

MGCC SE Newsletter

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MGCC SE

Jan 2022 Newsletter

Editorial Note

We welcome you to the Jan Newsletter following an eventful 2021 we hope 2022 is relatively Covid free? This edition covers the fourth quarter 21 and expectations for following six months. See Pages 10-11 for events and 12-24 for local club meets.

Amusing or otherwise please continue to send in further MG news, pictures and stories for the next newsletter to scribe@mgccse.co.uk

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 over 40 years owning a multitude of MG variants and currently 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 plus a ZT-T daily-driver - pictured below right.



Jan
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Committee
Notes

Chairman's
Report

Chairman's Winter Message – Tim Morris

Thank you for voting me in as your new Chairman at the AGM in November. It is great honour to take over the helm from Chris Leigh who has done a splendid job over the last couple of years. One of his aims was to modernise the Centre's Committee and I was brought in during Lockdown in 2020 as part of that programme in connection with the club's online activities. That does mean that I have only been on the Committee for over a year which you may think is a short time to take on the position of Chairman. However, in that time I have realised what a great forward-thinking bunch the committee all are and have no worries that the South East Centre is in very safe hands during a period of change. That change has taken place, not just in the Centre, but in the club as a whole and Chris steered us through that whole minefield with admirable gusto. Now that the club has settled down a bit, I am hoping that we can get back to concentrating more on the South East members than the HQ political club manoeuvrings we have seen over the past year. After all it is the members that the committee serve and we hope to provide a strong framework for the Natters and Wanderers to attach themselves whilst also providing a full programme of club activities for all.



So, back to the reason I ended up as Chairman. I first joined the MGCC in 2000 when I brought my Solar red MGF new and have been a SE Centre member ever since, indeed I am a past SE Member of the year! I have also been a Committee member with the MGF Register for 18 years including a stint of 5 years as Chairman and am now the President of the Register. I am also currently the south east representative and the founder editor of their Register magazine, FastForward. I also look after the various regions around the country and you'll see my name each month in Safety Fast as I write the Register's regular column and have done for many years.



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Notes

Chairman's
Report

So, unsurprisingly my main MG interest is the MGF but my first MG was a BGT way back in 1980 which also served as my wedding car adorned with tin cans and lipstick! When the kids came along an MG Maestro provided one of the steeds and then once they grew up it was back to one of the brand-new MGFs. That F has stayed with me for the past 21 years but has been joined by various others along the way including a couple of ZRs, a ZT, a TF and another BGT. The current MG fleet consists of the MGF, a ZR and an MGBGTLE with the BGT echoing my first one as a wedding car for our youngest daughter but not with the tin cans or lipstick! As can be seen all of my MGs (including the B) are post 1980 but I do have an interest in earlier MGs and working at Brooklands as Membership Secretary for 11 years helped satisfy that interest, along with a lot of other classic, vintage and veteran cars!



That is me in a nutshell and I hope to be able to continue the programme of modernisation for the Centre, spearheaded by Chris, as we move into a new era. The South East Centre has traditionally been a sporting club and we plan to bring more sport to the forefront with activities that anyone can do without a racing licence – so we can look forward to autotests returning along with hill climbs and I would encourage you to take part in the naviscats and treasure hunts too, using your MGs as they were intended – for fun. We'll also be holding our main Centre runs and shows as usual and taking a look at our range of regalia with a view to making it easier to buy with an online shop.

We want to support the Natters and Wanderers groups, who are the lifeblood of the Centre, as best we can and the regular natter leader meetings, instigated by Chris, will continue as we head through 2022 – they are a great way for all the group leaders to keep in touch with each other and brings the Centre closer together. Importantly though, the Centre is a friendly social group with a common MG interest and I want to encourage that feeling amongst MG owners so please do support the Centre's events and head along to your local Natters and Wanderers groups whenever you can.

Finally, we all hope that 2022 will be better in many ways, not least Covid, but as Omicron advances rapidly we may find ourselves curtailed more. Of course, as a responsible club, we will follow all and any guidance from the government, Motorsport UK and the main MGCC and pass this on to our individual groups within the Centre. Let us hope, though, that we can still get out and about in our MGs and enjoy the vast array of opportunities on offer in the South East Centre.

SE Centre Centre and 2022 Events – John Morgan

The Provisional SE Centre 2022 Calendar was tabled at the 2021 AGM in November and copies are available on the SE Centre website. Everyone is waiting to hear how the Omicron COVID 19 virus is going to develop into 2022 and whether there will be any impact on events. Be assured, that I will monitor the situation and any recommendations from Motorsport UK. Events will be organised and run where it is safe to do so, in a COVID safe and regulation compliant manner, as the events of Autumn 2020 and Spring 2021.

The delayed start to the 2021 SE Centre activities due to the pandemic, prevented the participation in Autotests, but we did manage to field an MGCC MG class in the Maidstone & Mid Kent Motor Club (MMKMC) Trial event in late September, as reported in the last Newsletter.

Looking ahead to 2022, we have planned:

- The usual **Valentine Treasure Hunt on 13th February** to be organised in the area South West of Reigate in Surrey. This event is a joint event with Epsom MGOC who are organising it this year. At the end of the season, watch out for the Black Horse Treasure Hunt currently planned for 16th October.
- An **Autotest Taster Day event on Saturday May 8th** in Kent, again at the invite of MMKMC. The taster day is intended to give members a chance to have ago or practice their autotesting skills and it will be on grass, therefore, non-damaging. Later in the year there are several clubs who run grass autotest events for which we can request invitations.



- Currently two events are listed for **Production Car Trials, 27th March and 30th October**. 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 report on this year's event in the last newsletter.
- Our **Spring and Autumn Naviscats** are planned for 20th March and 2nd October. An excellent step up from Treasure Hunts testing skills in map plotting, navigation and strategy planning.

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Committee Notes

Competition and Event Update Production Car Trial



- For a season closer, not entirely competitive, but the **Firle Hill Climb is being run as a charity day on 25th September**. This is one of the historic hill climb venues in West Sussex and should be great for the opportunity to drive the course.

The SE Centre recently re-joined the Association of South Eastern Motor Clubs (ASEMC) and this will allow the SE Centre to receive invitations from numerous motor clubs from all over the SE region. This includes clubs such as Bognor Regis Motor Club, who organise a series of grass autotests through the summer. Autosolos are organised by clubs similar to Farnborough and District Motor Club and some MGCC members have regularly entered events organised by this club. Other events such as Touring Assemblies are also listed and MMKMC are planning a run through Kent next year.

Finally, the Provisional 2022 Calendar includes dates for planned MGCC Race Meetings at Brands Hatch and the dates of MGs on Track events being organised in our region. 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@mgccse.co.uk or give me a call on 07802 770025.

