

MGCC SE Newsletter

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MGCC SE

April 2024 Newsletter

Editorial Note

We welcome you to the April Edition of the Newsletter. This edition covers the first quarter 24 events, Natter and Wanderers and Members contributions including information on the MGCCSE Centenary Celebration Weekend in May on Page 12/13 and a special article on Modern Gentleman (MG) on page 32.

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 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.



Chairman's Chatter Spring 2024

MG is taking the World's stage by storm with a ten car display at the Geneva Motor Show including the debut of the MG3 Hybrid Plus which looks to fill the void left by the demise of the Ford Fiesta. The prices have just been released and start at £18,495 for the SE and £20,495 – and don't forget your significant MG Car Club Affinity discount!

Now, MG is taking centre stage at Goodwood Festival of Speed when the central feature in front of Goodwood House will be MG themed, including a Cyberster. The press photos at Goodwood House showed a red Cyberster with a 1964 MGB Roadster. The Cyberster had a "100th Anniversary" logo on the side so it would seem MG may be leading with a Limited edition similar to the MGTG re-launch with the LE500. No official announcement has been made about this yet.



There is no doubt it is an exciting time for MG fans and we hope that some of these new MG owners will be joining the MG Car Club. At the moment there are two registers catering for the SAIC MGs – the 6.3.5 and the SUV Registers – with a flurry of new cars on the horizon it may be time for the club to reposition its modern Registers – my MG4 doesn't currently have a home as it's not a 6, 3 or 5 or an SUV and where will the Cyberster go when it is released to the public?

MG100SE

We are building up to our own 100th anniversary event from May 17th to May 19th. Yes, an extra day has been handed for the handover of "Cecil" and the MG Cavalcade at Ancaster MG in Dartford. You are welcome to join us there and maybe put a deposit down on a new MG3 – I bought my MG4 when I visited Richmond's in Guildford with the club for the Cyberster launch!

Cecil will then be guest of honour at a pub reception in the evening before heading out next morning to join in the road run from Spadeworks at Offham to The Fairmile Lawns. From there he will go to Brooklands on Sunday for another reception and handover to the Abingdon Works Centre. His travels then continue on Monday when he goes to Beaulieu via a route from Brooklands through Surrey and Hampshire.

The whole weekend is looking fantastic and is a not be missed occasion in the South East's MG history. To be part of it book your places now via the MG100SE website -

<https://www.mgccse.co.uk/mg100-south-east/>

Other Events

The season has got under way and there are lots of events on the card for 2024. You should have received our 2024 Guide with the last Safety Fast but if not, or you are a digital member, then it is available as a download from our website's 2024 Event's page. The Filching Manor Autosolo has just taken place and looks set to become a regular fixture with an increase in MGs taking part this year. If you didn't make it this year then keep an eye out for the next one, there is some great fun to be had with your MG. We link up with the Maidstone & Mid Kent Motor Club for some of their trials events and these are good opportunities to partake in some mild-mannered MG motorsport. You just need an RS Clubman licence to take part in all these motorsport activities which is available for free from the MotorsportUK website.

The Spring Naviscat picked up speed again with nearly twenty cars taking part for some clue-busting in the North Downs. Another fantastic fun competitive event for you and your MG – look out for the Autumn Naviscat in October.

I am particularly looking forward to the Summer Gathering and the "Ghosts of West Horsley Place" in August. A must for any fans of the spectral BBC series. Check out all the events in the event guide or on our website - <https://www.mgccse.co.uk/2024-events-calendar/>

AGM 2024

Thank you to those that attended the Centre's AGM in Godstone and joined us for lunch afterwards at the Bletchingly Arms nearby. It was an interesting morning in which you heard reports from our various committee members. The AGM was recorded and can be found on our YouTube Channel if you have a spare hour or so. The committee remains similar to last year but we sadly lost Derek Edwards as our President and Peter Begbey through health issues. We did welcome a new member in the form of Philip Rousell-Smith who was voted on unanimously. The 2024/5 committee is below and listed in the AGM report at Page 18.



At the AGM Will Opie explained how the Centre would be addressing the sustainability issue with running a car club and he explains that on page 7. We are also moving towards online forms and payments rather than printing out lots of paper or sending cheques for our events and you'll be finding more of those this year starting with the Filching Manor Autosolo and the MG100SE event.

For now, though it is all hands-on deck for the MG100SE centenary event – I will see you there.

Tim Morris - Chair, MGCCSE

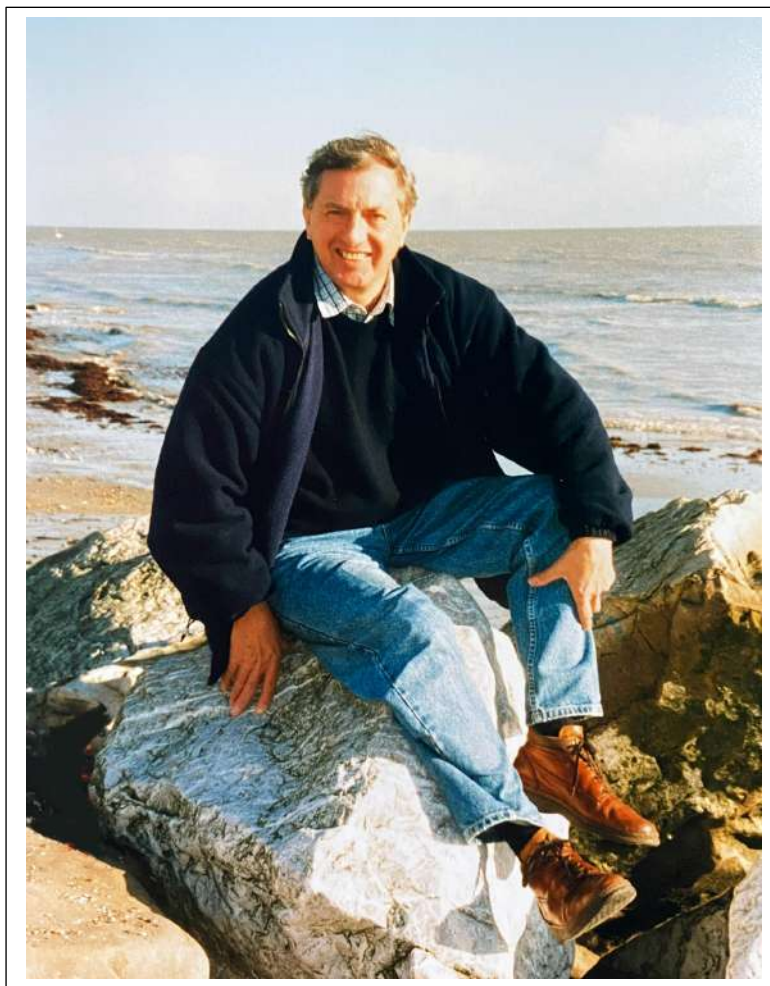
April
2024

Committee
Notes

Obituary
David
Griffiths

David Griffiths

David Griffiths passed away in January after a long illness – poor mobility and medical issues born with great courage.



David was an 'enthusiast' and had many interests – skiing, sailing & antiques amongst them. He also had a lifelong love of classic cars, MGs in particular. He was the proud owner of many MGs himself over the years (including a 1929 M-type) and the MGTF he is seen in here at Goodwood.

In 2014 he founded the 'Sussex Wanderers' MGCC group and provided its members with fun outings and social events. He was also the leader of the Natter held at the Black Horse, Nuthurst which he founded as far back as 1968. Covid unfortunately put paid to the Black Horse Natter in 2020 and it did not re-open its doors afterwards. David's illness prevented that, but he and Ursula did keep the Sussex Wanderers going including their regular drives out to country pubs for midweek lunches.

