

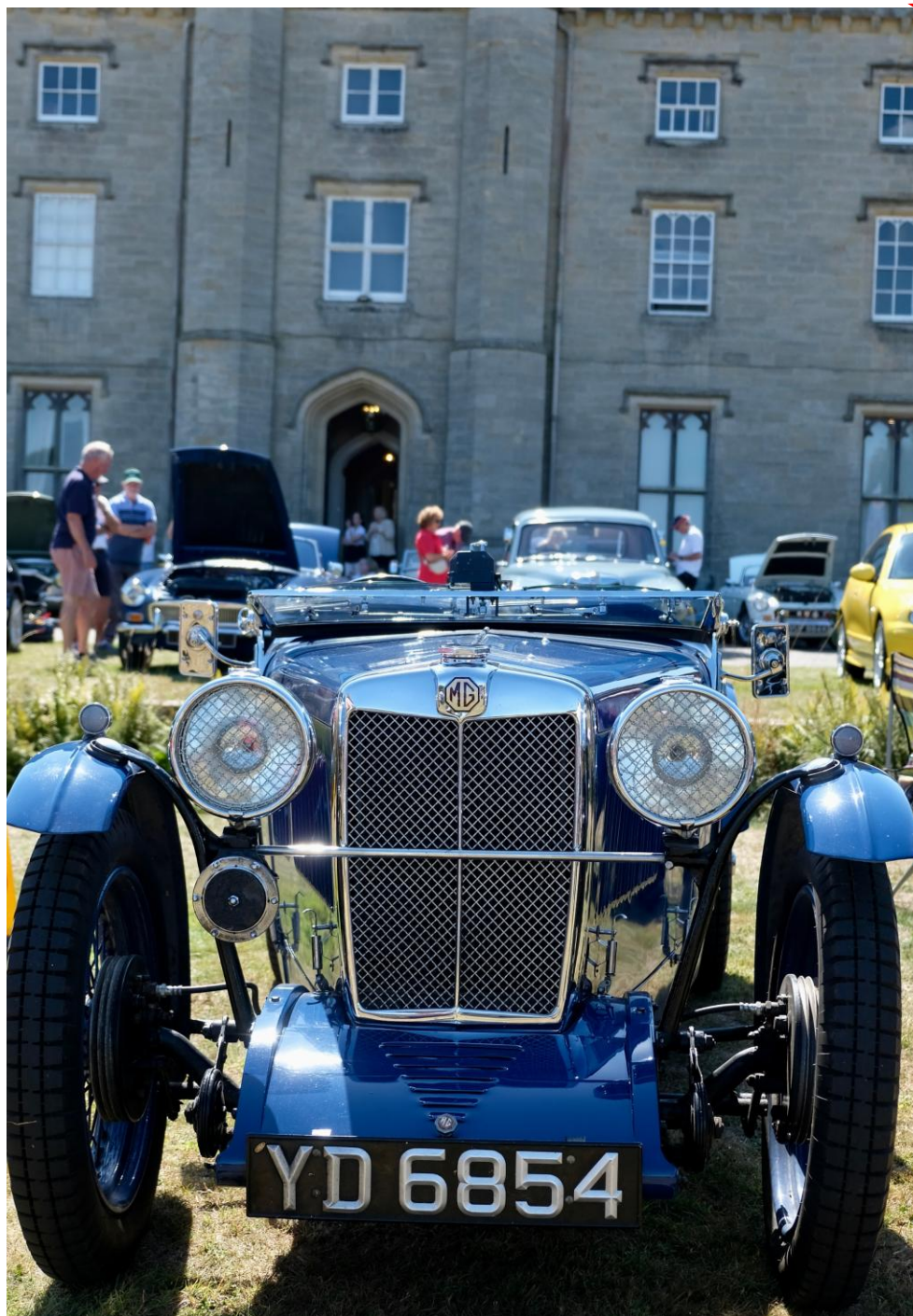


# Spark

Autumn  
2025

The quarterly magazine of the MG Car Club South East Centre

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## THE EDITOR



*Will Opie has been a member of the MGCC SE for over 50 years and has been playing with MGs all that time. He currently co-leads the North Downs Natter as well as being a member of the Centre committee and editor of Spark.*

We welcome you to the Autumn Edition of your South East Centre magazine, Spark. It is full of interesting articles, competition results and many photos. Please circulate it to anyone with an interest in MGs as it highlights what our centre is all about.

This edition covers the third quarter of 2025 and includes contributions from the Natters, Wanderers and Members

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 or the South East Centre.

To update your details either go to the Members login area of MGCC web site, email [mgcc@mgcc.co.uk](mailto:mgcc@mgcc.co.uk) or call 01235 555552.

This is your magazine so contributions to the Editor always welcome! Please get in touch as below.