John Morgan – Competition Secretary

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Committee Notes

MGCC T Register Secretaries Award 2021

MGCC T Register Secretaries Award - 2021 Winner John Morgan



The photograph is of the MGCC T Register Secretaries Award and in recent years, presented to a member who has made a meritorious contribution to the MGCC and T Register. The trophy comprises a wooden base mounting topped with a scale model of a Brooklands steering wheel commonly fitted to MMM and T type cars. The steering wheel was made by MG Abingdon Factory apprentices as a sample piece.

The trophy is normally awarded these days at the T Register Autumn Tour Dinner and the Secretary this year presented it, much to my surprise, to me for the extensive work undertaken to organise MGCC Events during the COVID-19 restrictions in compliance with Motorsport UK Guidance for COVID safe events. One event in particular benefitted the T Register with the T Type display organised at the Lullingstone Autumn Meeting in September 2020 with over 25 cars on display. This was particularly poignant as it was the first time the T Register could display their sail flag '75th Anniversary of the TC - 1945 to 2020'.

Jan
2022

Committee
Notes

Provisional
SE Centre
Calendar
Summary
Next 6
Months
2022

See Safety Fast South-East notes for monthly updates, Social Media and the MGCCSE web site for information on planned events plus updates on past events. Due to the on-going Covid pandemic all 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>
Saturday 1 st January	New Year's Day Meet	Natters Meets	Natter Leaders
Sun February 13th	Valentines Treasure Hunt	TBC	Epsom MGOC
Saturday February 19th	MGs on Track	Goodwood	MGCC MGs on Track
Sunday March 20th	Spring Naviscat	Sussex Area	Stuart Manser
Sunday March 20th	MGCC Race Meeting	Brands Hatch Indy Circuit	MGCC
Sunday March 27th	Maidstone Car Trials	Mid-Kent	John Morgan
Saturday April 23rd	Watts Gallery	South West of Guildford	TBC
Sunday April 24th	Brooklands British Marques Day	Brooklands	John Davies/John Glover
Sunday May 1st	Battle of Britain Run	Kent	Ray Ruffels / Will Opie
Sunday May 8th	Auto Test Taster Day	Mid-Kent	John Morgan
Sat or Sun May 28/29th	Bluebell Railway Gathering	TBC	TBC
June 11/12 th Weekend	Silverstone Live	Silverstone Race Circuit	MGCC
Monday 20 th June	Alternative Pride of Ownership	Round 1 Pheasant Natter	John Morgan
Saturday June 26 th starts	European Event of the Year	Belgium	Belgium MGCC

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2022

Committee
Notes

Web &
Social
Media

The South East Online - Tim Morris

We march ever onward with our online presence and add another string to our bow. YouTube is a great way to show the Centre in action and we have now opened up a new South East Centre YouTube channel. There's not too much on it at the moment but you can see a video of the entire AGM held in November and the talk on E10 fuel by Gulf Oils expert Mark Gardner. As time goes on we hope to be adding more videos to the channel which brings me to a request – do you have any interesting video footage of the South East Centre in action? If so then let me know and we'll see if we can get it up on the channel if it's suitable.

YouTube has a worldwide appeal and is the foremost video platform out there so it's a great way to encourage new members to join us in the MG Car Club. The E10 video has already received around 50 views and they have not all been by me!

Elsewhere the overall hits on the website have been very encouraging this year and we have ended the year with around 12,000 views on the site which is the best-ever recorded despite a glitch in August where most of the month's stats disappeared into a black hole. That means we are getting over 30 views on the site a day which is great, of course we don't know if all of those are actually members taking a peek!

This email newsletter is another thing that we can now look at in more depth with the move to Mailchimp. At present we have 80% of our membership in the South East with an email address, you are receiving this so you are one of those but if you know someone who doesn't receive it then please get in touch so we can update the database. We wouldn't want them to miss out and it is a good way for us to keep in touch with the majority of members.

The slightly worrying statistic is that only around 30% of those receiving it actually click through to this newsletter itself and not everyone looks at it at all, around 60% of those receiving it actually open it. We hope to improve on that but some comfort is that it is actually better than the sector average.

Facebook and Instagram are both doing well with increasing numbers but our Twitter feed is static at a relatively low number. This tells us that not many of our members use Twitter so we will consider whether to carry on with that one next year.

The good thing is that the Centre has a large number of communication channels so hopefully we will reach members in one way or another. At the last count there were at least ten different ways you can receive info or interact with the club but the only one that we can guarantee gets to every member is actually the only printed one – Safety Fast.

So, check out the social media and like, comment or share the posts – doing that expands our presence in the online ratings war and gets the South East Centre known to people who may not be members. Help show them we are a friendly club and encourage your MG friends to join if they are not already members – particularly join the MGCCSE Chat group where you can post about your MG, it's only open to club members and there are a couple of questions to answer before you can get in. We want to encourage general MG chit chat here and your post can be seen by all those registered, unlike the main group where visitor posts are hard to find!

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2022

Committee
Notes

Web &
Social
Media



Click here for website: www.mgccse.co.uk

Facebook Public Page: www.facebook.com/mgccse

Facebook Chat: <https://www.facebook.com/groups/259127225161827>

Jan
2022

Events

SE Centre
AGM

South East Centre AGM November 28th 2021 -Will Opie

An excellent gathering of 25 members on the day enticed by a post AGM lunch in the Brent Arms Lindfield was the first physical AGM since pre Covid times. The Secretary Austin Banner, Chairman Chris Leigh and Treasurer Ron Kemp presented the meeting, elections and reports.



Our President Derek Edwards provided a welcome statement as he could not attend the meeting due to access difficulty. Firstly, he thanked Chris Leigh for all his work, contribution and commitment during his 3 years as Chairman and then thanked Austin for his excellent work as company secretary and John Morgan Competition Secretary for enabling events to take place by grappling with Covid regulations. Derek also welcomed Tim Morris as our new Chairman and wished him well in his new role.

The meeting covered all the reports from the committee members and re-elections into their roles for another year. In general discussions and questions the 2022 draft program was discussed with the request to inform members ASAP of events and to be inclusive for family interest.

Tim Morris was unanimously elected as our New Chairman and thanked Chris Leigh for all his hard work over the last two years in guiding the Centre through challenging times which was heartily approved by all present. Tim explained he had been a Car Club Member for 21 years and Chairman of the F register for 5 years. He has several MG's and prior to retirement was employed at Brooklands where he still assists. He will also continue with his excellent experience as Webmaster for the Centre. The meeting ended with two special presentations – see next page.

Jan
2022

Event

SE Centre
AGM



Left – Award to Mick Breare in Recognition of his role as Distributor of the Newsletter before Tim Morris started doing this role.

Right – Award to Tony Atcheson In recognition of his 6 years work as the previous Treasurer.

