



# SOUTH EAST

17th to 19th May 2024

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**BROOKLANDS**  
MUSEUM



# ICONS ON TOUR



May 2024

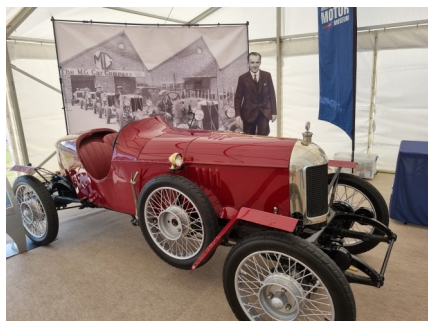
See the cavalcade and  
explore our latest MG models.

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*100 Years Young*



# WELCOME to MG100SE



The origins of MG have always been a little grey. That is why the MG Clubs are celebrating the centenary from 2023 to 2024.

The first Raworth bodied Morris Cowleys built by Cecil Kimber came in 1923 so that, effectively was the beginning of Morris Garages. However “old Number One” was the first purpose built M.G. designed by Kimber in 1924 and released in 1925. So who is right? You can see the problem!

The Programme cover shows what difference 100 years can make from the 1924 14/28 Supersports to the very latest 2024 MG4 EV—both are here today.

The South East MG Clubs have come together to form a four pronged attack with the MG100 Cavalcade arriving on Friday at Ancaster MG, Dartford carrying Cecil Kimber (in foldable form) then joining in one of the “Centenary Five” road runs from Offham in Kent to The Fairmile in Cobham, Surrey the next day.

There is a celebration on the Fairmile lawns featuring music and magic in the afternoon before our full-scale celebration of MG at Brooklands Museum on Sunday.

Wherever you join us on this fantastic weekend we hope that you have a great time and suitably raise a glass to Cecil Kimber and 100 years of MG.

*Tim Morris, Chair, MG100SE organising committee*





*MG Motor UK dealerships will be stopping off points on the route*

Rob Constant and Keiran Reid brought two further generations of MG enthusiasts into the organisation of the month long trip with the hope of bringing the MG 100 celebrations to as many people as possible. Social media and press/TV coverage will be important as the cavalcade winds its way through the UK.

Where's Cecil? will be the theme as he catches a lift with local MGs and travels through the MGCC Centre areas from leaving John O'Groats on April 30th to arriving in Lands End on 25th May.

The cavalcade will be calling at MG dealerships and notable sites such as Beaulieu and Brooklands and, of course, the MG100SE weekend.

He arrived in the South East Centre on Friday 17th May at the Ancaster MG dealership in Dartford, having been ferried across the River Thames by the Anglia Centre from Brown & Gammons at Baldock.

Then he got a lift with Trevor Osborne in his MG Magnette to join in one of the "Centenary Five" road runs from Offham in Kent to the Fairmile in Cobham, Surrey to enjoy an afternoon of music and magic on the Fairmile lawns.

And here he is today at Brooklands Museum where he will be ceremoniously handed over to the care of the Abingdon Works Centre for onward travel to the National Motor Museum at Beaulieu.

The cavalcade has already come a long way but there is further to go until they reach their destination of Lands End—if you see them today then please wish them Bon Voyage!

## The MG100 Cavalcade

Cecil made his first appearance at MG & Triumph 100 last June alongside his very first purpose built MG "Old Number One". He is now making the journey from John O'Groats to Lands End in a special commemorative cavalcade of MGs. Some will be making the entire journey but the opportunity is there for more local MGs to join in on the run as it passes through the Centres of the MG Car Club.

The idea germinated after Geoff Mansfield completed "Le Jogle" in his 1931 M Type Sportsman Coupe. A thousand mile journey at the age of 80 in a 90 year old car. He will be repeating that trip this time in the company of a cardboard Cecil Kimber and plenty of other MGs en route.