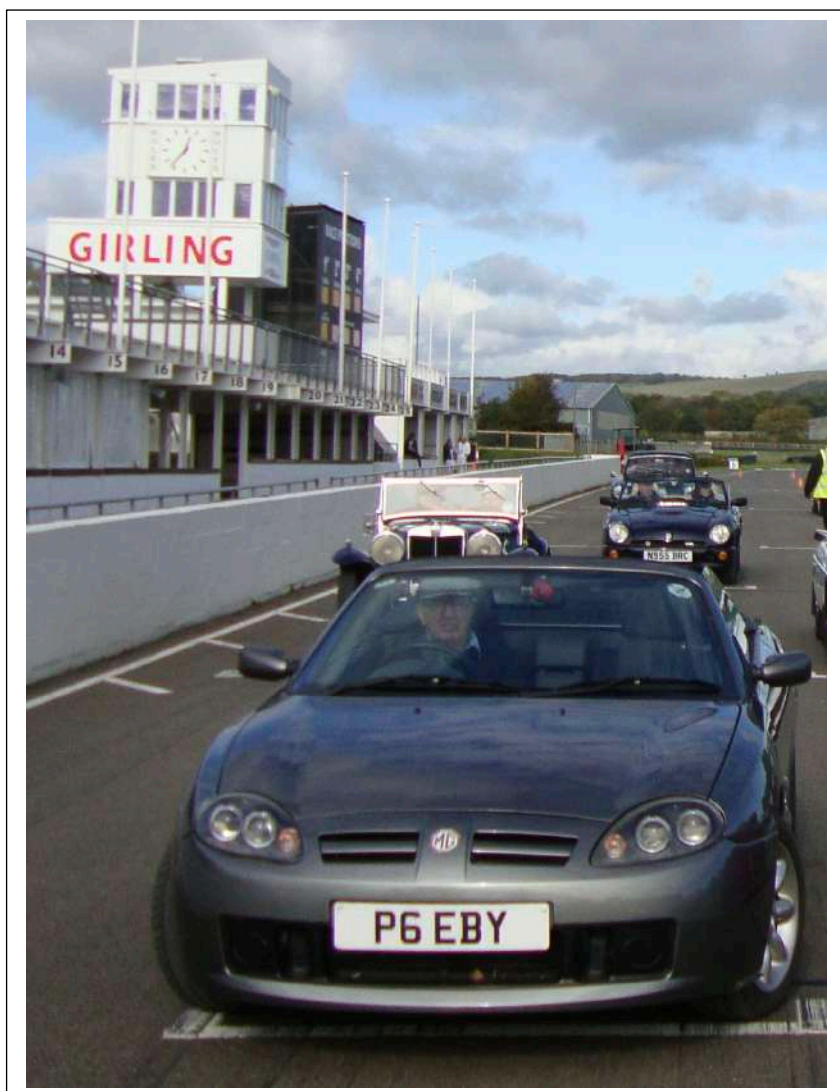
April
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Notes

Obituary
David
Griffiths

David's fortitude and Ursula's support earnt them the South East Centre's prestigious Club Members of the Year award in 2023. Over the years the group has also raised many thousands of pounds for the Riding for the Disabled Charity of which David & Ursula were keen supporters.

He bravely fought his illness but passed away on January 23rd. His funeral was at Worthing Crematorium on Monday 19th February and was attended by many of the Sussex Wanderers and other club members including the Chairman and Secretary who paid their respects on behalf of the MG Car Club. David will be sorely missed by many people from different walks of his life as was attested by the large attendance at his funeral and the wide range of MGs to be found in the crematorium car park.



April
2024

Committee
Notes

2024
Charity

Prostate
Cancer UK

Charity for 2024/5 by Centre Chairman – Tim Morris

At the recent AGM I announced the charity for the coming year and that is Prostate Cancer UK. The charity is chosen from suggestions put forward by committee members and natter leaders and then voted on by the same. This charity was the unanimous winner in both the first and second votes. Prostate Cancer UK has a simple ambition – to stop men dying from prostate cancer. Through shifting the science over the next 10 years to focus on radical improvements in diagnosis, treatment, prevention, and support, they hope to stop prostate cancer being a killer.

You can find more about the charity on their website at <https://prostatecanceruk.org/> and you can make donations via the MGCCSE Just Giving page at [MGCCSE JustGiving](#). Incidentally JustGiving have changed the way they accept donations by giving the whole amount donated to the charity – they then ask for a contribution towards their costs which can range from nothing to whatever you might want to give for their admin. The amount is suggested by them when it pops up but you can alter that. We will be collecting for the charity at our various events throughout the year so please donate generously and help save lives.



April
2024

Committee
Notes

2024
Carbon
Balancing
Scheme

New Carbon Capture Scheme for 2024 to help save the Planet!



The Centre has decided for all key events, to arrange a Carbon Balancing Scheme for our cars which means we will be balancing our emissions! We will be working in partnership with the FBHVC and Tree-v our partners to deliver this for the Centre.

So, what is Carbon Capture?

This is all about the future, By Carbon capturing your emissions you are investing in creating new woodland here in the UK. The new trees will gradually over the lifetime of the project, remove a certified amount of CO₂ from the Atmosphere.

So how does it work for us?

We will be adding a 50p contribution to entry forms to create a fund to submit to tree-v to deliver the trees. As an example, last year's Autumn Penshurst event created from the run distances and approximate mileage to the start of all participants about a 972kgs of CO₂. If we had charged 50p to the 100 participants we would have raised £50 towards balancing our emissions; carbon capturing would have cost this amount. Sustainability is also about our waste created at events, this includes excessive paperwork and a move to more environmentally friendly ways and the use of more online and administrative functions of the Centre. "

Other Advantages

Driving classic cars is sometimes frowned upon, we have all seen it.

Some event locations that the Committee try to engage with are progressively 'going green' so we don't necessarily fit in with that ethos. Hopefully by doing this we answer some of those concerns both for us as drivers and as we negotiate venues in the future.

Why Tree-V

Tree-v are an automotive focussed offsetting company set up by classic car enthusiasts. Their moto is "preserve the past, preserve the future" They partner with Forest Carbon who have already planted over 13 million trees and are certified by the Woodland Carbon Code. Key to this is planting the right trees in the right place.

Will Opie

Centre Sustainability.

April
2024

Committee
Notes

Competition
and Events
Update

John Morgan
Comp
Secretary

SE Centre Events Update – Competition Secretary

Filching Manor AutoSOLO - 23rd March 2024

Yet again, we had a full entry for the AutoSOLO, including a third of the competitors being MGCC members, with the other entrants coming from South East motoring clubs. We had exceptional support from Sevenoaks and District Motor Club (SDMC) and, in particular, Paul Hebden. A first for the SE Centre was using the TimingAppLive App, which covers most of the event administration, from initial registration for both competitors and marshals, through event timing, to computing the results. Paul's assistance with the App was exemplary.

We were even loaned the SDMC timing beams, to set off the start and for the finish of competitors, although this did result in some issues with the very inclement weather at times. We experienced gusty, almost storm force winds, and occasional extremely heavy rain showers, which managed to move the timing beams out of alignment or even set them off with the rain.



Despite these trials and tribulations, all the entrants were highly enthusiastic of the event. The venue is unlike most others used for AutoSOLOs, in that in addition to the skill of driving the coned route, the undulations of the site provides an additional challenge in driving the car.

April
2024

Committee Notes

Competition and Events Update

John Morgan
Comp
Secretary



Some of the non-MGCC entrants regularly take part in the SE area's AutoSOLO championships and many were saying this is one of their favourite venues. Coupled to this, Filching Manor allowed entrants to browse the car collection and Bluebird K3 speedboat. They also arranged excellent refreshments, all sold for charity (over £370 raised).