### CONTRIBUTIONS

Do you have an article about your MG, or anything of interest, that you would like to share with the Centre? If so, then please get in touch with the editor and you could see it in the next edition.

Email [spark@mgccse.co.uk](mailto:spark@mgccse.co.uk)

*Cover Picture: The ex J.E.S Jones J2 at Chiddingstone. this car has a great trials history pre war . Now owned by Russ Jackson . More details in a future Spark.*



My byline photo in this edition of Spark shows me with MG Designer Carl Gotham. It was taken at the Goodwood Festival of Speed last year when MG revealed the MG GTS concept.

I didn't go to Goodwood this year but all reports say that it was another great event and MG were, once again, prominent.

The GTS was noticeable by its absence but this GT version of the Cyberster is looking like it is set for an Autumn release in the UK although they were still being cagey on the stand. Getting another outright sports car into the MG fold will be fantastic and whilst they are probably not expecting to sell shed loads they will both be terrific "halo" cars – much as MG has done in the past with its sports cars.

There is a report elsewhere in Spark about the new cars revealed at Goodwood but the headlines were the MG IM5 & 6 and the Cyber X concept. Whilst the 5 & 6 were more traditional saloon and SUV the Cyber X was much more radical and divided opinion on social media. The other controversial point is whether the IMs are actually MGs. Two hastily fixed letters on the boot say so but there is no MG logo so are they actually MGs? An interesting marketing decision by the UK team.

Let's see how it pans out in the future and with many more electrified MGs in the pipeline the choice of modern MG is due to get much larger soon.

The Centre has been actively increasing its grassroots motorsport activity over the last couple of years. That addition of two evening autotests this year brings us into another arena to add to our annual autosolo at Filching Manor, two naviscats and several Pride of Ownership competitions including the light-hearted Alternative PoO.

The main club is fully behind this push to offer more competition to our members and in the club chairman's recent editorial in Safety Fast she singles us out for favourable comment.

This is all good news for the Club as it lost its track racing this year due to unsurmountable costs. That doesn't mean the club no longer promotes sporting events – it does. These are now more grassroots events and they include, around the country, sprints, hillclimbs, autotests, autosolos and more and we are still involved with track racing in the form of the Cockshoot Cup.

In the latest Safety Fast the MMM Register write about a fun "carkhana" which involves inflatable animals. We haven't brought one of those back yet but would you like to see one and would you take part if we held one at the Summer Gathering for instance?

John Morgan is the engine behind our Grassroots motorsport push and he is also helping the main club trying to spread the word around all the Centres – we thank him on behalf of all the members for all the time and effort he puts in so we can enjoy ourselves.



*Handing out the winner's rosette to Roger Gasson at the Alternative PoO*

I enjoyed the Alternative PoO this year and managed to get to two rounds and accumulated a handful of points in my MGF. The turnout at the Fairmile for the final round was terrific with around 50 MGs on the lawns. Both the other rounds attracted less than 20 – wouldn't it be great if all were full like the Fairmile?

What do you think though? Are three rounds too much? Not enough? Are they not spread out geographically enough? Does the marking need to change? Maybe you enjoy them as they are? It is intended to be light-hearted so don't get too bogged down with it all!

Ultimately, we are aiming for the Centre to have a good spread of competition and social events – runs, gatherings, pub meets, lunches etc and it achieves this through the main committee and the various Natter / Wanderer groups. All this activity needs the support of the members – that means YOU! So please do spark up those motors and get out in your MG to have fun – it's what you are in the MG Car Club for isn't it?

*The beginning of the MGF – the Metro Mule test bed for the mid-engine K-Series layout at Gaydon*

# Last Lady Winner

Tim Morris

August 1939, the clouds of war were looming in Europe but at Brooklands the racing carried on. The August BARC meeting took place under these darkening skies as **Dorothy Stanley-Turner** lined up to commence the first of the day's Mountain races. Just prior to this Major "Goldie" Gardner had completed the outer circuit in a demonstration run of his record-breaking 1105cc MG, setting the crowd up for the Mountain races. Dorothy was driving her recently acquired white 747cc MG Q-Type as the competitors sped away from the start line in clouds of dust and exhaust smoke. It was a fantastic race for Dorothy as she led the field averaging 66.23 mph and there was some excitement when Varvill's MG ran over its mechanic at the start and Bob Cowell's Alta threw a rod and had to be pushed back to the paddock by his mechanics, Dennis Johnson and a certain Denis Jenkinson. Dorothy crossed the finish line 14.8 seconds ahead of the second place man in the 2.9 litre Alfa-Aitken which had an engine from the Bitomore Alfa-Romeo installed, a car that Tony Rolt had campaigned with gusto since the start of racing after the First World War. Third place went to HL Brooke in the Brooke Special.