*Rob Constant with "Cecil Kimber" at Silverstone in 2023*



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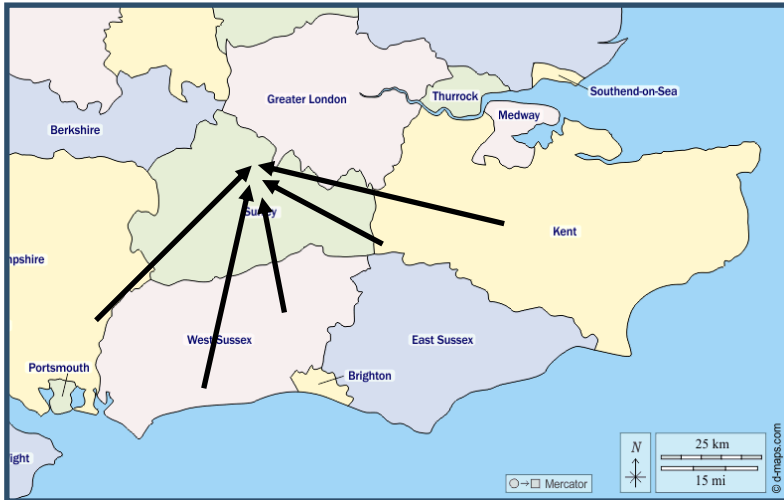
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# CENTENARY FIVE ROAD RUNS

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One of the joys of being an MG owner is actually getting out on the road and using your car. In the South East the local MG Owners and MG Car Club do this on a regular basis and when they are not driving the cars they can often be found having “Natters” in local pubs!

There is certainly plenty of opportunity to get involved with your MG—just look up your local MGOC or MGCC group and head along where you will be sure of a warm welcome.

For the Centenary we have created five road runs from various points in the South East to take place on the morning of Saturday 18th May.

These will wind their way through the Surrey, Kent, Sussex and Hampshire countryside to converge on the lawns in front of The Fairmile pub in Cobham, Surrey. They will pass points of interest and entrants can stop off on their way if they wish.

Arriving at the Fairmile they will be joined by other MGs who have made their own way there to make a complete weekend of MG100SE.

## The Centenary Five Road Runs started from:-

- ◆ Spadeworks, Offham, Kent
- ◆ The Owl, Kingsfold, West Sussex
- ◆ The Kentish Horse, Mark Beech, Kent
- ◆ The Red Lion, Ashington, West Sussex
- ◆ The Bush Inn, Ovington, Hampshire



*Runs through the countryside are the essence of the MG lifestyle*

# THE FAIRMILE LAWNS

The Fairmile pub is located on what was, prior to the modern A3, the main stagecoach route from London to Portsmouth. A horse drawn coach that resided for many years during the 20th century on the lawns illustrated this fact—the very lawns where many MGs gathered to celebrate MG100SE .

The Fairmile began life in the mid 19th century as a private house called Claremont Lodge which was home to the Chief Inspector of Mines , an inventor of the Rose Girdle Label and the estate office for Lord Iveagh. After WW2 it became The Fairmile (Manor) Hotel until it further changed to a Pub/restaurant in 1994. The accommodation behind was built in the late 1980s and is now the Premier Inn.

The area also has a motor racing connection when “Fairmile” road races were held on a 2.5mile circuit around the area from 1903. However they were very dangerous and stopped in 1924. The Portsmouth Road was popular as a speed trap for the Police catching early motorists exceeding the 20mph limit.

In the 1930s Noel Macklin lived at Fairmile Cottage, a nine bedroom mansion immediately opposite The Fairmile where he built Invicta and Railton cars at his home motor works. The site is now occupied by the Cobham Free School.

He drove at the Brooklands circuit, notably in the Fiat Mephistopheles, and later raced and demonstrated his own vehicles with his sister in law Violette Cordery as driver. She and her sister, Evelyn’s record-breaking feats largely involved proving the reliability of Noel’s cars and included driving 30,000 miles around Brooklands in 30,000 minutes!

The family racing connection doesn’t stop there—Noel’s son Lance Macklin, was a Formula 1 racing driver and Violette’s daughter, Susan, married another F1 driver—Roy Salvadori.