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Notes

Competition
and Events
Update

John Morgan
Comp
Secretary

MGCCSE Autosolo Filching Manor 23/3/24 » Minimum Detail Live Event

Class	Entry	Driver	Car	Time	Class	Overall	Award
Autosolo							
A. Pre-1955 MG and Historic cars	15	Colin McKay	MG TD	307.2	1	27	1st in Class
A. Pre-1955 MG and Historic cars	06	Simon Gray	MG TD	308.5	2	28	
B. 1955 to 1980 MG and Historic carsB	09	David Smith	MGB Roadster	272.8	1	23	Best MGCCSE
B. 1955 to 1980 MG and Historic carsB	02	Jon Hall	MGA Twin Cam	277.1	2	24	1st in Class
B. 1955 to 1980 MG and Historic carsB	05	william opie	MGA TWIN CAM	278.7	3	25	2nd in Class
B. 1955 to 1980 MG and Historic carsB	03	Stephen Mitchell	MG Midget	279.9	4	26	3rd in Class
B. 1955 to 1980 MG and Historic carsB	12	rodney stevenson	MGB GT	353.8	5	33	
B. 1955 to 1980 MG and Historic carsB	14	Jim Munro	MG Midget	417.6	6	36	
B. 1955 to 1980 MG and Historic carsB	10	Andy Everest	MGB Roadster	469.1	7	37	
B. 1955 to 1980 MG and Historic carsB	11	Jon Glover	MGC GT	769.1	8	39	
B. 1955 to 1980 MG and Historic carsB	01	Martin Neal	Austin Healey Sprite	9999.0			Non Starter
C. Post 1981 MGC	40	steve burles	mgr 160	224.4	1	9	1st in Class
C. Post 1981 MGC	20	Mike Oliver	MG TF	245.7	2	20	2nd in Class
C. Post 1981 MGC	07	Tim Morris	MGF	311.9	3	29	
C. Post 1981 MGC	08	Elisabeth Anne Woolley	MG TF	403.2	4	35	Best Lady
C. Post 1981 MGC	04	David Koskela	MGT F160WE	9999.0			Non Starter
D. Production Saloons/Hatchbacks/Estates/4 seat Coupes/Convertibles up to 1400cc	27	Nigel Newman	Vauxhall Nova	229.0	1	11	1st in Class
D. Production Saloons/Hatchbacks/Estates/4 seat Coupes/Convertibles up to 1400cc	18	Paul Prescott	Toyota iQ	239.9	2	17	2nd in Class
D. Production Saloons/Hatchbacks/Estates/4 seat Coupes/Convertibles up to 1400cc	41	Matthew McCorry	Vauxhall Corsa	241.8	3	18	
D. Production Saloons/Hatchbacks/Estates/4 seat Coupes/Convertibles up to 1400cc	19	Nicholas Wade	Austin Mini Cooper S replica	243.4	4	19	
D. Production Saloons/Hatchbacks/Estates/4 seat Coupes/Convertibles up to 1400cc	44	Jonny pavey	Mg zs	269.6	5	22	
D. Production Saloons/Hatchbacks/Estates/4 seat Coupes/Convertibles up to 1400cc	16	John Langford	Toyota iq	470.5	6	38	
E. Production Saloons/Hatchbacks/Estates/4 seat Coupes/Convertibles over 1400cc	29	Tyler Baker	Alfa Romeo GT	210.9	1	1	Fastest Time of the Day
E. Production Saloons/Hatchbacks/Estates/4 seat Coupes/Convertibles over 1400cc	21	Bryan Cherrett	BMW 318ti	216.2	2	3	1st in Class
E. Production Saloons/Hatchbacks/Estates/4 seat Coupes/Convertibles over 1400cc	24	Dan Mead	Skoda Fabia	216.8	3	4	2nd in Class
E. Production Saloons/Hatchbacks/Estates/4 seat Coupes/Convertibles over 1400cc	39	Jack Cherrett	Citroen C2	223.5	4	8	3rd in Class
E. Production Saloons/Hatchbacks/Estates/4 seat Coupes/Convertibles over 1400cc	13	George Zippo	Vw Golf mk7.5 estate	227.5	5	10	Best Beginner
E. Production Saloons/Hatchbacks/Estates/4 seat Coupes/Convertibles over 1400cc	43	James Healey	Audi A4 TFSI Quattro	344.4	6	32	
E. Production Saloons/Hatchbacks/Estates/4 seat Coupes/Convertibles over 1400cc	33	David Atkins	Mini R56 JCW	9999.0			Non Starter
E. Production Saloons/Hatchbacks/Estates/4 seat Coupes/Convertibles over 1400cc	32	Emily Atkins	Ford Fiesta	9999.0			Non Starter
E. Production Saloons/Hatchbacks/Estates/4 seat Coupes/Convertibles over 1400cc	23	Taylor Moon	Ford Fiesta	9999.0			Non Starter
F. Production 2 seat Sports Cars (open and fixed roof)	22	Lee Champion	Mazda MX5	215.8	1	2	1st in Class
F. Production 2 seat Sports Cars (open and fixed roof)	38	Steve Hammond	Mazda MX5	221.7	2	6	2nd in Class
F. Production 2 seat Sports Cars (open and fixed roof)	36	John Massey	Mazda MX5	221.8	3	7	3rd in Class
F. Production 2 seat Sports Cars (open and fixed roof)	35	mark barton	Mazda mx5	230.1	4	12	
F. Production 2 seat Sports Cars (open and fixed roof)	37	Geoff Fox	Mazda MX5	234.5	5	13	
F. Production 2 seat Sports Cars (open and fixed roof)	34	Susan Gibbard	Mazda MX5	234.7	6	14	
F. Production 2 seat Sports Cars (open and fixed roof)	17	Jamie Proctor	Mazda mx5	236.2	7	16	
F. Production 2 seat Sports Cars (open and fixed roof)	45	James Kedian	Mazda mx5	263.6	8	21	
F. Production 2 seat Sports Cars (open and fixed roof)	28	Richard Seymour	Mazda mx5	329.0	9	30	
F. Production 2 seat Sports Cars (open and fixed roof)	26	ian billett	Mazda mx5	337.7	10	31	
G. Invitational Class for Specialist Sports Cars, Lower Volume production cars	25	Jason schofield	Renault Clio	235.2	1	15	1st in Class
H. Juniors up to and including 17 years old	30	Freddie Cherrett	BMW 318ti	217.8	1	5	1st in Class
H. Juniors up to and including 17 years old	31	Jake Mead	Skoda Fabia	356.2	2	34	

April
2024

Committee
Notes

SE Centre
Calendar
Summary
Second 3
Months
2024

See Safety Fast March edition for The SE 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>
Sun April 7th	MMKMC Trial	Maidstone	John Morgan 07802 770025 competitions@mgccse.co.uk
Sun April 21st	Drive it Day	to Spa Valley Railway, High Rocks Tunbridge Wells	Ian Russell 07590 498514 Ian.Russell@mgccse.co.uk
Sunday April 28th	Dover Transport Museum	Dover	William Opie 07768 022044 scribe@mgccse.co.uk
Sunday May 5th	MMKMC Trial	Maidstone	John Morgan 07802 770025 competitions@mgccse.co.uk
Sunday May 12th	Charity AutoSolo & MG Display	Sevenoaks DMC Valance School	Westerham MGCCSE Stand
Sat 18 th May	MG 100 South East	Road Runs to The Fairmile, Cobham & Buffet	MGCCSE & South East MG Clubs
Sun 19 th May	MG 100 South East	Brooklands Museum	MGCCSE & South East MG Clubs
Monday 27 th May	Best of British	Brooklands Museum	MGCCSE
May 29 th – June 3rd	Jersey Festival of Motoring	Jersey Scenic Car Tours	Jon Glover 07802 318950
Saturday June 15 th /16th	Brookland Double Twelve	Brooklands	MGCCSE
Sunday June 16th	Cars at the Castle	Hever Castle	MGCCSE
Monday June 17th	Alternative PoO Round 1	The Fox & Hounds Walton on the Hill	MGCCSE
Sat June 22nd	Alternative PoO Round 2	The Surrey Oaks Newdigate	MGCCSE
June 28 th – 30th	Inter Club International	Malvern Showground	MGCC / Triumph Main Show

April
2024

Committee
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SE Centre
Calendar

MG 100
Centenary
Celebration
Weekend
1923 - 2023

MG 100 South East

Proudly Sponsored by Moss

As we enter 2024 we are looking forward to the last of the MG Centenary Events and the big one will be in the South East on the weekend of 18th/19th May.

The whole weekend will be as easy as 1, 2, 3....

- 1) The weekend kicks off with "The Centenary Six" - road runs from all corners of the South East converging on lawns at The Fairmile in Cobham, Surrey. Choose which one you would like to join!
- 2) Once all the cars have arrived at The Fairmile the afternoon begins with a display of all those cars taking part in the Runs and others joining at the finish. Magic Marco will astound with his table tricks and a Jazz Duo will play for you. A Hot & Cold buffet will be available as the MG Car Club President John Day and Richard Monk from the MGOCC will talk about the Centenary together.
- 3) The next day the show moves to Brooklands Museum and it will be a very full day of MG memories. As Brooklands is the birthplace of British Motorsport and MG has a special place in its heart the centrepiece will be a "not to be missed" display of Competition MGs of all ages. There will be a decades timeline around the clubhouse, Pride of Ownership competition, traders, Test Hill Runs, "pop up" live music and talks in the Museum's Napier Room. They will have a motorsport theme as well with Jonathan Suckling on MG record breakers and John Mayhead focussing on Goldie Gardner. All Brooklands and the London Bus Museum exhibits will be open to complete your day.

The MG100 Cavalcade will be part of the weekend too – joining one of the road runs on Saturday and then arriving at Brooklands on Sunday – they'll be transporting Cecil Kimber on a tour of the UK calling in at all the MGCC Centres.

It will be a weekend to remember as we transition to the second century of MG.

You can find all the latest and book tickets on the MG100SE website at

<https://www.mgccse.co.uk/mg100-south-east/>

Competition Cars Wanted

The main focus at Brooklands will be on the competition cars. If you are the owner of one, and we haven't been in touch already, then we would be delighted to hear from you. Please click the link and fill in the contact form, Alan or David will be back in touch with you - <https://www.mgccse.co.uk/mg100-south-east/mg100se-competition-cars/>



April
2024

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SE Centre
Calendar

MG 100
Centenary
Celebration
Weekend
1923 - 2023

Organised by the South East

TWO DAYS OF MG100 CELEBRATIONS

Proudly sponsored by

Round Britain MG100 Cavalcade

with BROOKLANDS MUSEUM

moSS



SATURDAY 18th May

Cherished Insurance
"Centenary Six" MG Road
Runs across the
region to...

THE FAIRMILE, COBHAM

MG Displays / Talk
Buffet / Bar
Magic Marco / Jazz Duo

SUNDAY 19th May

Full show day at
BROOKLANDS MUSEUM

Competition Car Display
Decades MG Display
Traders
Talks in the Napier Room
Entertainment
Competitions

1923 2023 CENTENARY SOUTH EAST

Cherished Insurance
Pride of Ownership
Church Square Autos
Test Hill Runs

Scan for tickets & info

Saturday 18th May & Sunday 19th May 2024
www.mgccse.co.uk/mg100-south-east



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Drive it Day

Drive it Day Sunday April 21st – Ian Russell

MG Car Club Ash Natter Drive-it Day visit to High Rocks and the Spa Valley Railway on 21st April 2024



You are welcome to the **Ash Natter Drive-it Day** outing to **High Rocks and the Spa Valley Steam Railway**. There will be a **lunchtime natter** at the High Rocks Inn and railway journeys can be taken from the Inn station. The Railway currently has scheduled for service a Bulleid Light Pacific Locomotive 4-6-2 No. 34072 '257 Squadron' (West Country and Battle of Britain Class) and a Class 25 Diesel.