War was imminent but those at Brooklands that day would not have realised that this was to be the last race meet held at the track, or anywhere or that Dorothy would be the last lady winner at this concrete crucible.



*Dorothy was an attractive young lady and, to some extent, took over the mantle of Kay Petre as the "Brooklands Darling"*



*A mechanic adjusts Dorothy's helmet straps at Brooklands July 1937*



*Dorothy in her WAAF uniform*

Dorothy put her win down to a white elephant mascot that was given to her by an admirer just before the start but she was no mean competitor. Born in 1916 Dorothy Mabel Murray Stanley-Turner entered her first major motor race at the age of 21, in 1937. She had been coached by another lady racer, Joan Chetwynd, and her father (an RAF medical Officer) was friends with MG's Cecil Kimber. It was no surprise therefore that she took up driving MGs as her favoured race car and some of her earlier motoring experiences were with Mrs Kimber in Trials. She was a popular figure at Brooklands, as an attractive blonde woman, and received plenty of help from male competitors including Sammy Davies who took her under his wing.

The 1937 First Easter Mountain Handicap saw her enter in an MG J-Type Special and a second race in the same car. She did not finish amongst the leaders on this occasion. That same year she entered the Rallye Paris but was forced to retire and was chosen by George Eyston as one of the MG team drivers at Le Mans in an MG PB paired with Joan Ridell. The duo came sixteenth overall and fourth in class despite a problem with the fuel cap. She solved that by plugging it with an orange and using her charm to persuade the stewards that it was perfectly safe. She finished the year by coming second in the Biennial Cup at Donington Park.

She continued racing for the 1938 season finishing sixth overall and third in class at that year's Rallye Paris. But it was back at Brooklands that she found more success. She entered the BARC Easter Meeting and entered her new Q-Type MG into the Second Easter Road Handicap – a short race of three laps. Dorothy led by a large margin for the complete race finishing 6 seconds ahead of Esplen's R-Type MG and Peter Monkhouse in another MG in third place. Her first victory.



*Dorothy in one of the team MG PBs at Le Mans 1937*

Unfortunately, after this meeting and whilst on the way to compete at the 1938 Le Mans she was taken ill with Diphtheria. Her MG PB which had been accepted was driven by Charles Dobson and Elsie Wisdom but sadly did not finish. The illness put paid to further racing until she returned in August back again at the Brooklands meeting. She entered the First August Road Handicap in the Q-Type and recorded a third place after the course was blocked by a crash involving an Amilcar. The Second August Road Handicap was hit by five non-starters but Dorothy was not one of them and recorded a commendable second place.



*Le Mans 1953 with the Alvis – Nancy Mitchell, Dorothy, Georgie Fotheringham Parker*

Now fully recovered she looked forward to a full year of racing in 1939 despite the political gloom approaching. As part of her recovery and to keep fit she took an unusual form of exercise by becoming a bell ringer for the Oxford Diocese – excellent exercise for the arms, diaphragm, legs and shoulders – ideal for a racing driver. Notably she took the Shelsey Walsh Hill Climb record from another lady driver, Kay Petre, in a borrowed Alta achieving a time of 43.4 seconds. She also entered the RAC Tourist Trophy that year before the final meeting at Brooklands in August.

When racing stopped, she enlisted in the Women's Auxiliary Air Force serving initially in a barrage balloon unit before becoming a Flying Officer. She didn't complete her military service until 1959. She married Harold Dryden in 1945 and then Air Commodore Geoffrey Tindal-Carill-Worsley in 1951, she had met him ten years previously and then again five years later, the same year she married Dryden.



*Dorothy's MG Q Type still exists – here it is in action fairly recently.*

Most pre-war lady racers either gave up completely or took to hillclimbs or rallying, tracks were largely in other usage as was the case with Brooklands. She competed in hill climbs under the name of Dryden in an Alta and in 1951 competed in the Monte Carlo Rally in an Alvis. She repeated this in the Alvis in 1953 crewing with Nancy Mitchell and Mrs "Georgie" Fotheringham-Parker. Worsley was also a rally driver and the couple set off on an adventure in 1955 to drive a three-wheeler to the Arctic Circle and back, believed to be the first time a small three-wheel car had been driven there. Worsley was transferred to the Far East and Dorothy accompanied him where she acted as a hostess to his many diplomatic duties. They did return to the UK living first in Scotland and then Somerset. She passed away in 1995 at the age of 78 years with her legacy intact of being the last lady winner at Brooklands.

# Martello Tower Tour - 2004

Tim Morris

We headed down to Romney Marsh with the Centre for a day on the little trains at the Romney, Hythe & Dymchurch Railway (see report elsewhere in Spark) but as it is a fair distance from us in North Surrey we thought we'd make a weekend of it. We stayed at the Hythe Imperial Hotel as, in 2004, this was the scene of the start of the first main run I organised for both the MGF Register and the South East Centre. Back then I said that we would come again and stay here – so, 21 years later, here we are.