Macklin was, perhaps, most famous for the Fairmile Marine offshore motor torpedo boat during WW2. A construction that could be built inland or at small boatyards on rivers or the coast, for which he received a knighthood.

The Fairmile is one of the oldest MG Car Club “natters” in the country and can trace its origins back to 1939 when it was based at The Talbot in Ripley so there is plenty of motoring history to contemplate whilst you enjoy all the MGs on show.

Today The Fairmile is a Chef & Brewer pub and they are providing the afternoon buffet along with refreshments.

Magic Marco and the Jake Fryer Duo will be entertaining the MG crews and the MG Car Club President and Vice-President will talk about how MG came to this point over one hundred years.



*The Fairmile is still home to one of the oldest MGCC “Natters”.*



*Violette & Evelyn Cordery at Brooklands in one of Noel Macklin’s Invictas (built opposite The Fairmile).*

# PRIDE OF OWNERSHIP



## Pre-Entries

Entries up to 28th April. Some entries incomplete

### Class A—Pre 1955

1. Kathy Emmer	M-Type	1929
3. Chris Mayes	MGA Fastback	1956
4. Chris Wood		
5. Gary Brown	MG YT	1949
6. Mike Long	PA Airline Coupe 1934	
7. Ian Ailes	MGTD	1953
8. Geoff Mansfield	M-Type Sportsman	1931
10. Mark Caroe	MG K1	1934
11. Andrew Taylor	MGK3	1933
12. Oliver Richardson	MG NA	1934
13. Marc Hanson	MG 18/80	1930
14. Colin Goodman	MG TF	1954
15. Oliver Richardson		
16. Gregory Smith		
17. Simon Worté		
18. William Opie	PA Airline Coupe	

### Class B - Post 1955 to 1980

1. L Richardson		
2. Barry Arnold	Midget Kk 3	1967
4. Mr Garvey		
5. Michael Martyn Jones	MGA	1956
6. John Langford	MG Farina Magnette	1964
7. Phil Bicknell	MGB GT	1970
8. Andrew Smith	MGB (FIA)	196
9. Philip Ardley	MGB	1967
10. Clive Jones	MGB	1972
11. William Horgan		
12. David Collier	MGB GT Jubilee	1975
13. Robin Carter	MGB	1973
14. Chris Redhead	MGB	1965
15. Kevin Sigrist	MGB	1972
16. Chris Noulton	MGC GT	1969
17. Peter Davy	MGB	1972
18. Mark Goldman		
19. Daran Scarlett		
20. Peter Ward	MGB	1967
21. Stephen Coloney		
22. Paul Downes	MGB	1972

### Class C—Post Abingdon 1981 to 2005 (plus SAIC TFs)

1. Mark Horne	MGF	1996
2. Roger Crowther	MGTF 135	2003
3. Colin Beckwith	MGTF	2003
4. Trevor Orpin	MGTF 160 Spark	2004
5. Gina Butti	MGTF 160	2002
6. Greg Garrod-Bell		

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Condition competitions are a familiar part of any classic car show be they high level Concours D'Elegance or a more approachable Pride of Ownership.

These competitions are not unique to the modern age—clubs were holding similar Concours events back in the 1930s including some here on the Finishing Straight at Brooklands.

Today's event is a Pride of Ownership which means the MG does not have to be pristine or original. Although general condition does count we are also looking at the owners use of the car and its history.

The competition will be judged by a team from Cherished Vehicle Insurance who have kindly sponsored the event here at Brooklands today. The overall car of the show will be chosen by author John Mayhead.

Take a look at the entries today and maybe next time you see a local club competition in the South East you might want to have a go yourself?