Following the AGM Mark Gardner of Gulf Fuels did a presentation on the negative effects of E10 fuels on our cars and a special Ethanol free fuel suitable for car storage with a 3-5 years shelf life in the car. To see the presentation in full go to – <https://www.mgccse.co.uk/2021/12/01/all-you-need-to-know-about-e10/>



Jan
2022

Local Club
Meets

Fairmile
Natter

Allan
Bentley
Evening

Fairmile Natter – Allan Bentley Evening

As ever Ian Ailes and I try to offer value for money during our series of Winter talks and meets and so it was with our November guest speaker – Allan Bentley – Great Nephew of Walter Owen Bentley.

Allan provided us with two illustrated talks for the price of one!

‘Why I don’t own a Bentley’ and ‘W. O. Bentley Life and Work’

A historic evening in our long established Natter history, for the first time in living memory we were joined by Members of another Car Club! In this case, fittingly, 7 stalwarts of The Bentley Drivers Club South East.

And here I confess to having a foot in both camps, (not a reference to my acting career) as I own a 1994 Bentley Brooklands, (a sort of mobile Gentlemen’s Club), and a 1996 MGF VVC. - the car that should have saved MG Rover! Guess which one needs its own petrol tanker – the 7 or the 2 litre?



W.O. in a
Veteran Car

So how did Allan Bentley come to be our guest? Well, we met when he kindly volunteered to display his 1932 MG C Type at Brooklands for ‘MG Era’ day a while back.

On first viewing I was struck by his remarkable resemblance to W.O. but it took a while for me to pluck up the courage to ask Allan if they were indeed related. We’ve since become firm friends with Allan and his wife Margaret (W.O.’s third wife was also a Margaret and seemingly the love of his life).

The longer I know him, the more fascinating becomes his knowledge of The Bentley family and engineering in general, Allan himself worked as an engineer in the Aviation Industry.

So why does Allan own an MG, not a Bentley?

As he told us, he and his Brother had the chance to restore an MG C Type as young men and upon hesitantly consulting their Great Uncle at his Surrey retirement cottage, were told that he approved ‘as you can fix an MG in your home garage over a weekend and drive it to work on Monday!’

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2022

Local Club
Meets

Fairmile
Natter

Allan
Bentley
Evening

The C type was a breakthrough vehicle for MG, a result of Cecil Kimber setting up a small competitions department at Abingdon; Kimber realizing that a sales opportunity existed selling sporting cars with special tuning based on existing production cars.

But first MG was put on the sporting map by EX 120 based on the popular M Type, driven by George Eyston for an attempt on the 750 c.c. Class 24 hour record at Montlhery in France, eventually beaten in 1931 at speeds of over 100 mph!

Extraordinary, from an engine of 750 cc based on the existing Morris Minor and Wolsely 10 overhead camshaft unit of 1928 with a single carb and an added Supercharger.

Allan showed a picture of a group of C Types, including his own on a memorial trip to Montlhery. The success of EX 120 and that of the Works team of 14 C types in the 1931 Brooklands Double 12, where MGs took the first 5 places led to the racing fraternity demanding similar MGs that they could run.

Kimber was happy to oblige, producing a small number of C Types in 1932 many of which are still running today, Allan knows a man who owns 3! Hopefully we will celebrate the 90th anniversary of the 1932 cars at Brooklands 'British Marques Day', on April 24th 2022 with several C types present including Allan's own. (image below)



Allan then moved on to the story of his Great Uncle's life. Frankly the more I hear about the man and his achievements, the more exhausted I feel! What did emerge was that W.O. was first of all a hands-on practical engineer leaving finance to others.

Allan, who has become the unofficial archivist of the Bentley family inheriting photos and documents never in the public domain, used some fascinating images during his talk which ranged from W.O. being the 9th son of a successful Hampstead businessman. Through his apprenticeship, like his great rival Henry Royce, on the railways where he learnt 'hands on', practicality including a spell on an Express footplate.

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2022

Local Club
Meets

Fairmile
Natter

Allan
Bentley
Evening

Next his love of motorbikes and racing them to setting up Bentley with his Brother, H.M., to sell French DFP cars and racing those as well. Allan went into some detail about W.O.'s great innovation of this time, his design for an alloy engine piston, cast in France – lighter and more reliable than the contemporary cast iron versions. These pistons were highly successful in racing engines and were then used in the previously unreliable Aero engines of the day.

Serving in the Royal Aero Service during the Great War, W.O. was able to see his design used extensively in many companies Aero engines including Rolls Royce and Sunbeam, gladly sharing his expertise, but making not a penny from his work until at the Wars end he received an MBE and a discretionary payment of £8,000.



Allan contrasted this with a similar award for the design of an Aeroplane, that never flew yet the creator received £25,000!

We then followed through Allan's discourse and photos the great days of Bentley Motors after the war, cars that rivalled Rolls Royce and Bugatti, racing success at Brooklands and Le Mans, financial disaster and the eventual swallowing up of the company by Rolls Royce and W.O.'s work up to the Second World War, always adhering to his desire to 'build a good car, a fast car, the best in class'.

Not a rich man during his lifetime and now living in Woking aged 82 but he knows the Bentley name will live on long after his death. Ask yourself what MG and Bentley mean to you and perhaps that best sums up the feelings engendered by our Fairmile evening, uniting those 2 great names!

Jon Glover

Jan
2022

Local Club
Meets

Pheasant
Natter 2021
Review

The Pheasant Natter 2021 Review- John Morgan

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

After the difficult last year, some normality started to return in April. Initially, this took the form of some SE Centre COVID safe events starting in April with the FBHVC Drive-it Day Run, followed by the Spring Run to Leonardslee Lakes and Gardens at the end of May. Support for both was excellent, including several members from the natter, with both events in full compliance with Motorsport UK Event COVID Guidelines.

The Pheasant Natter resumed some activity from June, once social groups in public spaces were permitted by the UK Government's Road Map. Initially these were held in the pub beer garden starting at The Surrey Oaks, Newdigate, before returning to The Pheasant in July and the Second Round of the Alternative of Pride of Ownership. Final round was at the Fairmile Cobham in August.



In the summer, we had the Pheasant Natter BBQ, held in the Walcountians RFC near Banstead, starting with a demonstration of preparing a Half pig to BBQ by Peter Parker, one of our members who is a master butcher. The event was again blessed with a lovely warm summer's evening. Diana Calvert and her sister, Pat, provided some unusual salads and desserts, with Pat undertaking all the cooking on the BBQ. Another BBQ is planned for 2022, but more of a social with pub games.

Pub socials were held for the August and September meetings, with the latter including a brain teaser quiz. The SE Centre held the Autumn Meeting at Lullingstone Castle in September. The event included two Road Runs, Pride of Ownership and Concours and, yet again, attracted a great mix of cars parked on the lawns in front the castle. Numerous pictures of the cars have been published, but this photo shows some natter members enjoying tea at the end of the day.



Jan
2022

Local Club
Meets

Pheasant
Natter 2021
Review

Also in September, the SE Centre returned to competing in Trials. This event was organised by Maidstone and Mid Kent Motor Club near Maidstone and five MGs took part, with three entered by Natter members - Peter and Simon Gray, Peter Parker and grandson and John Morgan. More competitive events are planned for 2022. Photo of Peter Parker in his TD.