The Martello Tower Tour did what it said on the tin – a run along the coast taking in as many of the Martello Towers remaining and accessible as possible. The Towers were built in the early 19<sup>th</sup> century to stave off a Napoleonic invasion from across the channel. You'll find them all along the south and East coastline from Aldeburgh to Seaford. Forty-Seven of them remain today and our tour began in Hythe on the lawns of the Hythe Imperial heading south west along the coast to Seaford, the last in the line.

Predominantly MGFs took part but several other MGs from the Centre also joined in. After morning coffee in the hotel, I flagged the cars away from the front steps with the first tower a few hundred yards away in Hythe, now converted into a private house. From there the route took the coast road past the Dymchurch Redoubt (a staging and stores post for the line of towers) popping down side streets and back to the main road before going through Eastbourne where the second Redoubt lies. The final stop was the Seaford tower which has now been converted into a small museum of 20<sup>th</sup> century domestic appliances. The wind was belting across the channel but the inside of the tower was protected by the 8-foot-thick walls.

The towers are still there, as is the Hythe Imperial but there was a stark difference. Where, 21 years ago, the back of the hotel featured wide lawns it is now much narrower with modern houses built either side. The view across the channel is still the same and the drive along the coast to New Romney Station triggered these memories.



*A much more youthful chairman flagging an MGA away in 2004 on the steps of the Hythe Imperial*



*The lawns of the Hythe Imperial were accessible in 2004 to park the cars – today the much smaller area is enclosed with housing either side. – this is the same view.*



*The first tower in Hythe has been converted into a house whilst this one had been encompassed by a caravan site*



*Yes, that is the same Chairman's MGF 21 years ago in front of the tower at Dymchurch.*



*The tower at Seaford is now a small domestic appliance museum*

# Welcome to New Members

The Centre is notified of all new members joining us who live in the South East area. We would like to welcome you to the club and hope that you enjoy your time with us and your MG. As you can see in this magazine the club is very active and there is plenty for you to do from pub meets to Autosolos – whatever you fancy. Check out our Facebook page and website for all the information about the club that you need.

So, welcome to you all.

Tim Morris, Chairman

Mr	Philippe	Chaput	EAST MOLESEY
Mr	Colin	Nutt	PETWORTH
Mr	Geoffrey	Sharman	BATTLE
Mr	Chris	Knight	CHERTSEY
Mr	Gary	Grabban	WARLINGHAM
Mr	David	Baram	SEVENOAKS
Mr	Nick	James	DORKING
Mr	David	Barber	ASHFORD
Mr	David	Hall	HYTHE
Mr	Roger	Whicker	EASTBOURNE
Mr	Ian	Weston	LEWES
Mr	Michael	Sharps	LITTLEHAMPTON
Mr	Alan	Dolby	CHERTSEY
Mr	Johnny	Boruch	HASSOCKS
Mr	Robert	Bunting	EMSWORTH
Mrs & Mr	Michele & Desmond	Naughton	PINNER
Mr	Steuart	Crofts	NEW ROMNEY
Mr & Mrs	Jeremy	Betts	GILLINGHAM
Mr	Samuel	Yates	WOKING
Mr	David	Hempsted	TADWORTH
Mr	Paul	Rees	WESTERHAM
Mr	Robin	Lawrence	STAINES-UPON-THAMES
Mr	Neal	Cavalier-Smith	BRIGHTON
Mrs And Master	Annaley & Ilir	Alushi	COBHAM
Mr	Thomas & Shirley	Bewick	BATTLE
Mr	Henry	Bagge	LONDON
Mr	Daniel	Adams	ASHFORD
Mr	Henry	Lawrence	MAIDSTONE
Mr	Geert	Reyman	WOKING
Mr	Brendan	Herd	TWICKENHAM
Mr	Roger	Catt	SUTTON
Mr & Mrs	Peter	Harrington	LONGFIELD
Mr	Douglas	Barley	WORTHING
Mrs & Mr	Susan	Ginn	LEWES
Mr	Rick	Gormley	LONDON
Mr	David	Bateman	NEW MALDEN

# Spark Plug

We are in the Autumn season now but there is still plenty to do with your club. Most Natters and Wanderers keep up activities throughout the season as well.

Remember that not all events need an MG so if you have SORNed yours early then you can still take part in another car.

The main events will be our Autumn Gathering at Newhaven Fort and the Annual Lunch celebrating the 95<sup>th</sup> Anniversary of the MG Car Club.