Spa Valley Railway has advised that we need to **pre-order train tickets before arriving at High Rocks Station** as the station does not have a ticket office. Tickets will need to be **All Day Rover Type** to Board and Alight trains at High Rocks. Copy and paste the following link into your browser to buy tickets for 21st April 2024

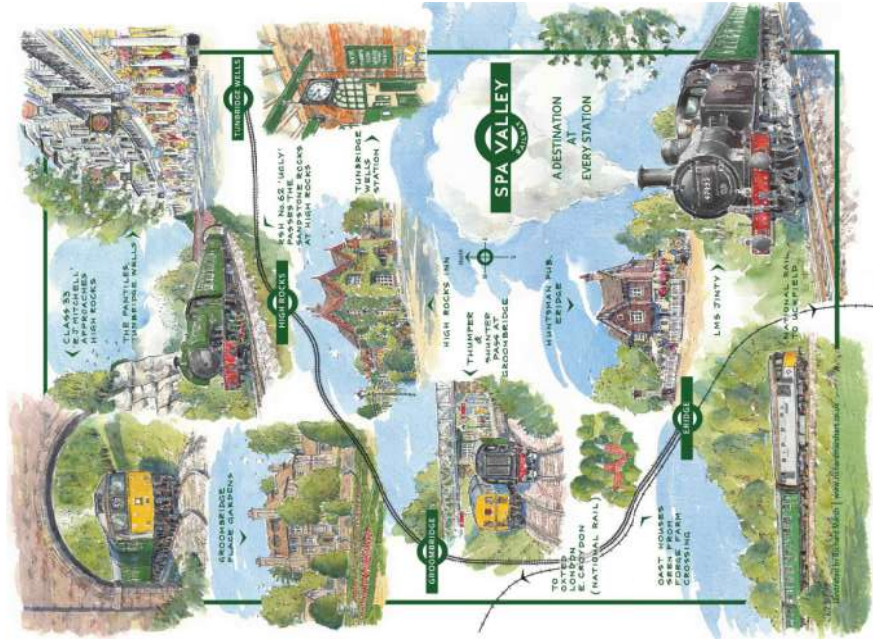
<https://www.spavalleyrailway.co.uk/event.php?Sec=7&xProd=273&xRunningID=5186&xClassID=0&xAdults=1&xChildren=0&xFwd=product.php%253FProd%253D273&stID=0&return=0&ling=0>

All Day Rover Tickets will allow train rides before and after lunch. **Parking is free at High Rocks**. The first train calling at High Rocks is at 10.22 towards Eridge and the last returning train is 16.28. Green Timetable applies and can be found <https://www.spavalleyrailway.co.uk/article.php/50/timetables>

The High Rocks Inn has a choice of eating in the bar area and outside if the weather permits, or you could visit the restaurant. If you wish to book a table, call 01892 515532 please note that High Rocks is only open from 10.15 from Wednesday to Sunday. Menus for the Pub and restaurant can be found on High Rocks website <https://highrocks.co.uk/>. A map of the High Rocks Inn, Station and the High Rocks Monument site can be downloaded from <https://www.highrocks.co.uk/pdfs/map.pdf>

Please note that if you want to visit the Rocks Monument, there is a charge of £6, see High Rocks website for details.

Please email Ian Russell on mgashnatter@gmail.com or phone 07590 498514 to confirm your attendance and assist with planning.



MGCCSE on the Web - Tim Morris

MGCCSE on the Web

I was delighted to talk to The Fairmile Natter recently and show some videos from our YouTube Channel. I covered how the channel came about following on from my own YouTube channel and early videos I made for the MGF Register through the Register's own channel and on to the South East Centre's channel. I also help make videos for Brooklands Members and whenever possible combine the two with interviewing MG owners at Brooklands so you will often see combined MGF Register, Brooklands Members and MGCCSE videos on the channel!

If you haven't checked it out yet then please search for @mgccse on YouTube and when you get there "Like and Subscribe". That is important in influencing the algorithms at work behind the scenes to enable the videos and channel to reach more potential members.

The latest video features a prototype LE500 belonging to Church Square Autos owner, David Koskela – this is a Longbridge built car and an MG-Rover body shell from 2007 and featured in the first brochures and advertising for the car. You will also find a long video of the AGM if you have a spare hour or so!



David Koskela's
LE500 by a
flooded River
Thames

We are always looking for potential videos to host on the channel so if you have anything in your archive about MGs or South East events then please get in touch.

The website continues to attract views with over 5000 in the first two months of this year and is still the best place to go for the latest information, news and reports from the Centre. The Facebook pages are also great for information, and you'll find events posted on there as well and how to book – that usually refers back to the website though!

Don't forget to order your Centre branded clothing online for the summer season which is just about upon us – plenty to choose from and the special MG100 South East logo is still available. That would look great when you come to MG100SE in May!

April
2024

Events

SE Centre

Spring
Naviscat

Sunday 3rd
March

Spring Naviscat – Philip Bayne Powell

Our first SE Centre competition took place on Sunday 3rd March. This was the Spring Naviscat, which was brought forward from the cancelled Autumn Naviscat which only had 3 entries. This event was designated a “Starter” event, which means that anyone could enter, even if they did not belong to an MSUK affiliated club. We had also invited the Inter Register Club (IRC), who have helped swell the numbers over the past years, and so enabled us to run this event with more than the minimum entries.

This time we had a respectable entry of 22 cars, although three had to back out due to illness. We started the day at the Inn on the Green at Ockley, where coffee was served, as well the option of Bacon/sausage/egg baps which went down well. We were located in the conservatory extension at the back of the pub, with individual tables for people to plot the clues. These were given out at 11am and most people took about half an hour to plot the 6-figure map references which gave the locations for the clues where the questions had to be answered. There were 41 questions although only the best 30 answers would be marked.

We had an eclectic mix of entries, which included Vintage Rileys, Humber and classic MGs right up to the modern MGTs. We also had a class for non-MGs which include an Alfa Romeo, Fiat 500 and Mitsubishi Shogun. Another class was for novices who were new to Scatter Rallies and there were seven entries filling this class.



April
2024

Events

SE Centre

Spring
Naviscat

Sunday
March 3rd

Spring Naviscat – Philip Bayne-Powell

After three and a half hour the cars had to be back at the pub for the 2.30pm finish with their answers; lateness netted one point for every minute late. The organisers, Philip and Rosemary Bayne-Powell had then to mark up the scores to produce the final results. Meanwhile the pub brought out the food that had to be pre-ordered, as there were 42 people eating. Several friends of the entries came to support their team and joined them for lunch.

The results were announced after most people had finished their lunch. There was a wide range of scores from 5 points to the winning score of 38 achieved by the overall winner, Steve Thompson, in his Alfa Romeo Guilietta. The pre-55 class was amalgamated with the MGB class and the later MG classes were also amalgamated. The separate Inter Register class which catered for any car prior to 1963 had a goodly 8 entries swelled by four eligible MGs.



So, the winner was Steve Thompson who was presented with the SE Centre rosettes which we hand out to the driver as well as the important navigator. All MG award winners will get a permanent trophy at the annual SE Centre prize presentation. The winner of the IRC class was George Pitt in the Humber who got a bottle of champagne as well as the rosettes. And the IRC team prize was won by the MGs There were seven entries in the novice class which was won by Joss Martin with his Riley Kestrel crammed full with four tall blokes! All in all a good day was had by all with some nice sunny weather to make it better. We had some people coming from as far as Bristol and Towcester which shows that this event has a lot to offer.

Our next Naviscat is being run by Chris Leigh on Sunday October 6th, so save the date and don't miss out on this exciting event.