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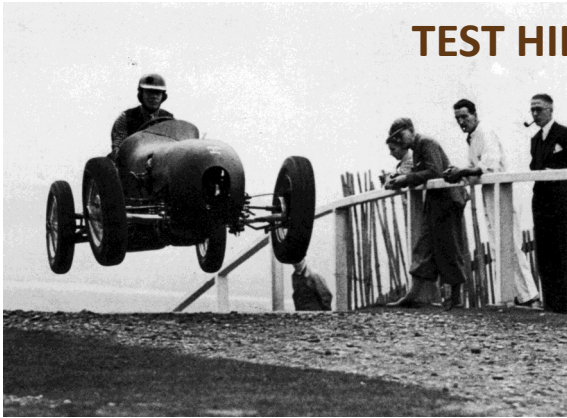


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# TEST HILL RUNS

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The Members Hill was a place for members to sit and enjoy the racing from a high vantage point. From here you could see the majority of the motor course, albeit some of the track was a good distance away. This is a reason that the drivers painted numbers on their cars in order to identify them. Prior to this they wore silks just like horse racing jockeys, but they soon got covered in dust and oil.

By 1909 the developing motor industry realised that Brooklands was a fantastic place to test their new motor cars but as demand increased so did the need for a more stringent test of engine power. The seats were removed from the edge of Members Hill and concrete laid for the Test Hill. It was built in 1909 and rises from 1:8 at the bottom to 1:4 at the top. It was a tough test for those early engines and many did not make it, as some still don't quite get to the top today! But what about the brakes? Yes they did test those as well by coming down the hill—luckily there was a long run off at the bottom—unlike today. This was recreated at the centenary of the Test Hill in 2009 and never repeated since!

You can line the Test Hill today and watch two sessions of MGs of all ages tackle the Hill at 11.30am and 2.30pm.



*Test Hill in the 1960s  
overgrown, derelict  
and unloved*



*Test Hill in the 1980s  
a Brooklands Society  
meeting after the Hill  
had been cleared of  
debris*



*Test Hill in the 2020s  
an exciting attraction  
for those attending  
events at the Museum*



# THE BROOKLANDS SHOW

The final highlight of the MG100SE celebrations is the show at Brooklands Museum, the home of British Motorsport and Aviation. This is such an iconic site in motor racing and aviation history and also one for MG. It is here that Cecil Kimber used the track as a testing ground for new MGs and entered works teams to compete on the World's first Motor Racing Circuit.

We are delighted to be making more MG history today at this vitally important historic venue.

## PROGRAMME



07:00 Gates open for special display MGs and traders

09:00 Gates open for MGs to arrive

10:00 Show opens to the public—"pop up" Ukulele group all day

10.30 Official opening and welcome MG 100 Cavalcade

11.30 Morning Test Hill Runs

12.00 Pride of Ownership judging

12.30 Jonathan Suckling / Anthony Reid in the Napier Room— MG record-breaking

13.30 Pull an MG Competition

14:00 John Mayhead in the Napier Room—Goldie Gardner

14:30 Afternoon Test Hill Runs

15:30 Prize Giving in The Paddock—wave goodbye to Cecil!

17:00 Museum Closes



Timings subject to change—please listen for Tannoy announcements. All the Brooklands Museum and London Bus Museum exhibits are open today. Bus Rides around the area can be taken at the LBM entrance. The Concorde experience will be open. There will be special MG timeline and Anniversary car displays. Please support the traders and sponsors who have helped make this event possible today. First aid will be on site next to the Avro shed or in the Clubhouse reception. Any enquiries to the MGCCSE control point in The Paddock. Have a go at the MG100 quiz with 10 questions from each decade (you'll find it in your "goodie bag").