*Last year's  
Autumn Gathering  
at Borde Hill  
Gardens*

## September

Sun 28th	MGCCSE Autumn Gathering	Newhaven Fort	MGCCSE	<a href="#">Details</a>
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## October

Sun 12th	Visit to Dover Transport Museum	Dover Transport Museum	North Downs Natter	<a href="#">email</a>
Sun 19th	Autumn Leaves Run & Scavenge	Tatsfield area	MGCCSE	<a href="#">email</a>
Mon 20th	Stately Homes of the South East – a talk by John Morgan	Fox & Hounds, Walton on the Hill	North Surrey Natter	<a href="#">email</a>

## November

Sun 16th	95 <sup>th</sup> Anniversary Lunch & Awards	Hartsfield Manor, Betchworth, Surrey	MGCCSE	<a href="#">email</a>
Mon 17th	Fast Women, Fast Track – a talk by Tim Morris	Fox & Hounds, Walton on the Hill	North Surrey Natter	<a href="#">email</a>
Sun 23rd	SDMC Autosolo	Brands Hatch	Sevenoaks & District Motor Club – MGCCSE invite	<a href="#">email</a>

# UPCOMING EVENTS



We have two events at the end of September – the first was the Autumn Naviscat which was run last Sunday and the second is our Autumn Gathering at the newly re-opened Newhaven Fort. A Gathering inside the fort walls for all MGs. There are improved and new exhibits at the Fort to be seen otherwise there are no competitions or road runs into this event – just a nice gathering of MGs!

If you missed the Naviscat then don't worry as the Autumn Leaves Run and Photographic Scavenger Hunt takes place on Sunday 19<sup>th</sup> October. It's based in Tatsfield and will entail a drive around villages in the North Downs and High Weald looking to match photographs with locations whilst walking through the villages.

There's a "Table-Top Rally" organised by the Fiat Register on the same day, so it clashes with a physical event as above. However, if you don't fancy leaving the house then this is ideal as you do it from the comfort of your own home – a navigational rally using an OS map and instructions sent by email.

On 20<sup>th</sup> October Vice-Chair John Morgan will be giving a talk on the Stately Homes of South East England at the North Surrey Natter at the newly named Doghouse pub in Walton on the Hill.

On the 25<sup>th</sup> October the Fairmile Natter are getting the family involved with an open lunch at The Fairmile in Cobham for anyone who is interested – suitable for families.

The 16<sup>th</sup> November is our annual lunch and awards at the Hartsfield Manor Hotel in Betchworth. All are welcome for this end of season main Centre bash marking the 95<sup>th</sup> Anniversary of the MG Car Club – it's smart casual and we'll be splitting it like last year with coffee /cake in the morning, followed by the awards and then the lunch. Our guest this year will be Dr Ian Pogson in a return visit due to popular demand. He'll be talking about his engineering life particularly with Rover Group, SAIC and as the chief engineer on the MGTF 85<sup>th</sup> Anniversary edition. Always good value and not to be missed. We'll also have a special treat from one of our members who will be performing a dramatic monologue

The following evening (17<sup>th</sup> November) the North Surrey Natter will be hosting the Chairman for another of his talks – this will be about Fast Ladies, Fast Track. A look at the rise of lady racing drivers in the 1920s and 30s through to more recent times.

All details and application forms can be found on our website at

[www.mgccse.co.uk](http://www.mgccse.co.uk)



With just the Autumn Naviscat and October Autumn leaves Scavenger events remaining for this year, I thought it would be worth just reflecting what has been achieved by our 2025 grassroots motorsport events.

The SE Centre re-started competitive motorsport in 2023 with the Filching AutoSOLO and only this year have we started Autotest events again. Naviscats that we have run for many years, count as a form of motorsport but are classified as non-competitive from the aspect of car driving. Since 2023, we have encouraged 24 members and family to take part. Some were experienced from earlier years but 16 entrants had never entered any form of motorsport before. Several of these members are now enthusiastic entrants and at least two or three are planning on entering other club's events such as the SDMC AutoSOLOs.



The two evening Autotests this year have been a great success with the second event in June almost having a full entry, event report and photographs have now been posted on the website. Taking place midweek over a limited 2 hours of competition, has proved popular as it doesn't impact on people's weekends.

The plan is to continue next year with this formula of the Spring AutoSOLO and two Summer Evening Autotests. Our events have been made successful by the excellent support from SDMC along with some of the other SE motor clubs.

I would like to thank Austin Banner, John Davies, Andrew Mitchell, Philip Roussel-Smith, Ron Kemp and Jenny Morgan who have helped me run the events and in particular the more onerous Filching event.