April 2024	<u>MGCCSE Spring Naviscat Results</u>			
	Driver	Navigator	Car Details	Total
Events SE Centre Spring Naviscat Results Sunday March 3rd	Steve Thompson	Rowan Thompson	Alfa Romeo Guiletta	38
	George Pitt	Oliver Pitt	Humber 12/25	27
	Mia Manser	Samuel Warrilow	Fiat 500	26.1
	Joss Martin	Harrison Freear & Lian Snell	Riley15/6 Kestrel	25.2
	Marc Ashman	Jodie Ashman	MGTF	25
	John Herbert	Owen Herbert	Riley Lynx	22.5
	Janice Leigh	Chris Leigh	MGA Twin cam	21
	Steven Brothwood	Lesley Brothwood	MGB	21
	Colin Cooke	Chris Cooke	1937 Austin	20
	Andrew Warrilow	Vanessa Warrilow	VW Combi	19
	Martyn Noak	Neil Smith	MGF LE	18
	Simon Gray	Peter Gray & Sarah Parish	MG YB	16.2
	Ian Russell	Paula Russell	Mini	16
	Martin Neal	Lesley Neal	MG TA	14
	Peter Mace	Isobel Mace	MG ZB Magnette	12
	Andrew McCourt	R Aissing	Mitsubishi Shogun	12
	Anita Gilbey	Louise Gilbey	MGBGT	7
	Gareth Evans	Philip Roussell-Smith	Toyota RAV 4	7
	Kate Hobbs	Christopher Hobbs	MGB	5
	MG – Combined classes A&B			
	Steven Brothwood	Lesley Brothwood	MGB	21
	Simon Gray	Peter Gray & Sarah Parish	MGYB	16.2
	Martin Neal	Lesley Neal	MG TA	14
	Peter Mace	Isobel Mace	MG ZB Magnette	12
	Anita Gilbey	Louise Gilbey	MGBGT	7
	Kate Hobbs	Christopher Hobbs	MGB	5
	MG – combined classes C&D			
	Marc Ashman	Jodie Ashman	MGTF	25
	Janice Leigh	Chris Leigh	MGA twin cam	21
	Martyn Noak	Neil Smith	MGF LE	18
	NON MG Class E			
	Steve Thompson	Rowan Thompson	Alfa Romeo Guiletta	38
	Mia Manser	Samuel Warrilow	Fiat 500	26.1
	Andrew Warrilow	Vanessa Warrilow	VW Combi	19
	Ian Russell	Paula Russell	Mini	16
	Andrew McCourt	R Aissing	Mitsubishi Shogun	12
	Gareth Evans	Philip Roussell-Smith	Toyota RAV 4	7

April 2024	<u>Inter Register Results</u>			
	Inter Register Class			
Events SE Centre Spring Naviscat Results Sunday March 3rd	George Pitt	Oliver Pitt	Humber 12/25	27
	Joss Martin	Harrison Freear & Lian Snell	Riley15/6 Kestrel	25.2
	John Herbert	Owen Herbert	Riley Lynx	22.5
	Janice Leigh	Chris Leigh	MGA Twin cam	21
	Colin Cooke	Chris Cooke	1937 Austin	20
	Simon Gray	Peter Gray & Sarah Parish	MG YB	16.2
	Martin Neal	Lesley Neal	MG TA	14
	Peter Mace	Isobel Mace	MG ZB Magnette	12
	IRC TEAM RESULTS			
	MG Team - 4th, 6th, 7th & 8th	Janice & Chris Leigh	MGA twin cam	21
		Simon Gray, Peter Gray & Sarah Parish	MG YB	16.2
		Martin & Lesley Neal	MG TA	14
		Peter Mace & Isobel Mace	MG ZB Magnette	12
	Riley Team - 2nd & 3rd	Joss Martin, Harrison Freear & Lian Snell	Riley15/6 Kestrel	25.2
		John & Owen Herbert	Riley Lynx	22.5
	Humber Team -1st	George & Oliver Pitt	Humber 12/25	27
	Austin Team – 5th	Colin & Chris Cooke	1937 Austin	20

April
2024

Events

SE Centre

SEC AGM
Sat 24th
February

Annual General Meeting – Austin Banner



The 2023/4 AGM was held at the St Nicholas Youth Centre in Godstone for the second year running. The AGM was hosted by the chairman, Tim Morris, who was standing for election for a third year in office and attended by all the current committee members and some natter leaders plus MGCCSE members.

The Chairman called for a moment's silence to remember two members who had passed away recently and had important roles within the club. Derek Edwards the former Chairman and President and David Griffiths, leader of the Black Horse Natter and Sussex Wanderers groups.

Those members attending heard reports from the chairman and the committee as to how the Centre has been fairing over the past year and the plans for the future. Principally these included much of the same and a full calendar of events for the coming year was revealed. They included a return to Filching Manor for the Annual Autosolo, a Summer gathering to visit the Ghosts at West Horsley Place, a new summer BBQ and PoO and, of course, our huge weekend event on the 18th/19th May celebrating 100 years of MG.

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2024

Events

SE Centre

SEC AGM
24th
February



More research is being done into the history of the Centre and the results are being posted on this website. Will Opie explained how the club will be addressing sustainability concerns by carbon offsetting. This will add 50p to all our motoring events this year and we will be looking to lessen our paper use by making event registrations and applications online as far as possible. This has already been achieved with the MG100SE event using Little Box Office and a bespoke system for the Filching Autosolo. Online payments are also being explored this year to address the use of cheques and bank transfers to try and streamline applications.

The treasurer reported a healthy budget although there was a deficit this year due to some capital expenditure on new radios and flags for events. The chairman reported on the fundraising for last year raising £1232 for the Brain Tumour Charity and announced the new charity for 2024/5 – Prostate Cancer UK.

Competitions and events were healthy last year although number of members attending has not recovered to pre-COVID levels yet. This resulted in the Autumn Naviscat being cancelled due to lack of entries. Luckily the Spring one has picked up on numbers and is going ahead.

The election of the committee followed the reports and the new committee for 2024/5 are:-

Chairman / Internet – Tim Morris

Vice-Chair/ Competitions – John Morgan

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SE Centre

SEC AGM
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February

Secretary – Austin Banner

Treasurer – Ron Kemp

Events – Andrew Mitchell

Membership – Diana Calvert

Archive / Trophies – John & Gwen Davies

Natter/Wanderers – Ian Russell

Safety Fast / Newsletter – Will Opie (with Ray Ruffels)

Committee Member – Philip Rousell-Smith

Finally, we caught up with Lis Wooley and presented her with the Ladies Trophy before adjourning to The Bletchingley Arms for lunch.



April
2024

Local Club
Meets

Fairmile
Natter
Update

The Fairmile Update – Ian Ailes & Jon Glover

It has been a busy 1st quarter meeting on Thursday 14th March featured a talk by Neil Mears about the remarkable **MG** all ladies team in the 1935 Le Mans which was well received.

We are preparing for the MGCCSE 100 main event this year over the weekend of May 18th / 19th with the Saturday centred on the Fairmile Lawns and you can see all the details and plans on Page 11 /12.

Before this unprecedented event the **University Motors Reunion takes place on the Saturday morning of 20th April.**

So, calling all former employees of University Motors to join us at the Fairmile Surrey (J10 M25) in a reunion of employees and cars supplied by University Motors.

This year's reunion will feature a talk by Colin Howes about his MGC GT University Motors special Special!

We also have a talk from Norman Verona about his days in the Piccadilly workshop in Carrington Street 1961 -1965. The meeting will open at 10am and the talk and slide show will start at 11am. Afterwards there will be time to look at the cars and talk to everyone followed by lunch for those who wish to stay on.

All past UM staff, UM Specials and UM supplied cars are especially invited. For more information, please contact fairmile@mgccsec.co.uk



MGs and Coffee at Gordon's SATURDAY 27th April 9.30 -12.30

Lastly, Mary and Gordon Stanley have kindly invited us back to have a tinkering morning at their home in Pirbright. Details to follow next month. This was great fun last time so make a note in your diary now.



April
2024

Local Club
Meets

Sportsman
Natter
Update

Sportsman Natter Update- John Morgan / Austin Banner

The last meeting of the **North Surrey Natter** was on **Monday 18th March** at **The Fox and Hounds, Walton on the Hill** (post code KT20 7RU) with a **video evening showing the fascinating story of post war MGs from 1946 to 1980 in 'Inside the Octagon 2'** which included interviews with John Thornley and Don Hayter amongst others.

The **SE Centre Programme for 2024** has been circulated in the printed March Safety Fast, Digital Members can collect a copy from SE Centre Events, Natters or request one from the SE Centre Secretary. A digital copy is also available by request to Tim Morris.

The big event being planned for late Spring is the **MG100 Centenary weekend** over the weekend of **Saturday and Sunday - May 18th and 19th**. The event is being held jointly with other SE MG Clubs and we have participation from several MGOC branches in the coordinating/planning group. Support will also be provided from the adjoining MGCC Abingdon Works and Anglia Centres along with several Registers. **MG UK** will have a stand possibly showing the new MG3 and Cyberstar. Event information and Ticket Bookings can now be made on <https://www.mgccse.co.uk/mg100-south-east/>. There are Five Road Runs on the Saturday taking in some interesting stops along the way and finishing at The Fairmile Cobham for a large gathering of MGs and Buffet Supper. The Sunday event at Brooklands has some of the exciting event features including:

- 'Pull an MG' as described the flyer, probably with a Modern Midget and teams of four. **Can we enter a North Surrey Natter team?** Let me know if you are interested, teams of 4 and the car will be a Midget rather than MGB pulled over 30m.
- Display of Competition Cars, over 70 Entered so far.
- Pride of Ownership.
- Test Hill Runs.
- Short talks from prominent people in the Brooklands Clubhouse.