October's meeting had excellent support from members, with 34 attending the fascinating talk given by John Dale on the subject of his T34 Tank and other military vehicles that take part in the Capel Military Show on his farm each year. The talk included the history and interesting facts about the tank, including what it was like to operate. 84,000 were built, with the tank entering production in 1940. Some were still in operation in the Bosnia conflict. John's companions also owned a Centurion and Chieftain Tanks. It is planned for the Natter to attend the Capel Show in July 2022 and provide a display

To close out our season of audio visual talks, one of the natter members, Steve Fletcher, who has owned an MGC GT in mineral blue for several years, gave a talk covering some interesting anecdotes, as well as some factual history of the car. The car in the photo was owned by Richard Clark. It was one of the 12 pre-production MGC Factory cars, being prepared for the September 1967 motor show and latterly owned by the Chairman, Sir George Harriman. It has rare automatic Borg Warner drive. Members found the talk interesting and the format will be repeated for other MG cars in the future.



December's meeting venue was changed from The Pheasant to The Sportsman, Mogador, KT20 7ES because of issues booking tables at The Pheasant. Numbers attending were more of a select group because of COVID and the approach to Christmas.

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2022

Local Club
Meets

Pheasant
Natter 2021
Review

The pub looked after us very well, providing complimentary mince pies, sausage rolls and chocolates. After a chat with the owner regarding holding the meeting in the pub on a regular basis, members who support the meeting were consulted and it was decided to switch there permanently. From January 2022, therefore, the Natter will transfer to **The Sportsman**, in the restaurant that will be for our sole use.

The activities for 2022 have been planned and the Calendar of 2022 will be circulated shortly. Whilst Derek Edwards will continue to support the Natter, when he can, it is felt that a more active supporting co-ordinator was needed and Austin Banner has agreed to take on the role. We give our very grateful thanks to Derek for his support over the years.

To close I urge members to ensure they have dates in their diaries to support the more important Natter activities, such as guest speakers, audio visual talks, social runs etc. Suggestions for Natter activities are always welcomed!

Wishing you a very happy New Year – John Morgan and Austin Banner

Jan
2022

Local Club
Meets

North
Downs
Autumn
Meets

North Downs Natter Autumn Meets – Will Opie / Ray Ruffels

As part of a Kent Autumn event plan a follow-on from some wonderful runs highlighted in the last newsletter, the North Downs team drove their MG classics and met for lunch at the **Dering Arms, The Grove, Pluckley TN27 0RR** in October, November and our Christmas meet. For 2022 it will also become our evening Natter venue on the fourth Thursday monthly at 7.30pm.

Below are some of the images and we would recommend this pub to any classic car owner.



Jan
2022

Local Club
Meets

Surrey
Wanderers

Surrey Wanderers Update – Sue Joel

In July 21, we met for coffee at The Pheasant in Buckland, and gradually made our way south and east to The Kentish Horse at Markbeece. This was further east than we usually go but was well worth it. Not only were there some new roads to explore, but the pub had a lovely garden, which the airy room we were seated in overlooked, and the food was very good.

In August we met at Knight's Nags Hall Garden Centre (one we had not used for some time, but they have a new large and airy coffee shop) and then drove to Outwood by a very circuitous route to The Dog and Duck (image below). We have met here several times but it is always popular as they give us a private room and the food is always delicious. We had the highest number of people for some time – even pre-Covid!



In September our start was at Denbies where we were able to gather in the Conservatory Café again, rather than their marquee. The drive to The Seven Stars at Leigh (image below) took us through lovely woods and open countryside, using some roads we hadn't ventured down before. Thanks are due to Tony and Leslie, who had planned this but were unable to join us at the last minute although the event went without a hitch!



Jan
2022

Local Club
Meets

Surrey
Wanderers

Our October run started again from Denbies, we seem to like it there! The 21.2 mile Surrey Hills run was directed over Ranmore and then down towards Abinger Hammer working its way towards Forest Green. The weather was kind to us along this picturesque but flooded in places route. (Apologies from Sue and Alan but they did not have time to sweep the water away!) The Parrot staff looked after everybody well and overall the food was good.



For November, we ventured further West than we had been for a long time, starting at Denbies (again!) and following a circuitous 32 mile route over new territory to The Refectory in Milford.

The Pheasant was our starting point in December, with our Christmas lunch at The Tattenham Corner on the edge of Epsom Racecourse. Our numbers were a little down on what is usually the best attended occasion of the year, due to medical appointments – none of which were Covid related!



Jan
2022

Local Club
Meets

Sussex
Wanderers

Sussex Wanderers – David Griffiths

Three outings and each one taking place under blue skies – is this a record? Autumnal Sun and blue skies heralded the outing on Wednesday 13th October, showing off the early autumn colours to their best. Some 60 of us met at The Blacksmiths Arms in Adversane – a typically English pub with an Italian theme! Giuseppe and his team greeted us well and provided us with plenty of coffee and biscuits to accompany the chat. Folk thoroughly enjoyed the opportunity to socialise and catch up with others they had not seen for a while. Those who had gathered outside enjoyed the warmth whilst given the opportunity to admire the grand assortment of MGs, plus the odd interloper such as: Aston Martin, Jaguar, Lotus and Triumph. Ignitions switched on and hoods furred, everyone was ready for the drive to the lunch venue. After leaving the pub our route took us via North Sussex and the Surrey foothills to The Owl at Kingsfold for lunch.



Whilst the quality of the meals was good, sadly the service at The Owl was poor, but no-one fainted from hunger although it was a close run thing! We had a wonderful turnout with over 60 folk enjoying the coffee and route, and over 50 members and guests lunching at The Owl.



Our monthly raffle revealed Bob Divine and Stewart Penfound as winners and once again the Sussex Wanderers dug deep for our Riding for the Disabled charity collection, amassing the wonderful sum of £199.00. A very big thank you to everyone.

Jan
2022

Local Club
Meets

Sussex
Wanderers

Our run on 10th November started at the George and Dragon, at Dragons Green. I know the pub well as I ran what is now the Black Natter from this pub in 1967 – is it really that long ago? The pub has recently been refurbished and looks very smart.

Unusually for the Sussex Wanderers, we did not enjoy the bright and sunny weather to which we have become accustomed on our outings, as it was somewhat damp and dull. However, that did not deter our hardy members and some 50 turned out with an excellent display of MGs, many with hoods furled. We enjoyed our run of some 25 miles through the Sussex countryside, with the chosen route providing some great views of the South Downs. Our lunch venue was The Bolney Stage, who were extremely welcoming and provided a separate dining area, for us to enjoy the excellent food provided.