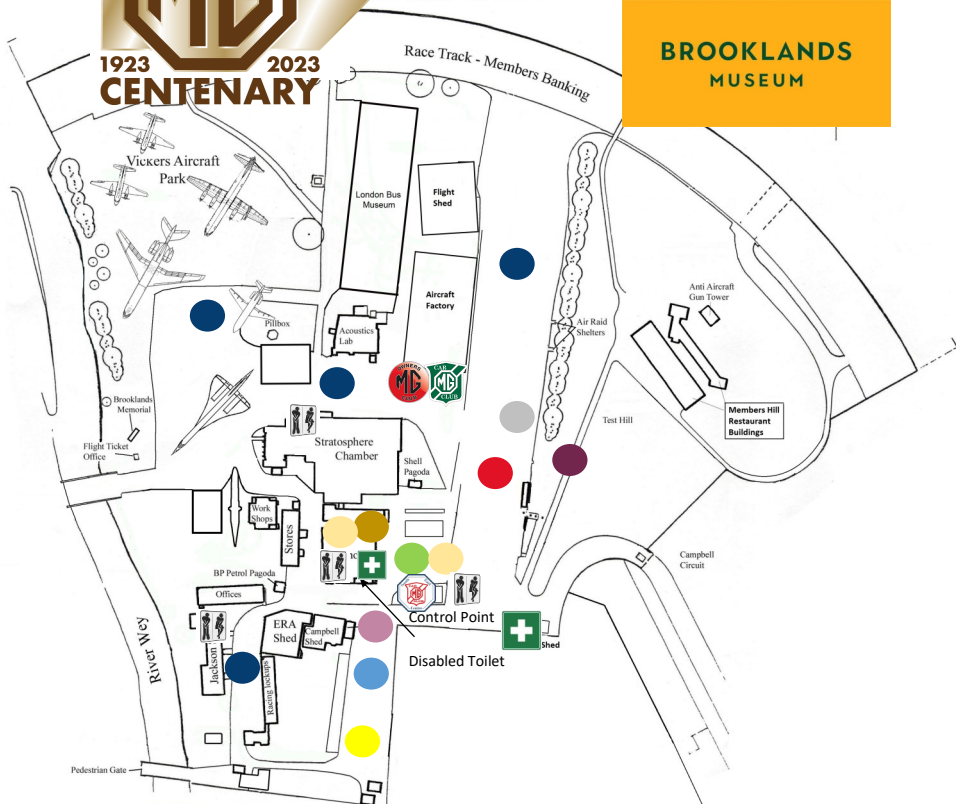


# WHERE IS EVERYTHING?

**1923  
CENTENARY**

**2023**

**BROOKLANDS  
MUSEUM**



- Pride of Ownership
- Traders
- 100 Years of MG Competition Cars
- Pull an MG
- Centenary Talks in the Napier Room
- MG Decade Timeline
- Catering
- MG Clubs and Registers
- Anniversary MG Display
- Test Hill Runs

# COMPETITION AT BROOKLANDS

Brooklands is portrayed as the home of British Motorsport and Aviation and it is a well-deserved accolade. Prior to the Motor Course being constructed from 1906 to 1907 there were no tracks to be found anywhere in the World. Brooklands was the first. Prior to Hugh and Ethel Locke-King developing a large swathe of their Surrey estate into a motoring mecca, cars had been racing or trialling on dusty public roads. Interest in the motor car was growing but there was little opportunity in Great Britain to try out your new car. On the continent there were long distance races on unmade roads—often very dangerous as the unsuspecting public had not seen such beasts before. Hugh and Ethel had seen this on one of their continental tours and were concerned there were no British manufacturers taking part in these competitions.

The speed limit was 20mph generally and in towns 5mph—it was only two years since the emancipation of motor vehicles. This bold endeavour would ensure that the nascent British motor industry would get a head start and the motoring enthusiast would get plenty of spectacle as the cars diced with each other around the modern marvel that was the new concrete track.



*The track under construction in 1906—note the predominant use of horses and carts—things were about to change!*

*Below: Hugh and Ethel Locke King in their Itala motor car lead the opening parade June 17th 1907*

Competition has been at the heart of Brooklands since its inception—pitting man and machine against each other. Notable names were racing from the start including Malcolm Campbell, Charles Jarrott and Selwyn Edge. Edge set the first world record at Brooklands just a couple of weeks after the circuit opened driving 1581 miles in 24 hours (an average of just under 66mph). Many more records would be broken at Brooklands in successive years including three World Land Speed Records pushing the barrier up to 133.75mph in 1922 with Kenelm Lee Guinness piloting the Sunbeam 350 (shortly to become the first of the Malcolm Campbell record-breaking Blue Bird cars.