An event report and results for the second evening Autotest can be found on the SE Centre website

<https://www.mgccse.co.uk/2025/07/26/after-the-rain-the-autotest/>

The **Summer Gathering at Chiddingstone Castle on August 17<sup>th</sup>** attracted 17 cars in the Pride of Ownership of which five cars were in the Premier Class. These cars provided a car show of MGs with some spectacular presentation. The event also included two scenic runs and these had a total entry of 26 cars. It was a glorious day and we were joined by 14 interesting Porsche cars from the Porsche Club Kent region.

Forthcoming competitive events include:

- The **Autumn Naviscat on 21<sup>st</sup> September** taking place south of Horsham. More information and entry on <https://www.mgccse.co.uk/2025/08/21/autumn-naviscat-2025/>
- **Autumn Leaves Run and Scavenger 19<sup>th</sup> October.** This is taking place between Limpsfield and Sevenoaks and follows the North Downs and Kent High Wealds. More information and entry on <https://www.mgccse.co.uk/2025/09/15/autumn-leaves-run-scavenger-hunt-2/>
- **Table Top Rally on 19<sup>th</sup> October.** Take part in a rally from the comfort of your hole. More information and entry on <https://www.mgccse.co.uk/2025/09/13/table-top-rally-25/>

More information on the SE Centre website or contact John Morgan [competitions@MGCCSE.co.uk](mailto:competitions@MGCCSE.co.uk) or 07802770025.



# Where was 37.7?

Tim Morris

## So, what is a Naviscat?

Turn up at the start (usually a pub or Garden Centre) have a cup of coffee and a breakfast roll, get a sheet of OS map locations, plot them all on an OS map. Then off to the cars and work out the best route for you to take to get to as many clues as you can. You are not expected to get to all of them! Once there you have a clue to find the answer. Write it down and move on to the next one. Get back to the finish in the allotted time (if not you are deducted one point per minute!). Enjoy Sunday Roast. Wait for the marking and pick up your rosettes if you are a winner or put on a brave face if not. At the very least you've had a good day out driving around the countryside, taxing the grey matter and enjoying lunch with MG friends.



Club flag flies at The Wheatsheaf



Plotting begins



Philip and Austin are relieved it's all underway! Now a three hour wait until they all come back.



Alvis & Midget at the start



Gary & Nina Kendall – first MG



Tim & Liz Morris – Overall MGCC winners (in a Nissan!) presented by Philip – proving that you don't need to take part in an MG!



Richard Graham & Steve Thompson – IRC and Non MGCC winners (in a Fiat Abarth!)

## The Winners

**Overall MGCC Winner – Liz and Tim Morris**

**Overall non MGCC Winner (and Inter Register Club) – Richard Graham and Steve Thompson**

**Overall Novice (not winning elsewhere) – Lis Wooley & Bob Bond**

**First in an MG – Gary & Nina Kendall**

*Note: several classes were amalgamated.*

The Autumn Naviscat started and finished at The Wheatsheaf pub at Handcross, just below Crawley. There were bacon butties to enjoy before the serious business of plotting began.

Out in the countryside we found that several of the points were clustered together making this Naviscat a little different from previous ones. That didn't mean they were any easier – where was 37.7?

Some headed for these nearby clusters first whilst others headed further afield and worked their way back. There were plenty of clues – some easier than others - “Douglas's answer to everything?” with the answer being 42 halfway up a lamppost (some knowledge of Douglas Adam's books needed there!). That was one of the three pointers, but more simple clues included “What is shocking here?” answer – an electric gate!

It's this mix that sorts out the scores and with careful planning you can avoid penalties by getting back on time.

Thanks to Philip and Austin who were first-time organisers and the large number of novice entries was good to see. Let's hope they'll be back for more fun in the Spring.

So, where was 37.7? Well, it turned out to be nowhere! It was the number of a Psalm in a frame on a church wall when the question was set .... but it had been changed for a Martin Luther King quote just before the Naviscat itself!

Around 550 MGF/TFs at the British Motor Museum was an impressive sight. Around 400 of those were on the aprons in front of the Museum and made for some great pictures by South East member Andrew Honour, that's one of his here.

The MGF came of age a while ago and now it's entering its lower middle age period. Of course, there are far less on the road now with many being scrapped, sorned or just disappeared. The early birthday parties in 1996 and 1997 attracted up to 2000 cars, all personally invited by Rover Group. To realise a quarter of that number in 2025 is a remarkable achievement.

The celebration itself took place over two days at the beginning of July with the first day being based at Walton Hall Hotel. This is the first time that an anniversary event had been split between two locations. Saturday commenced with a short road run around the area, using some of the original press routes for the car from 1995 and also passing the gates of the British Motor Museum – the venue for the next day. The run was a mix of country B roads, lanes and the occasional A road stretch but an unexpected feature was a flyover by the Lancaster bomber.

When all the cars returned to Walton Hall, they were directed to park on the lawns ready for the evening's Glo-Car competition.