Thanks to the weather gods Wednesday 8th December, which was our last run of the season dawned a fine and sunny day. The day was centred round The Red Lion, Ashington where Kasia, the Manager had kindly reserved the entire pub for us. Over 50 members and their guests had elected to join us for the run and lunch. Many arrived promptly at 10.30 am, to enjoy a coffee and chat, before setting off on the run. The dry bright weather ensured a fine display of MGs, ranging from T types, through to Midgets, MGBs, RV8s, TFs and MG3s..



Jan
2022

Local Club
Meets

Sussex
Wanderers

The run comprised a circular tour of 25 miles through the country lanes, starting and finishing at The Red Lion. A last minute road closure including a diversion was included to maintain our reputation and keep participants on their toes! With everyone returned safely we sat down to a Festive lunch at 1.00 pm. The kitchen team certainly did us proud, serving meals to a high standard, whether 1, 2, or 3 courses were enjoyed. Everyone had been encouraged to turn up in festive wear for which the prize for best attire was won by Sue and Allan Scott. Additionally, we had our monthly raffle.

Riding for the Disabled

This is the nominated charity for the Sussex Wanderers, for which we have a collection on each of our monthly outings. The chairman of the East Park Riding for the Disabled is James Baxter, and he joined us with Annie for our November outing, suitably mounted in a Daimler SP250 (Dart). He kindly said a few words over lunch and thanked the Sussex Wanderers for the continued fund raising in aid of such a good cause.

Even though we have met only five times in 2021, in January 22 we will be presenting a cheque to Riding for the Disabled, in excess of £1000.00, thanks to the generosity of our members.

Sussex Wanderers calendar for 2022

Sussex Wanderers calendar for 2022, subject to Covid-19, our programme is scheduled to restart in March, with a lunch and hopefully combined with a small auction of MG and motoring memorabilia. Anyone interested in joining us in 2022 should contact David Griffiths:- dr.gjazz1@timetalk.co.uk

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Jan
2022

Local Club
Meets

East Kent
Wanderers

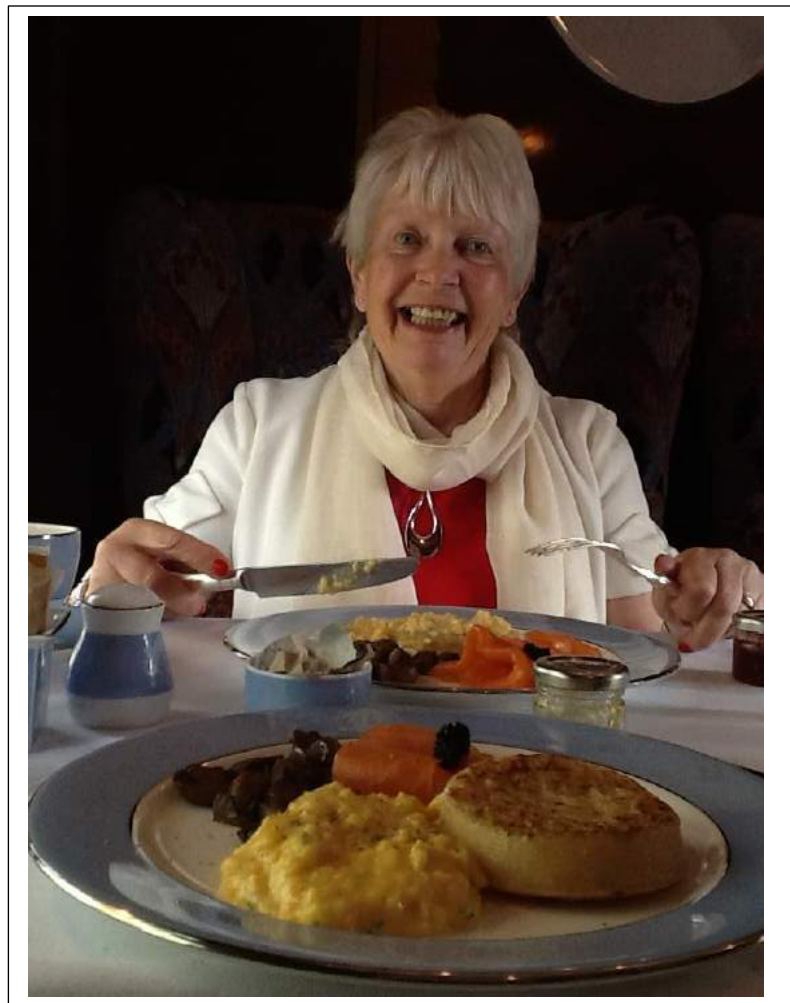
EKW Update Oct – Dec 21- John Bennett

Our normal monthly runs continued uneventfully until our November gathering when we heard that Clive Thwaites' wife Jane was seriously ill in hospital. Shortly afterwards came the news that she had sadly died.

Jane was a popular member of our Group, a friend to everyone and a prolific provider of quizzes that helped see us through the lockdown period. Sixteen of us attended her memorial Service in Ditton Church in place of our normal December meeting.

The condolences of the whole Group go out to Clive who we hope to see at our New Year lunch on January 5th when we shall begin planning our monthly outings for 2022.

The appended photo sums up perfectly the Jane who we knew and loved.



Jan
2022

Members
Corner

The Lean
Green XPAG
Machine

Martin Franklin & TC 0663 - The Lean Green XPAG Machine

We had the great pleasure in attending the T register Autumn Tour to Puckrup, Worcestershire last September, beautifully organised by Ian Palmer. During our wanderings of the lovely Cotswold countryside in TC 0663, & while parked up to refuel on coffee and cake, Paul Ireland (immaculate red TC) saw fit to point his busy lens at the vaguely refurbished interior of my 'lean green XPAG machine'.



Paul's subsequent photo appearing in among many of the event opened my eyes as it were, to the scattered bits & pieces resident on the TC's weathered Cuban Mahogany dashboard. They all have a story!

Starting on Lesley's (navigator/flight engineer) side, the brass grab handle was a thoughtful offering from Nick ?, long term MG friend and builder of a long line of (mainly) MG's.

Behind the handle and now rather faded after 56 years, sits an item of print culled from a long forgotten newspaper - it reads:

Drivers of vintage cars tend to be Bulldog Drummond types, who regard rain, hail, sleet, snow and freezing fog with cavalier contempt. - "Put the hood up, you must be joking old chap"

In their world the thrill of thundering along in the open air is measured by the number of dead flies lodged between teeth clenched tighter than the doors of Fort Knox. These wind blasted road warriors maintain the belief that he who suffers in this life is guaranteed freedom from speed limits, contra flows and traffic flows on the motorway to Nirvana! Apt methinks, which is why I put it there.

Next to this is a Jaegar oil temperature gauge, closely scrutinised by aforesaid flight engineer when in times of high ambient temperatures, 87°C being the max seen.