*The Sunbeam 350 with the current Kenelm Lee Guinness at the wheel marking the centenary of the record-breaking run at Brooklands in 2022*



The roll call of famous names associated with Brooklands is simply a list of all those pioneering motorists and engineers up to the second World War—Sir Malcolm Campbell, John Cobb, Reid Railton, Whitney Straight, Woolf Barnato, Sir Henry Birkin, Kaye Don, Parry Thomas, Count Zborowski, Prince Bira and many more. All were drawn to this crucible through pushing the boundaries of engineering, design and motoring itself.

Morris Garages naturally joined the crowds at Brooklands and whilst they were clearly not there in the very early days the track was definitely on Cecil Kimber's radar along with that of William Morris and Herbert Austin—both building up their not inconsiderable business empires.

It was a natural testing and proving ground for their cars, much as motor racing today amplifies the sales of the manufacturers involved—think Mercedes, Ferrari and the local team McLaren. The technological achievements on the track inform the more humble road cars and this can be traced back to Brooklands.

MG "names" seen at Brooklands include Doreen Evans (and her brothers), Kay Petre, Reg Parnell, George Eyston, Goldie Gardner and many others. MG's first victory came at the 1931 Double Twelve when the M.G. Midgets won the team prize.



*Doreen Evans taking over the "sash" during a 1935 relay race.*



*1931 JCC High Speed Trial mixed track, the entrance road seen here and a descent of Test Hill! This M-Type Midget driven by C.E.Wood coped admirably.*



*EX181 and EX255 at Brooklands for a "speed" event in 1999*

## RAFFLE

**We will be selling raffle tickets during the weekend to be drawn at 3pm on Sunday. You will be able to buy them from the Paddock Control Point or from one of the authorised sellers.**

**There are some fantastic prizes which have been donated by the show supporters:-**

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# COMPETITION CAR DISPLAY

Racing ended at Brooklands in 1939 but it is still an important part of MG life and the clubs support motorsport in all its forms from track racing through to treasure hunts. Most of the cars gathered at Brooklands today have been involved in track racing of some sort. Some have even raced on the Brooklands Motor Course itself.

You will find the competition cars displayed on the Finishing Straight starting with Vic Young's "racing rig" that he takes to MG races today. There follows MGs of all sorts from the early Brooklands racers through to MGBs and on to the only MG SVR that has been raced on a track.

There are many highlights and you will have your own favourites.



*MG Bellevue Special*



*CSA "Racing Red" MGF*

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# ANNIVERSARY CAR DISPLAY

MG's origins have always been a slightly grey area. Is it 1923, 1924, 1925 or even 1928 when the M.G. Trade mark was registered? Here we are celebrating around the right time but MG themselves did not always agree on the date.

The first "Anniversary" edition MG came in 1975 with a 50th Jubilee MGBGT. MG was struggling with US sales and to boost the home market this limited edition was devised.

All "Anniversary cars afterwards were based on 1924 as the start date hence the 75th MGF in 1999; 80th MGTF in 2004; 85th MGTF in 2009 and the 90th MG3/6 in 2014. A 100th Anniversary MG Cyberster has been released in China with just 100 models made—will we see it in the UK?



*80th Anniversary MGTFs*



*90th Anniversary MG3*

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# MG DECADES TIMELINE

Most Centenary events have featured a timeline and MG100SE is no exception—however we are keeping it to just one car a decade—choosing which most represented each decade was a challenge in itself.



*1924 14/28 Supersports*



*2024 MG4*



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# TALKS IN THE NAPIER ROOM

## Jonathan Suckling & Antony Reid



*The EXF and X15 speed cars*

## MG Record Breakers 12:30

Jonathan has been the owner of two MG speed record cars—the EXF and X15. He also races an MGC with the help of former MG BTCC driver Anthony Reid. They will be talking about the MG record breakers and Jonathan’s own experience with these very special MGs.