Forthcoming events for March and April include:

- The SE Centre is running an **AutoSOLO at Filching Manor on Saturday 23rd March**. This was thoroughly enjoyed by the MG owners that entered last year and is great fun for the experienced competitor to a complete novice. Only a few places left now and so far 14 MGs have entered with the majority considered as Novices. Flyer attached. Contact John Morgan
- **Spring Trial** near Maidstone Sunday 7th April. Contact John Morgan
- Fairmile Natter, Cobham - **University Motors Reunion** on Saturday 20th April with interesting speakers starting at 11.00am followed by lunch. Contact Ian Ailes
- **Drive-it Day Run** on Sunday 21st April to **the Spar Valley Railway, Kent** with Lunch at The High Rocks Inn. Contact Ian Russell
- North Downs Natter visit to the **Dover Transport Museum** Sunday 28th April. Contact Will Opie

Refer to the MGCC SE Centre website or Facebook pages for latest information.

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2024

Local Club
Meets

North
Downs
Natter
Update

North Downs – Ray Ruffels / Will Opie

Our Natter venue, the Dering Arms is being sold so we have decided to move to **The Red Lion, Charing Heath Road, Charing Heath TN27 00A for 2024**. Note the Natters will now take place on the **3rd Wednesday** of the month - the April meeting will be **Wednesday April 17th at 7.30pm**. So far the Red Lion has been very successful with 20 plus members attending.



In 2024 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:



April
2024

Local Club
Meets

Pinner
Natter
Update

Pinner Natter – Gerry Edwards

The Pinner Natter has been meeting in considerable numbers over the last few months and since my last report we have had two very successful breakfast meetings and a very well attended post-Christmas Dinner. The Dinner took place on the 20th January when 24 members attended and this was followed the next day by a breakfast in Old Windsor at which 21 members met. The weather was good for this breakfast and most attendees turned up in their MG's.

The next breakfast took place on a beautiful day in early March at a different venue in Old Windsor close to a rather fast running River Thames caused by the very recent heavy rain! We had 19 members turn up this time for a very relaxed breakfast and chat. We were especially fortunate in that the manager of the venue gave us a whole area to ourselves so we could have a chat and even a meeting if we so wished. Again most attendees turned up in their MG's.



There was a good turnout of members for the first big event of the year which was the Stoneleigh MG/Triumph Day at the beginning of February and many of us came away with arms full of items we probably won't need!

As I noted last time that due to the sad demise of Silverstone in 2024 and the Three Counties Showground being too far away to consider attending many Pinner Natter members are planning to make a weekend of the South East Centre's Centenary Weekend over the 18th and 19th May based at the Fairmile on the Saturday and Brooklands on the Sunday. Quite a few members have booked in already

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Pinner
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Update

We are currently looking forward to the big Easter Gathering at Brooklands on Easter Saturday and then back to Brooklands for Drive It Day on the 21st April. And I'm fairly sure there will be another Breakfast meeting over the next few weeks! Hopefully the weather will have improved by then and we will start thinking about other events within a reasonable distance and worth attending. One of these will be the Chesham Natter's Pride of Ownership in June to which we usually travel in great numbers!



April
2024

Members
Corner

Trains of
Thought

Jon Glover

Trains of Thought - Jon Glover

It's pissing down – pardon my French – originally derived from when the fashionable spoke French and excused themselves to those who didn't, later becoming a dig at our great enemy – contempt for them not speaking English, which transmogrified into – ‘sorry for swearing!’

I should have said, It's raining cats and dogs, apparently derived from the Norse, ‘Catadupe’ – meaning ‘Waterfall’, or from domestic animals being drowned by flooding in medieval streets. Jon, can you get off Google and tell us where you are going with this? Sorry

No, I've been driven in from the garden digging by the non MG friendly weather. So, I idly started looking at last year's Event Photos and came upon a couple from the 4th April Downton Motor Club event – coupled with the Downton Cuckoo Fayre, annually attended by the MGCC ‘C’ Register. Downton – a name familiar to Petrol Heads.

The beautiful thatched Village near Salisbury was, of course the location chosen by Daniel and Bunty Richmond in 1947 as the home for their Garage Business, Daniel being particularly keen on the local fishing. At their height in the 1960's with a lucrative BMC Consultancy contract the couple and their workforce breathed on many BMC Competition cars and indeed the Mini and MGC.



The images above show an Austin Healey 3000 and an MGC parked cheek by wing with their bonnets up. As I peered into the adjacent engine bays, I heard a voice say – ‘Ah, there you are – same engine in both’.

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Corner

Trains of
Thought

Jon Glover

At that point, I couldn't really argue, as I was as ignorant as my fellow peerer, in spite of having owned several C's. I've learnt a bit more since, but I'm sure someone who really knows will educate me after this is circulated. As far as I can make out BMC always intended to put a larger engine in the MGB and this was considered almost from its launch in 1962. Look into the engine bay of your average B and you will agree that there is plenty of room for a larger propulsion unit.

The B was being produced side by side with the Healey 3000 at Abingdon , which by 1965 it was showing its age and needed updating.

A Healey 4000 was proposed by Healey and son, using the surplus Rolls Royce , 4 litre, 6 cylinder engines used in the poor selling Vanden Plas Princess R saloon but using the 3000 body with slight modifications. All was well until changes to the Safety Standards, obligatory in BMC's biggest market, AMERICA, meant that the 1950's Healey, body on chassis, design hadn't a hope of meeting them. All was not lost, to save money the new buzz, badge engineering, came into the equation.

The MGB was a monocoque and could be made to comply with the new American regulations. So, the MGB would be fitted with a more powerful engine as the 'C' and a Healey version would be built with little more difference save a Healey grille and badges.

But which unit to power it?

BMC had access to a superb engine. the powerful Edward Turner V.8. that powered the Daimler SP250 Sports Car. But this, who knows why, wasn't considered the choice eventually falling on the existing engine in the Healey 3000 as it was already in production. So, they are the same in the Healey and the C?

Well no they aren't.

The C series engine went off to Alec Issigonis at Morris Motors for lightening, stroke shortening and many other improvements so that the C could be sold as the fastest MG production car ever produced .It came back to Abingdon still quite heavy – the cast iron block defying attempts to lighten it, still too tall to fit under the existing B bonnet.

But it was a six cylinder and now sported seven main bearings and I'm told by Vic Young, the C register technical officer and regular Fairmile Natter attendee, that the only compatible components left from the Healey 3000 were the Pistons and valve springs. Alright they were both painted the same shade of light green!

The resulting, improved engine, proved to be a smoother higher revving thing more a Grand Tourer than a powerful sports car and fitting it into the B engine bay proved more difficult than anticipated.

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Corner

Trains of
Thought

Jon Glover

For a start the lump had to be placed further forward than desirable to accommodate an American aimed Auto box version, meaning the oil cooler ended up squeezed behind the front grille. Oh and it was jolly heavy – necessitating a completely redesigned front end, much more powerful brakes, telescopic front suspension and a great big girder to keep the back of the engine up. Finally, a new bonnet had to be designed to fit the height of the radiator and front Carb.

Suffice it to say the car was launched in 1967, under-funded, underdeveloped, and a soft target for the BMC hating motoring press. The car wasn't a more powerful B, it understeered like billio and was no more luxurious than the B.

Donald Healey took one look and refused to agree to a Healey version.

Probably as well, judging by the photo below that shows a Healey grille on the front of the C! Only produced for 2 years, the C has had that development put into it over the last 50 odd years, particularly by engineers like Vic Young, who produces racing versions that regularly win the C /V8 Championship, helmed by his son, Andy , beating the later, MGB V8.



Trains of thought – Donald Healey – a stalwart Cornishman born in Perranporth and died in Truro.

In between - a Sopwith apprentice at Kingston upon Thames and Brooklands , an RFC pilot in WW1, shot down several times, once by his own side and then cars, cars cars, as well as working on inflatables for Air Sea Rescue and producing commercial greenhouses for growing orchids. The latter conceived at his lovely Cornish Estate – ‘Trebah ‘ , which he owned from '61 to '71. My partner Caroline and I visited this idyllic place a while ago. You descend a long valley filled with beautiful shrubs, particularly spectacular Hydrangeas, arriving at the achingly beautiful, Polgwiddden Cove .

Hard to imagine that in June 1944 over seven thousand men of the American 29th Infantry Division set off from that peaceful spot, bound for the hell of Omaha Beach on D Day. The beach had been made into hard standing, as many Cornish locations were so that the invasion forces could drive their vehicles directly into the mouths of the giant transport ferries.

During his time at Trebah, Healey persuaded the Government to restore the beach, at their expense, then used the linked concrete hard standing sections to surface a steep track from the house to the beach .

Well worth a visit, the swimming in the cove is invigorating!

Trains of thought – crikey – tomorrow its April!

April
2024

Members
Corner

SDMC
AutoSolo
Members
View

Nov 2023

Members View of AutoSolo – Stephen Mitchell

In mid 2023 I entered my first AutoSOLO run by the MGCCSE in conjunction with SDMC at Filching Manor near Eastbourne. Unfortunately, my Midget wasn't well enough to take part and I took my "daily" Suzuki Swift instead. A good day was had by all but I would have much rather entered the Midget.

For those that don't know much about AutoSOLOs, Motorsport UK's description is:

An ideal starting point, an AutoSOLO requires navigating cones, slalom sections and longer turns. An AutoSOLO is always on a sealed surface, the cones are usually numbered and there are no reverse skills.