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Members Corner

The Lean Green XPAG Machine

By now the observant among you will remark upon the fact that there is no chroming apparent on instrument bezels or beading, while the truly eagle eyed will have spotted the odd one out! Yep, the speedo is copper - as against more normal brass for all the rest. Why so? I would dearly love to know!

John Marks didn't have the answer, but he did recalibrate the instrument to suit the 475/500 Blockleys on my 18" rear wheels. So accurate now.

"The Black Disc" - this predates the car and is also an oil temperature gauge or more correctly part of an oil temperature gauge. On 1st September 1940 Hawker Hurricane P 5185, P/O 'Curly' Clifton aboard, was en-route to intercept an incoming force of German bombers with fighter escort. In the ensuing combat over Dungeness he was wounded, making it back as far as Staplehurst before succumbing to his injuries, an eyewitness seeing the aircraft fall to the ground in Grave Lane, Staplehurst.



Many years on the remains of P 5185 were excavated, the site marked by a simple wooden cross. By the time I came across the story this had deteriorated somewhat so I thought, needed replacing with a more fitting memorial. Thus, I made a new cross with the RAF Eagle carved thereon, an engraved brass name plate attached

and a fragment of the Hurricane's aluminium fuselage added, with suitable words engraved from a poem by W.B. Yeats. His niece Daphne, along with a surviving Hurricane pilot among others, attended the inauguration. "The Black Disc" sits on the

dashboard as a further tribute to a brave young man, 21 years old, one of 'The Few'. I removed the last vestiges of chrome from the centre panel, spent two days masking the instruments and switches preparatory to spraying - I couldn't face taking it all out! First on left is the turn indicator, vital for modern driving. Next to it is the slow running control, adapted to operate the choke on the single 1 3/4" SU. (0663 is Marshal blown). With a little 'flick' as I touch the pedal, the ammeter tells me that my brake lights, inc. high level, are operational. Alas this did not warn a following Jaguar, in Heathfield traffic, who crushed the n/s rear lamp, but in fairness this was prior to my fitting the high level array of L.E.D.s. We were on our way to Spain, but still managed to cobble together suitable temporary lighting for the holiday. Oil pressure on the gauge now settles at 50psi hot as against 65 - 70 psi. Suitable copper shim washers in the pressure relief valve of the oil pump sorted the excessive reading.

Jan
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Members
Corner

The Lean
Green XPAG
Machine

Hiding under the 'Bluemels' wheel but just visible (spot it?) is the 'tell-tale' for the turn indicators with an octagonal escutcheon I made from 1/16" copper - what else!

When I bought the car in May 1965 (£145 folks!) I sometimes used to sit in it and just listen to the little clock ticking merrily away to itself - I still do - How sad is that?

With some electronic 'widget' implanted in its innards by Roger in Cornwall it keeps good time. The rev counter itself following John Marks tender ministrations gives good service. On occasion 5000 + rpm in top has appeared on that handsome dial, in particular a 'run' with a Le Mans Bentley - bearing in mind Roger F's 8:37 C.W.P. in the back axle, the old hair was blowing about a bit!

Penultimate gauge is the water gauge, quickly rising on start up to circa 82°C thanks to a modern 83° thermostat, then settles to 84/5° - English summer, 80° in the winter. One (of many) memorable trips to S.W. France, summer of 1994 I think and approaching Cahors up a VERY long incline saw the needle heading towards the 100 mark with the beginnings of fuel vaporisation. Pulling off to cool down I found that my tongue was sticking to the roof of my mouth - not pleasant. Neither was it pleasant to find out later on that the temperature had reached 43°C in Paris and many people had died from heat stroke.

Lastly comes the boost gauge for the Marshal J75. Mostly this shows a negative pressure - 10psi to -12 psi on tick-over, rising close to a positive reading in normal driving. When a bit more 'urge' is required (Le Mans Bentley in rear view mirror) the needle begins to show 3,4,5psi ; anything above this, 6+psi etc, is only glimpsed as the hedgerow has become a total blur and all concentration is focused on staying on the road - Max Verstappen take note!

As I say every dashboard tells a story.

What's yours? (Mine's a pint of Harvey's!)

Jan
2022

Members
Corner

750 KPL
Twin Cam
Coupe

YM1 1560 - 750 KPL - Dick Gough

I have been the proud owner of the Ash Green MGA Twin Cam YM1 1560 Registration Number 750KPL since June 2001. I have been asked to set out the history I have so far found before I forget it, or it gets lost.



The most interesting history is from 8/4/59 to 22/5/65 after which it was taken off the road and stored until June 2001 when I took over ownership and it was in a partly dismantled condition. I then proceeded to take YM1 1560 totally apart and rebuild it. According to the records YM1 1560 left the works on the 8/4/59 but was not registered for the road until 27/7/59 over three months later.

I mention this as under the bonnet many of the fittings are chrome plated, these include the exhaust manifold, hardly visible, and oil cooler pipe brackets totally out of view which suggests possible factory involvement before the engine was installed. Further to this there are other clues including the overriders that have been plated (filled in) top and bottom at the rear not standard on any MGA.



Under the bonnet, the following are chromed; On the carbs, Choke / Accelerator brackets, Overflow pipes, Float bowl union bolts, Master cylinder caps, Dip stick and fixing bracket, Header tank cap, Exhaust manifold mostly unseen, Oil cooler fixing brackets unseen under the dynamo, Bonnet body fixings, Original type cylinder head nuts and Cam cover nuts.

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Members
Corner

750 KPL
Twin Cam
Coupe

I think that is it and as the coupe came off the road in 65/66 the chromed parts and especially those unseen suggest to me some sort of factory involvement before the engine went in the 3 months before it was road registered.

Peter Wood is of the same opinion especially when I told him of the over riders (OK do it but why the bottom halves?) Guy Salmon dealt with M.G.s back then so did he get the Twin Cam modified from the factory or maybe a main BMC showroom? The only bit of history I do not know.

On the 27/7/59 Guy Salmon Automobiles of Thames Ditton, Surrey registered YM1 1560 for the road. Guy Salmon were official retailers for M.G.s then and are still trading as a much bigger organisation now supplying Land Rovers and Jaguars. I visited Guy Salmon at Thames Ditton, I was told that Micky Salmon (retired) Guy's brother still looked in and they gave me his telephone number. Micky confirmed that he and his brother would drive some interesting cars and some of the mods I found are the sort he would carry out. With his fading memory though, he could not remember the Twin Cam.

On the 4/1/60 YM1 1560 was registered to High Efficiency Motors, Hook, Surrey run by C.T. 'Tommy' Atkins a friend of Guy Salmon who was godfather to 'Tommy's' daughter. Before finding the connection with Guy Salmon I kept thinking 'who are/ were High Efficiency Motors? Fast forward to 2016 when I owned YM1 1560 and this is where the luck that sometimes occurs happened. I was wandering around aimlessly at an autojumble with a period copy of a Barwell Motors sales book I had just purchased under my arm. Barwell were well respected and known for cyl. head and engine mods, balancing etc. including the MG Twin Cam.