*Some of the MGFs on the aprons and overflow on the hill*



*The South East contingent having a beer at Walton Hall Hotel*

The Glo-cars (cars with temporary decoration attached, fairy lights, bubbles, lasers etc) were held in memory of South East member Christine Edwards who sadly passed away of Motor Neurone Disease. Her son, Jack, was the judge of this fun competition and did a splendid job choosing the winners.

The less said about the Hotel food service on Saturday is probably for the better! Nonetheless none of us ended up paying for what we did eventually receive.

Show Day Sunday dawned with dark clouds and heavy rain showers. That was pretty much the recipe for the whole day. That didn't dampen our spirits and provided a huge audience for the South East Chairman to deliver an MGF film show... in the dry lecture theatre! This was followed by a short book signing and then an MGF panel featuring some of those involved in the creation of the car all those years ago – Nick Fell, Denis Chick and Paul Ragbourne helped by authors Tim Morris and David Knowles.

Then it was out to brave the elements, check out the cars – special displays, racing MGFs and cars that had travelled from Europe. The Museum displayed the first production MGF alongside the MG GT concept TF with one of the original "Mules", a Metro with a rear K series engine, outside the new display block. Add the traders, MG Motor dealership and MG Car Club itself plus the Spectra Disco and local singer Amy Fleur and you had the day complete.



*F/TFs after the road run at Walton Hall*



*South Easter Alan Bradley's Glo-Car in action*



*MGF1 and the MG GT concept with Tim in the Museum*



*Left clockwise:*

*Malcolm & Sheila Le Grys with their "Car of the Show" – a pre-production MGF once belonging to two chairmen of the SE Centre; Out on the bends for the road run; Tim welcomes people to the MGF Film Show; The Metro Mule with K series engine in the boot.*



Over fifty MGs attended the Summer Gathering at Chiddingstone Castle, Kent. This year the Surrey Region of the Porsche Club GB were our invited guests providing a total of 16 Porsches representative of most models produced over the last fifty years.

A Kent and Surrey run to the castle were organised by Chris Leigh and John Morgan respectively.



*The Kent run prepares to leave*



*PoO Premier class lined up in front of the castle*



*Bonnets up for judging the PoO*



*Roger's dog was allowed on his MG Magnette roof!*

The MGs present ranged from pre-war to the present day with the latest all electric Cyberster bringing us up to date. In line with previous years for the MGs, Pride of Ownership and Premier Pride of Ownership judging took place. Two Car of the Show awards were issued one for MGs judged by the Surrey Porsche Committee member present, Michael Turton and the Porsches were judged by Adrian Malthouse. The MG results are shown on the next page.

The Chiddingstone Castle team were very accommodating giving both MG and Porsche car owners the whole of the front lawn to park the cars as the attached photographs show. They also agreed a special entry charge for those who wished to tour the castle.

The house itself has Tudor origins and was remodelled in the 19<sup>th</sup> century to resemble a medieval castle. It has been owned by an eclectic mix of people over the years and was finally bought by Denys Eyre Bower in 1955 for £6000.00 with a full bank loan! He was an art dealer and gifted collector and furnished the rooms with artifacts from all around the world. Denys left the castle to the nation and as a result a charitable trust was set up which is still in existence.



### Winners receiving Rosettes!



Porsche spoiler alert!

Below and right view from the castle



The castle is set in 25 acres of glorious grounds and gardens which are largely maintained by volunteers.

The fine weather helped make it an enjoyable day for all those who attended with some also visiting the castle tea rooms and the nearby National Trust village of Chiddingstone.

Our thanks to the SE Centre Committee, Porsche Club, Chiddingstone Castle and all those who made it such a successful event.

[Click Here for the Premier PoO Scores](#)

### Pride of Ownership Results

Entry No	Name	Car	Class	PoO score	Results
A1	Chris Goscomb	MGTA EXT274	1956 & earlier	412	3rd
A2	Will Opie	MGPB AVB422	1956 & earlier	409	
A3	Ian McCulloch	TF TDH152	1956 & earlier	415	2nd
A4	Roger Gasson	MGZB Magnette Varitone 400DAU	1956 & earlier	430	1st
A5	Malcolm Knight	MGA DSK145	1956 & earlier	347	
B1	Philip Roussel-Smith	MGB UGW294S	Post 1956	385	
B2	Mark Britton	MGC 859PNK	Post 1956	390	
B3	Chris redhead	MGB FOT748D	Post 1956	413	1st
B4	Mike Lawes	MGB VUF884K	Post 1956	401	2nd
B7	David Koskela	MGTF X11MGF	Post 1956	401	2nd
B8	Martin Corney	MGB RWL328J	Post 1956	386	
	Gary Barden	MGA Twin Cam 627YUY			Car of Show



Richard Thorpe winning Premier Class in his ZT

Gary Burden's stunning white MGA Twin Cam -Car of the show.