A great entry into motorsport, an AutoSOLO is a test of your precision and car control, with slalom sections and longer turns. Courses are on a sealed surface (closed car parks, for example), marked out by plastic cones or pylons, often numbered to help with navigation.

The aim is to complete the course in the correct direction, as quickly and accurately as possible. If you hit a marker, you incur a time penalty, and driving in the wrong direction results in a 'fail'.

Completed mostly in first and second gear, the risk to your road car is negligible.

More details can be found here:

<https://streetcarmotorsportuk.com/autotest/autosolo/>



Fast forward to November 2023 and an opportunity arose to enter the Sevenoaks & District Motor Club AutoSOLO at Brands Hatch. Time for the Midget to have some fun and do what it was intended for. I took advantage of a call for assistance in setting up the courses on the day before the event. This gave me a sneak preview of the courses and what to expect. There were four routes planned, two in the morning and two in the afternoon running alongside each other. The first course was set up in the paddock area and the second on the tarmac rally stage at the rear of the paddock. Each course would be reversed in the afternoon.

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Corner

SDMC
AutoSolo
Members
View

Nov 2023

. Walking both courses the day before allowed me to get my head around what initially looks like a random selection of cones dotted around the wide concrete expanse of the paddock although all competitors have access to a route map. The rally stage was different as the route is confined to the road in front of you with just the cones to negotiate.

At 0700 on 26 November 2023, I opened the garage door and fired up the Midget for the 10 mile trip down to Brands Hatch with the temperature below zero. This was the coldest that I have used the car in the 32 years that I have owned her and it coughed and spluttered a bit before I got the choke right on the recently installed refurbished carburettors. Once the car had warmed up, it ran faultlessly all day. On arrival, I signed on in the Kentagon, collected my numbers and headed off to the paddock area. Having removed the contents of the boot, there was time to walk the course again before the drivers briefing. The entrants were split into two groups, one group tackling the paddock course, the other the rally stage. Timing was by electronic means with an app to keep track of your times and those of your competitors.

Time for the first run on the Paddock course and I decided that slow and steady was the order of the day to get a qualifying time in without incurring penalties which I managed to do. The second run was time to attack a bit more but with more speed comes more risk and cone blindness set in. Fortunately, I realised before a took a wrong route and managed to correct a mistake before incurring a penalty. Third and final run was an improvement of 11 seconds that I was happy with.



Now it was time for the first go at the rally stage. Three runs at this, improving marginally each time. It was quite slippery but that just added to the fun. That took us to lunchtime and an opportunity to warm up, it was still very cold.

The organisers opted not to reverse the route on the Paddock course in the afternoon due to the high number of wrong routes and subsequent penalties on the morning runs. This suited me as we didn't have to learn a new course and I could push a bit more. Three further runs with a small improvement each time.

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2024

Members
Corner

SDMC
AutoSolo
Members
View

Nov 2023

Next up was the reverse running of the rally stage. By this time there was drizzle in the air and it became a bit more slippery, hanging the tail out was not at all difficult. Three runs safely completed and the competitive element of the day was done. Time to pack up the car, help gather the cones in and head to the Kentagon for a hot cup of tea to warm up and the awards ceremony.



The entry was split into various classes dependent upon the type of car and size of the engine. I had entered the "Historic" class for pre-1980 cars and came away with a class win. However, I am happy to admit that I was the only car in the class but to finish first, first you have to finish! And with not much in the way of power, grip or talent I'll take a class win for the first and probably only time! Then came the President's Awards. Two cups up for grabs to be awarded by the President of SDMC and one of them, to my surprise, came my way for driving to the event in a car over 50 years old and taking part in a full day's motorsport! Time to head home in the dark and rain having had a great day playing in the Midget. It was great fun throwing the Midget around the cones in a relatively safe and non-damaging environment. If you have ever thought about entering an AutoSOLO, it is highly recommended.

My thanks go to SDMC, the organisers, volunteers and marshals who made the day. For a very short video clip of the Midget in action on the Paddock course, see:



VID-20231126-WA0
005.mp4

For in car footage of each of the courses from a Subaru BRZ, see the following YouTube link:
<https://www.youtube.com/watch?v=WsxxpKzyLhg>

Modern Gentleman – Tim Morris

Who remembers when this phrase first appeared? NAC/SAIC used this for early marketing in China of the MG brand along with pictures of London and Benedict Cumberbatch. It was met with some unsurprising derision from MG's fanbase but was interesting in how MG were trying to promote the brand harking back to traditional British iconography and history whilst still suggesting something looking forward for the discerning gentleman driver. Not quite as daft as it might have first sounded perhaps. Of course, that is all in the modern past now and MG Motor have come a very long way since then. So, let's look at some of the latest developments.

MG4 Award Winner...

The MG4 continues to lead the field with more awards being garnished on it – The prestigious What Car? Magazine awarded it “Best Small Electric Car” for the second year running and “Best Electric Hot Hatch” with the X-Power variant. The MG5 clinched the “Best electric estate” and the MGZSEV the “Best small electric SUV for value” title. The MG4 has now won over 30 awards since its launch in late 2022 and ended up as the overall second best-selling electric car in 2023 (after Tesla) and it shows no sign of slowing down. As an owner of one I can see why it holds such value amongst the motoring press and public.

Not what it seemed...

You might have seen the zero NCAP rating for an MG5 plastered around social media before Christmas. Some confused this with a UK MG5 EV, however it was actually no such thing. It was more akin to a legacy MG6 for sale in Australia. For some reason SAIC did not append the modern safety essentials to achieve a good NCAP rating ... or any at all! Apparently the Australian MG5 is still selling reasonably well and MG are addressing some of those safety issues. Don't expect to see this car in Europe though!

It's all happening in Geneva....



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2024

Members
Corner

Modern
Gentleman

The MG design teams have been exceptionally busy and there are about 20 new MG models slated for release in the next couple of years and some were shown at Geneva in February.

The Geneva motor show firstly revealed the all new MG3 Hybrid Plus small hatchback. It looked good but to my mind it disappointingly had a hybrid engine rather than full electric. Yes, it is a smaller car so a larger battery with reasonable range may have been difficult to fit but it seems a slightly retro step. There is a market for those who are not ready to embrace full electric yet and this will fill that at a cheaper price for the time being. However, if a new government rolls back the ICE ban date to 2030 again it may have been a misstep, if it stays at 2035 they may have got away with it, just. It seems a little retro with a three-speed automatic gearbox, a 1.5 litre petrol engine and a 106kwh electric motor. It produces a combined power of 143KW and its 0-60 is around 8 secs. I am sure the tech is great but to me it seems complicated with batteries, generator, petrol tank, ICE motor and electric motor plus five different methods of powering it. Starting price around £20k for the SE model and a bit more for the Trophy. My MG4 just has batteries, inverter and a motor!



The Cyberster was there with an MG4 X Power plus an MG7 and MG9 from non-European markets. More details about the Cyberster are emerging along with a limited edition 100th anniversary edition (in New English White and red). That will be one of the colours along with the launch Dynamic Red, Camden Grey, Cosmic Silver and Inca Yellow. 0-60 in 3.2 secs and 544PS (400Kw) for the dual motor version and 0-60 in 5.2 secs at 340PS (250Kw). Impressive and with a release in late spring / early summer should be on the best seller lists soon.



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2024

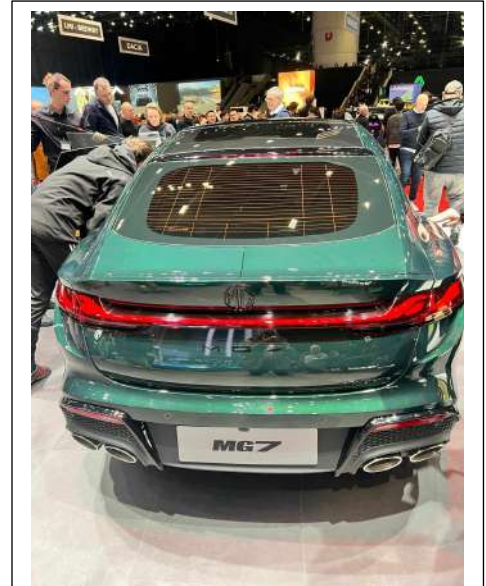
Members
Corner

Modern
Gentleman

At the Geneva show MG displayed ten cars including the MG3 Hybrid Plus and another debut -the IM L6 saloon. This is a new global brand for SAIC and the speculation is that it could be branded an MG in Europe, hence being on the MG stand. This is probably more exciting – a saloon with two iterations a 600km range Lithium Ion battery and an 800km range solid state battery. It is the latter that will be looking to the future. Add in luxury levels of comfort and a 0-60 of under 3 secs. IM, incidentally, stands for Intelligent Mobility.



IM L6 Geneva 1 – The IM L6 was unveiled at Geneva – a possible MG for the UK?



MG7 at Geneva (8490) – The MG7 for those who like big exhausts – you won't be seeing this in the UK though!