Suddenly I was awoken by a shout from behind a table stacked with Triumph TR bits by a stallholder, luckily he was not in the middle of a deal and saw the book "Blimey Barwell Motors I used to live nearby!" --- "aha" said I, "do you remember High Efficiency Motors about a mile away?" reply "yes they were a racing outfit and I can Email you details from the Autosport forum".

A few days later the details came through by email including the name C.T. 'Tommy' Atkins and his daughter now in the U.S.A. who was trying to get information together for a book on her father before it was too late. The daughter's name was out of the ordinary, so I looked in the U.S.A. telephone directory online. I found one number with that name attached and the postal address. I then 'snail mailed' a letter to that address with the question 'if you are the daughter of C.T. Atkins please would you contact me'. Some while later 'Bingo' an email from her confirming she was 'Tommy's' daughter and how interesting that I owned the Twin Cam which was her father's. She also confirmed that it was 'Tommy's' signature in the buff logbook and I have also sent her information I have regarding some of 'Tommy's' later exploits.

Here is a very short summary of C.T. 'Tommy' Atkins very full competition life.

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Corner

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Twin Cam
Coupe

Below - Tommy Atkins images with Bruce McLaren



Tommy raced on two wheels at Brooklands, working with Rudge and even attempting the m/cycle L.S.R on a Zenith although this was beset with problems After WW2 he carried on for a while also entering his friend Harry Pearce on m/cycles for a while. He then went on as a four-wheel entrant in the 50s/60s with Coopers in F1 and F2 then cars such as the Aston Martin DB3 S, lightweight E type, Mk 2 Jaguar, Cooper Monaco, and AC Cobra with drivers such as Roy Salvadori, Bruce Maclaren, Jack Brabham, Denny Hulme, Graham Hill, Chris Amon. Note three F1 world champions amongst them and all the Antipodeans. Also, of interest Jack Brabham took over one of 'Tommy's premises when he started his own set up in the U.K. (I coincidentally visited Brabham's here in the late 60s with MG Twin Cam rods, crank, etc. for balancing).

After C.T.' Tommy' Atkins and High Efficiency Motors YM1 1560 passed through three owners still in the same area of Surrey, the houses still there with the same names. Then as mentioned it went into storage in a small residential garage in May 65 at the bottom of the garden at an address in Northwood Hill London S.E. 23 where it stayed awaiting a rebuild for some 28 years, the owner buying new parts ready for the occasion.

In 1993 it was found through conversation by William Opie and Roger Elvy, both William and Roger being long standing Twin Cam owners, took it away on a trailer and again it was put into storage awaiting a rebuild. It passed into my hands from William in June 2001 and I got down to finally taking YM1 1560 apart and reassembling it to original specification.

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Members
Corner

750 KPL
Twin Cam
Coupe

Two interesting things I found out recently. On reading call it MGA by Roger Martin and Piers Hubbard it was mentioned that the well-known motor sport enthusiast A.F. Rivers Fletcher, who amongst many motoring activities worked for W.O. Bentley, was involved with the E.R.A. and after the war B.R.M. (including a book on the 1.5. litre supercharged V16 B.R.M.), was involved with M.G. s and also a friend of 'Tommy' Atkins. Apparently 'Rivers' road in Twin Cam YM1 1560 many times with 'Tommy' as well as driving it and in one episode was with Roy Salvadori going somewhere in a hurry driving it himself as he was not brave enough to be in the passenger seat with Mr Salvadori, Roy apparently complaining about the lack of leg room.

Rivers also mentioned that 'Tommy' Atkins chucked YM1 1560 about and I have read elsewhere of 'Tommy's' 'press on' style of driving. Rivers fell for the 'chic little closed couple coupes' and YM1 1560 probably had some influence on him buying a pushrod MGA coupe, later installing a sunshine roof as he liked the Webasto on 'Tommy's' Twin Cam still fitted today. Incidentally, Roy Salvadori carried out a Twin Cam roadster road test for the magazine 'Sporting Motorist' covered in the February 1960 issue with no mention of the lack of leg room he complained about to 'Rivers'.

I am of tall stature but just get in and get on with it having done thousands of miles in Twin Cams over the years and at one time when they were unwanted, cheap, and mostly held together by rust used one for everyday transport, I could almost write an essay on my escapades then, great fun!

Secondly, I recently heard from Dennis Kenny in New Zealand who owns a late 1959 Twin Cam Coupe YM1 2552 bought by Phil Kerr in 1962 probably as a trade in at Jack Brabham Motors. Phil worked with Jack (remember Jack took over one of 'Tommy's' Atkins premises when starting up in the U.K.) and later Bruce Maclaren until returning to New Zealand in 1975 with the Twin Cam Coupe passing it on to Dennis in 1985. 'Tommy' knew Phil owned the Twin Cam and one wonders if he gave Phil some enthusiastically driven rides in YM1 1560 a short time earlier, instilling Twin Cam infection.

Worth mentioning, Ron Dennis, Maclaren 'supremo' until recently described Phil Kerr as inspirational. Also worth mentioning, I was taken to the Silverstone International Trophy at a young age by a friend of my fathers and saw Roy Salvadori competing in C.T. 'Tommy' Atkins cars, I still have the programme and these were the Lightweight E type, Mk2 Jaguar, and Cooper Monaco although I knew nothing about 'Tommy' then.

YM1 1560 continues to turn heads at the many events we attend even winning awards. I do not enter best shiny car competitions but 'peoples choice' and the MGA Coupe obviously appeals to the general public as well as the aficionados confirming Rivers Fletchers views on them. Any further information on C.T. Atkins at H.E.M. or Phil Kerr would be gratefully received.

Dick Gough

Jan
2022

Members
Corner

To Helicoil
and Back!

To Helicoil and Back! – Chris Leigh

If you are old enough to remember the days when most of the UK population smoked cigarettes you would also be old enough to remember that empty cigarette packets could be found on every roadside. These contained the magic 'silver paper' which would be extremely useful when your car broke down and also became the standard cure for car ignition and lighting problems nationwide. If you have owned an MG for any length of time, you will probably also recognise this type of scenario:

In early June I had cleaned, serviced and packed the Twin Cam ready to join the Ash Natter's week in Norfolk early the following morning. Before going to bed, I decided to replace the existing spark plugs with four brand new ones and all went well until the final plug simply refused to tighten! Had I made a terrible mistake or was this a stroke of luck? After a few choice words, the bags were transferred to the little ZR and I thanked my stars that this event had taken place in the relative comfort of my garage rather than on a level-crossing in rural Norfolk! The Holiday was fantastic, we swam in the open-air pool every day, enjoyed too much good food, wine and company and explored every square inch of Norfolk by car, steam train and boat. The week was a tribute to the organisational skills of Ian, Paula and the rest of Ash Natter and I cannot thank them enough!