## John Mayhead



*Goldie Gardner at Brooklands*



## Goldie Gardner 14:00

Staying with the record-breaking theme John is the author of the definitive work about MG’s Goldie Gardner. He will be talking about Goldie and you will also find Goldie’s TC on display here today.

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## PULL AN MG

This fun competition pits teams of 4 people against the clock. They will tow an MG Midget for 100 feet along the Brooklands Finishing Straight.

Teams are drawn from the clubs/registers or just groups of friends at the show today.

Sign on in the Paddock Control Marquee.



*Pulling an MGBGT in South Africa*

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## MG100 QUIZ

As you came into the show you will have been handed a “Goodie” Bag and in there you will find a quiz sheet with 100 questions about MG broken down into ten a decade.

Can you answer them all? Have a go and see how far you get then hand in your completed sheets to the Paddock Control Tent by 2.30pm.

Prizegiving will be at 3.30pm

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# CLUBS & REGISTERS

Brooklands Museum has been supported by many MG clubs and registers since it opened to the public in 1992. The MGCC SE were even holding events at Brooklands before that as this picture from 1991 testifies .

The local MGOC groups and MGCC natters and registers have all held or been part of events at Brooklands over the years.

In 1998 and 1999 the MGF's 3rd and 4th Birthday parties were held here and the MGF Register has been a staunch supporter since the car first had its southern dealer launch in the Brooklands Bluebird Café in 1995. They are here again today along with many other South East MG groups.



*Vintage Register at Brooklands 1991*



*MGF Register at Brooklands 2017*

## MG Car Club Registers:-

### MG Car Club (Main Club)

### MG Owners Club (Main Club)

#### MGOC Area Groups:-

Epsom  
West Sussex  
East Sussex  
Sarum  
Newbury & District  
Hastings  
Runnymede

#### Others

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## ORGANISING TEAM

MG100SE has been in planning for over two years and we are indebted to the team from the MG Car Club South East and the MG Owners Clubs that put it all together and all those dedicated people who worked tirelessly to bring this weekend to you.

**Director—Tim Morris | Secretary—Austin Banner | Finance—Ron Kemp**

### **MG100 Cavalcade South East**

Ian Russell / Trevor Osborne / Geoff Mansfield / Rob Constant / Tony Batson / Angie Wright

### **Centenary Five Road Runs**

John Morgan / Nigel Knowles / Ian Russell / Juliet Nicholson / Andrew Mitchell

### **The Fairmile Lawns**

Jon Glover / MGCC Fairmile Natter / MGC Register

Talk—Ian Quarrington / John Day

Entertainment—Magic Marco / Jake Fryer Duo

### **Brooklands Show**

Brooklands Museum—Mark Hastings, staff & team of marshals

Talks — Tim Morris / Jonathan Suckling / Anthony Reid / John Mayhead

Brooklands Site Layout— Malcolm Childs / John Morgan / Austin Banner

Competition Car Displays—Alan Wakefield / David Wardell

Other Car Displays—Tim Morris / Austin Banner

Marshals— Brooklands Museum / Epsom MGOC

MC—Keith Barry

Video / Photography—Mark Jarman / Damien Jennings

Pull an MG— John Morgan / Robin Lackford Engineering

Pride of Ownership— Tim Morris / Cherished Vehicle Insurance

Traders— Ron Kemp / Austin Banner

Entertainment—New Malden Ukulele Group (NewMugs)

### **Overall**

Website / Social media / Programme / Design / Quiz—Tim Morris

The MG100SE Centenary working group from the MG Car Club and MG Owners Club

### **Sponsors**

Main Sponsors—Moss (Europe) | MG Motor UK Ltd

PoO / Road Runs / Rally Plates—Cherished Vehicle Insurance

Test Hill Runs— Church Square Autos

“Goodie Bags” / Programme - Rimmer Brothers

Rosettes—Robin Lackford Engineering

General—Ace Embroidery | Mike Satur | Hamilton Classic | Bagworld



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