Hot off the press is the strong possibility of an MG2 coming in 2026. The small EV market is wide open at the moment and Citroen and Renault are looking to fill it with the e-C3 and a reintroduction of the Renault 5 name. There is an MG on the drawing board which will be the EV equivalent of the MG3 but slightly smaller. That might explain why the 3 is not a full EV. Watch this space!

Global MG Sales...

Some final thoughts on the Modern Gentleman – the current iteration of MG has sold over 840,000 cars globallyin 2023 alone! 81,277 of those were in the UK up some 60% on 2022. Put in more perspective that is twice as many as Renault and places MG between Hyundai and Skoda on the UK sales charts. Consider that it took the MG brand 76 years to sell one million cars (the 2000 millennium Jubilee special MGTF was the 1,000,000th) and modern MG have not fallen too far short of that in just one year. With a reported 20 new MG models coming in the next couple of years these are exciting and unprecedented MG time. That means there are a lot of MGs out there now and lots of potential club members – let's hope!

Anniversary MGs – Tim Morris

What's in a year? Not a lot really as the current centenary anniversary is being celebrated by the main clubs from 2023 to 2024. In the early years MG did not celebrate anniversaries at all, marketing was not that advanced and they were not seen as potential money spinners.

50 Years

It was not until 1975 that the idea of an “anniversary” car appeared and that came in the form of the MGBGT Jubilee model. Why did the idea spring up? Maybe it was because the MGBGT had recently failed emissions tests to export it into America and it need a push on the home market. The problem being that this was a year or two too late. As we have seen with the recent centenary the general consensus is that MG began in 1923 to 24 with the six Raworth bodied Morris Cowleys. However, this was 1975 so a Golden jubilee model would need to celebrate something else – how about Old Number One? Generally considered to be the first purpose built MG seemed like a handy peg to hang the Jubilee cloak on. So, 751 of the GTs were made using a revived British Racing Green with all the bells and whistles – head restraints, overdrive, heated rear window, full carpet set, tinted glass and gold plated wheels. Well, gold painted V8 wheels as they had a lot in stock thanks to the fuel crisis of the mid-seventies. Wing mirrors were in black and the steering wheel was another V8 item with a gold centre. Special identifying three piece gold stripes ran down the sides featuring the anniversary 1925 – 1975 MG logo. Each car was numbered and featured a plaque on the dashboard. Unfortunately they were not allocated to the car itself so have no relevance to the build number but were sent to the dealers so that the first owners name could be engraved on it. This means that few cars still existing have this plaque left in situ, if it was put there at all!

As a footnote, there was also one Jubilee MG Midget produced in the same colour scheme for promotional purposes in the States.



75 Years

By the time 1999 rolled around the modern MG-Rover set-up was more attuned to exploiting marketing opportunities. What better than the 75th Anniversary of MG. But wait, it was now a year earlier celebrating 1924 rather than 1925. This was closer to the truth of the matter and the car was a great special edition. The MGF below

April
2024

Members
Corner

Anniversary
MGs



80 Years

2004 saw another chance to celebrate but by this time there had been plenty of other special and limited editions in the F/TF range. Nonetheless the 80th Anniversary MGTF is one of the better specials and remains sought after today.



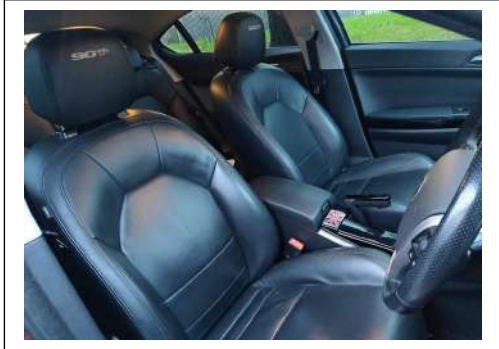
85 Years

We are now in the SAIC years where the MGTF LE500 had relaunched the MG brand onto an unsuspecting world. With a limited number of 500 of those made the time was ripe for another limited run with special features to mark the 85th Anniversary. Indeed, it was a special model that was re-engineered and featured a much more sophisticated suspension system with Bilstein shocks. The body featured special contrasting 85 stickers on the sides and three new colours.



90 Years

2014 and there is no roadster or GT in the MG range. However, the anniversary was still recognised with a limited number of mildly altered MG3 and MG6 variants.



100 Years

This is the big one, the centenary of MG, and you might expect a special model to celebrate. However, at the time of writing there is nothing officially announced for the UK in this anniversary year of 2024. So, let us look to China where we do find a 100th anniversary MG Cyberster in a new Old English White colour with a red hood and 100 logos. This is the 100th Anniversary model for the Chinese market and there are only 100 being made. Will we get a version in Europe on launch of the new roadster? Let's hope so!



Queen's Jubilee Models

A quick word about these – there have only been two. The first was the Silver Jubilee model which came in 1977 and was a blue MGBGT with silver side stripes in similar style to the MGBGT Jubilee. The second was an MGTF produced in 2003 marking the Queen's Golden Jubilee which also, handily, was designated the one millionth MG built. Both cars still exist, the B in private ownership and the TF is retained by MG Motor UK and is still on display in their Marylebone office in London.



April
2024

Regalia New
Range

Regalia. New Designs and Shop Plus Centenary Regalia out now!

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)



New Centenary logo



April
2024

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 Brian Byers on 01634 669892 or 07930320440

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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



April
2024

For Sale

Car For Sale

Car for Sale

Parts For Sale

Philip Bayne-Powell has a pair of car ramps that need a new home for just a small donation to the Riding for the Disabled Charity.

Contact - 1942mgman@gmail.com

LOCATION NORMANDY NEAR GUILDFORD

The family of the late Derek Edwards, former President of the SE Centre. is selling his three beautiful MGs as follows:

1) MGA Twin Cam Coupe 1959

Immaculate car in excellent condition. Complete recommission last year. MOT April 2024. BMIHT certificate. Fully detailed information on Stone Cold Classics website - <https://www.stonecoldclassics.com/1959-mga-twin-cam-fhc/>

Contact 07711 645465 (Banbury Oxfordshire)



2) MGA 1600 MK 11 Coupe 1961

The car was originally a LHD export to the USA. UK registered in 1989. RHD conversion. Full bodywork and mechanical restoration. Engine fully reconditioned 2015. Wire wheels. Brand new interior – seats (black leather with red piping), trim, carpet and dash top. Very low mileage picture below. BMIHT certificate.

£16,500

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For Sale



3) MGC GT 1969

One of the last University Motors MGCs produced in March 1969. Interesting history including participation in many UK and Continental rally events, driven on a selection of F1 race circuits, successfully completed 'Le Jog' three times.

Tartan Red / Black Trim, 4 Speed gearbox with overdrive, sunroof, chrome wire wheels.

BMIHT certificate.

£13,000

Car For Sale



Contact Anne Edwards on 07850 410830
email: edwards.mgmadness@ntlworld.com

Many thanks and please do let me know if you have any questions.
Best wishes
Ann

April
2024

For Sale

Parts
Wanted

[Help!!](#)

Could anyone in the South East section help please by looking in the many “boxes of bits” in your garages?

I am looking for the **Latch Mechanism Right Hand** (Drivers side and the part that fits on the closing edge of the door) for an MG Midget.

Hopefully a working one!!

The MG part numbers I believe are: AHA 7033 or AHA 9173 depending upon year but I think they are both the same. Our car is an MK 3 1971 (well it's an Arkley actually!) Moss Europe are showing as not available so if you can help I will be very grateful.

Call John Clark..... 07940769225....Natter leader, Canterbury MG Club.

April
2024

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Thanks to Cherished Insurance for their continued support of the Newsletter.



INSURANCE SCHEME
POWERED BY
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Specialist Insurance
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- ✓ **Multi Vehicle** Cover - we can put all your cars including moderns on the same policy
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- ✓ **Spare parts** cover – up to £1000
- ✓ Occasional **Wedding Hire** - can be arranged
- ✓ **Business** Use – can be arranged
- ✓ **Limited** Mileage discounts

*Subject to minimum premium and normal underwriting criteria. Terms and conditions may apply. Please ask for details.



0345 250 8282
www.cherishedvehicleinsurance.co.uk

Calls to 0345 numbers are charged at 'normal' rates from landlines.

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Member	Philip Roussel-Smith.		PhilipR-S@mgccse.co.uk

Natter Leaders

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The Ship, Mortlake & Brooklands Museum	Danny Byrne "	01932 829814 "	Mortlake@mgccse.co.uk Brooklands@mgccse.co.uk
The Sportsman, Mogador	John Morgan	07802 770025	Buckland@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 Black Horse, Nuthurst	Ursula Griffiths	01403 264548	Nuthurst@mgccse.co.uk
The Golden Lion, Broadoak Canterbury.	John Clark	07940 769225	Broadoak@mgccse.co.uk

Various locations

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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, Brands MMM race on the 24th March 2024, the Bellevue Special in action! Originally built by Wilkie Wilkinson for the Evans Brothers and found in a scrapyard in the 1960's