Once back at home again the Twin Cam problem still had to be addressed but I felt fortunate that I was a member of the South East Centre. A Centre justifiably renowned for having a helpful and knowledgeable membership and it didn't take long before I was given some sage advice by an old friend. Dick Gough is a very competent and experienced car mechanic who has owned no less than four MGA Twin Cams over the years and also publishes useful articles in the 'Twin Cam Gazette' at times. His advice was clear: "Best to avoid removing the aluminium cylinder head and cams. An insert will be needed, they look simple to fit but my own experience suggests that it is much safer to have one fitted by a specialist!" Dick went on to explain his rationale: "Years ago I was driving along in a Twin Cam when there was a loud bang and a bump appeared in the bonnet. I found the missing spark plug and a suitable old cigarette packet in the grass nearby and wound layers of the silver paper as tightly as possible around the thread before screwing it back into the worn socket and tightening it down really firmly with my plug spanner. I then cautiously started the engine to drive back home and went to check it all before closing the bonnet. The next bang was even louder than the first and the spark plug luckily just missed my eye as it made yet another dent in the bonnet! Having no breakdown cover, I repeated the procedure, drove the forty miles back home and even continued to drive the car like that for a few more years before I sold it!"

Dick continued: "Two of the four plug holes had already had inserts fitted when I bought the car and I was determined to carry out this repair myself. I borrowed an insert kit from a friend which had a specially shaped tap to enlarge the original thread in the cylinder head and some useful inserts. A special fitting tool enabled the insert to be wound down inside of the newly enlarged hole and I felt so pleased with my efforts that I decided to replace the thread on the remaining plug hole.

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2022

Members Corner

To Helicoil and Back!



This time the insert became stuck halfway in and refused to go any further or be removed. My only method now was to remove the whole cylinder head and camshafts which is something that I had been trying to avoid doing in the first place because of the time needed to set everything back up again!"

Taking Dick's heartfelt advice, I searched on the internet and discovered an experienced Helicoil fitter based in Essex who also routinely works in Kent. We discussed the issue of how to deal with the swarf that is left in the cylinder afterwards and when I felt convinced of his methods and experience booked him to do the job two days later and I am very pleased with the results.

Clint Herholdt of Threadworx is a South African based in Basildon and can be contacted on 07713 902011 or at www.threadworx.co.uk He is prompt, courteous and precise. He tells me that he normally fits Helicoils on any cars that he prepares for racing and that his own hobby is drag racing.

He will definitely not restore your wife's eyebrows!



Jan
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Regalia

Regalia

The following merchandise is available:

Sweatshirt	£21
Polo Shirt	£16
Umbrellas	£21
T-shirts	£10
Baseball Caps	£8
Beer Glasses	£2.50
Beer Glasses (pair)	£4
Windscreen Stickers	£1.60
MGCC Pens (blue or red)	£3.50 (special offer)
MGCCSE Mugs	£5



A recent audit has determined that there are stocks to clear. Please take a look at the above and see if there is anything of interest, in particular the polo shirts, t-shirts and sweatshirts. The clothing is unlikely to be restocked for a while as the committee decides on whether to continue with these items or not.

We are now able to take payments by Paypal, so if you wish to make a purchase please contact Alex Lemon at alex.lemon@mgccse.co.uk

Jan
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For Sale

Parts For Sale

4 Midget Rostyle wheels for sale with tyres in fair condition
Contact Ray Ruffels on 07970 640219

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Pair of Late 1275 or 1500 Midget rear lamp assemblies with good plastic lenses and chrome. Complete with bulb holders and bolts etc.
£20.00

Classic Radiomobile 12volt car radio in an under dash housing with all wiring plus two speakers and grilles etc. Full working order and as new condition. But this one has the benefit of a connection for your MP3 player (lead included) so that you can play your favourite tunes!
£35.00

Smiths classic gauges.....all in superb condition and good chrome rings etc:
Ammeter with a -30 to +30 range and a red needle.
£20.00

Oil pressure (half gauge type) mechanical with 0 to 100psi and a red needle to match the one above.
Complete with all pipes etc
£25.00

Oil pressure (full gauge type) mechanical with 0 to 100psi and a white full travel needle.
Complete with all pipes etc
£30.00

No silly offers please - **Call John Clark on 07940769225 (Canterbury area)**

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JOB LOT OF 1970 MGB ROADSTER PARTS FOR SALE

Small bottle jack	5 spare Wheel Nuts	Roll of Black Vinyl	Air filter
A17283	Rear Lights clusters without lenses	Blaupunkt Radio/Cassette -	
Cambridge M23	Centre Console	Small steering Wheel with MG Badge	
MG Rostyle Wheel Spray Kit	New Draper pistol type Grease Gun part no: A2	4,350 PSI	
delivery pressure	New complete passenger seat with black cover		
Near-side Black Vinyl Door Panel	Passenger front Black Carpet (used)		
Assorted Small parts			

£50-00 the lot - please phone Keith on 07831 655276

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Member	Gwen Davies.	01737 241971	gwen.davies@mgccse.co.uk

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Queen's Head Pinner	Gerry Edwards	07768 657797	Pinner@mgccse.co.uk
The Ship, Mortlake &	Danny Byrne	01932 829814	Mortlake@mgccse.co.uk
Brooklands Museum	"	"	Brooklands@mgccse.co.uk
The Sportsman, Mogador	John Morgan	0208 6572714	Buckland@mgccse.co.uk
The Fairmile, nr Cobham	Ian Ailes & John Glover	01932 856960 07802 770025	Cobham@mgccse.co.uk Cobham@mgccse.co.uk
Tunbridge Wells Area - position vacant. If interested please contact			Chair@mgccse.co.uk
The Dering Arms, Pluckley	William Opie & Ray Ruffels	01795 521846	Faversham@mgccse.co.uk
The George Inn, Trottiscliffe	Ian Russell	0208 304 1037	Ashnatter@mgccse.co.uk
The Black Horse, Nuthurst	David Griffiths	01403 264548	Nuthurst@mgccse.co.uk
The Golden Lion, Broadoak	John Clark	07940 769225	Broadoak@mgccse.co.uk
Canterbury.			
The British Queen, Eastbourne	Dennis Webb	07885 485255	SouthDowns@mgccse.co.uk

Various locations

Ashdown Adventurers	Richard Clark	07818 420921	AshdownAdventurers@mgccse.co.uk
Sussex Wanderers	David Griffiths	01403 264548	SussexWanderers@mgccse.co.uk
Surrey Wanderers	Su Joel	0208 660 7266	Surreywanderers@mgccse.co.uk
East Kent Wanderers	John Bennett	01227 637813	Eastkentwanderers@mgccse.co.uk
Kent Nomads	Ian Russell	0208 304 1037	kentnomads@mgccse.co.uk

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

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

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Below is Martin Franklin's MGTC after the September MG Car Trial – "puts a new meaning to earthing the rear light"

