellent condition with 49990 miles on speedo. The cylinder head was skimmed and valves re-seated at 48000 miles, the Goldseal engine was fitted in 1992. The body has been sound proofed before new carpets and door cards fitted. The seats and door cards have been upholstered in magnolia leather by M.G.O.C. It has a s/s four branch exhaust. The speedo has been re-calibrated to the 5 speed type 9 gear box. The engine runs very well with the K.N filter and ram pipes. The Midget comes with full and also half tonneau cover plus the genuine factory hard top with glass windows. It has a heritage body with no rust and also wire wheels. MOT until April 2025 and comes with the full history of the car. **Price £8750**



For further information contact Mick Abrahart - at [0771 905 9034](tel:07719059034)

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SE CENTRE COMMITTEE AND CONTACTS

Chairman	Tim Morris	07801 591689	Chair@mgccse.co.uk
Secretary	Austin Banner	07850 769506	Secretary@mgccse.co.uk
Events Secretaries	Andrew Mitchell	07703 138419	events@mgccse.co.uk
Competition Secretary	John Morgan	07802 770025	competitions@mgccse.co.uk
Treasurer	Ron Kemp	07726 326070	Treasurer@mgccse.co.uk
Membership	Diana Calvert	07762 163617	membership@mgccse.co.uk
Scribe / Newsletter	Ray Ruffels	07970 640219	scribe@mgccse.co.uk
Scribe / Newsletter	Will Opie.	07768 022044	scribe@mgccse.co.uk
Webmaster	Tim Morris.	01932 882467	webmaster@mgccse.co.uk
Trophies/Archive	John Davies	01737 241971	trophies@mgccse.co.uk
Regalia/Shop	John Morgan	07802 770025.	regalia@mgccse.co.uk
Natter/Wand Liaison	Ian Russell	07590 498514	mgashnatter@gmail.com
Member	Gwen Davies.	01737 241971	gwen.davies@mgccse.co.uk
Member	Philip Roussel-Smith.		PhilipR-S@mgccse.co.uk

Natter Leaders

Queen's Head Pinner	Gerry Edwards	07768 657797	Pinner@mgccse.co.uk
The Ship, Mortlake & Brooklands Museum	Danny Byrne "	01932 829814 "	Mortlake@mgccse.co.uk Brooklands@mgccse.co.uk
The Fox & Hounds Walton on the Hill	John Morgan Austin Banner	07802 770025 07950 769506	northsurrey@mgccse.co.uk northsurrey@mgccse.co.uk
The Fairmile, nr Cobham	Ian Ailes & Jon Glover.	01932 856960 07802 318950	Cobham@mgccse.co.uk Cobham@mgccse.co.uk
The Red Lion, Charing	William Opie & Ray Ruffels	01795 521846	NorthDowns@mgccse.co.uk
The George Inn Trottiscliffe.	Ian Russell	07590 498514	Ashnatter@mgccse.co.uk
The Golden Lion, Broadoak Canterbury.	John Clark	07940 769225	Broadoak@mgccse.co.uk

Various locations

Ashdown Adventurers	David Ockenfold	07818 420921	AshdownAdventurers@mgccse.co.uk
Sussex Wanderers	Ursula Griffiths	01403264458	SussexWanderers@mgccse.co.uk
Surrey Wanderers	Philip Bayne-Powell	01483 811428	Surreywanderers@mgccse.co.uk
East Kent Wanderers	John Bennett	01227 637813	Eastkentwanderers@mgccse.co.uk
Kent Nomads	Ian Russell	07590 498514	kentnomads@mgccse.co.uk

MG Car Club South East Centre web site – <http://www.mgccse.co.uk>

Register Office: Kimber House, PO Box 251, Abingdon, Oxfordshire, OX14 1FF

Phone: 01235 555552, Fax: 01235 533755, email: mgcc@mgcc.co.uk

And finally, John Glover sent us this one all ready for the Skiing season in your MG!