*Traditional semi-circle of MG people on the beach*

The MGF Register's Fish n Chips on the Beach has been a long-running event in the calendar. Lately it was opened up to any MG from the South East Centre and today it is run as a South East Centre event, although quite a few MGFs do still attend!

The word "event" is probably not too applicable as there is so little organisation to be done. The date is normally the first Saturday in August and the location is the Sea Front car park at Hayling Island. It was originally in the central car park by the fun fair but moved as the Fish n Chip shop opposite the car park was thought to be better!

How you get there is up to you – there are no organised runs to the beach – just park up (pay the fee), bring your chair to the pebbly beach and sit in a semi-circle watching the cruise liners leaving Southampton.

There is actually a small bit of competition. An annual Beach Boules and Quoits competition takes place with everyone taking part including our two youngest visitors this year, Gracie & Ivy. It was great to see members with youngsters joining us along with members from local MG Owners Clubs.

So, by now you want to know who the victors were don't you? Well, the Boules was won by Fred Vickers (MG V8) with Alan Field (MGA) runner-up. The Beach Quoits was won by Roger Gasson (MG Magnette) with Les and Fran Hudson as joint runners up (MGTF).

Luckily the seagulls here are of the small variety and were not threatening, as we thought that the temptation of all those fish and chips open on the beach may be too much for them. I have suffered two incidents of being attacked by much larger gulls this year but they were both after my ice cream! Thankfully on this occasion they withheld their assault.

So, there we are...almost. A couple of our regular MGF people were away cruising the Fjords so decided to head down to Hayling again the following weekend for Fish n Chips on the Beach part two!



*Neil Wololhouse throws his boules*



*The Sea Gulls aiming for this MGB roadster*

# Alternative PoO

*photos and results in detail*

After three local PoO competitions here are the results and a gallery of some of the winners from all three events which were well attended.



# Alternative PoO Results

MGCC SE Centre - Summer Natter Alternative Pride of Ownership  
2025 List of Entrants and overall scores. Sheet 1

Entrant				Fox and Hounds - Walton on the Hill				Surrey Oaks - Newdigate				Fairmile - Cobham				Overall Score
Car	Registration	Class	Name	Votes	Bonus	Car of Show.	Total	Votes	Bonus	Car of Show	Total	Votes	Bonus	Car of Show	Total	
L2	ANB431	MU	Dave Naylor	10	7	9	26	5	4	4	13	4	7	1	12	51
MGB	XDF90S	MU	Mick Westbrook	3	7		10	DNA				DNA				10
RV8	L366NNN	MU	Austin Banner	0	7		7	4	4		8	1	7		8	23
MGF	W369JPG	MU	Tim Morris	1	7		8	DNA				3	7		10	18
MGBGT	PCF536D	MU	Les Hudson	4	7		11	2	4		6	DNA				17
MGBGTV8	KBH555N	MU	Steve Philips	3	7	1	11	DNA				DNA				11
MGB	UYN400M	MU	John Morgan	9	7	1	17	DNA								17
MGA	DAS463	BAR	Adrian Malthouse	4	9	2	15	2	6	4	12	5	21	6*	32	59
MGB	BLU921T	BAR	Chris Goscomb	0	9	2	11	DNA				DNA				
MGB	VUF884K	BAR	Mike Lawes	7	9		16	3	6		9	2	21		23	48
MGB	UGW294S	BAR	Philip Roussel-Smith	0	9		9	3	6	1	10	0	21		21	40
Z Magnette	400DAU	BAR	Roger Gasson	9	9	3	21	3	6	1	10	2	21	2	25	56
TD	TSU229	BAR	Peter Parker	3	9		12	DNA				0	21		21	33
TD	GVS353	BAR	Martin Atkins	1	9	1	11	0	6		6	DNA				17
MGCCGT	KJE33G	BAR	Steve Fletcher	6	9	1	16	DNA				DNA				16
MGCCGT	YGC145G	BAR	Vic Young	0	9		9	DNA								9
MGB	FOT748D	BR	Chris Redhead	6	4	3	13	7	2		9	2	5	1	8	30
MGCCGT	EBH70G	BR	Mick Breare	3	4		7	DNA				DNA				7
RV8	R88MGR	BR	Karl Foot	6	4		10	6	2		8	1	5		6	24
MGA	6116WW	BR	Quentin Stacy	15	4	5	24	DNA				DNA				24
MG YT	MGY 195	MU	Andrew Sewel	DNA				2	4	3	9	DNA				9
MGF	W441SLF	BAR	Andrew Mitchell	DNA				3	6		9	DNA				9
MGC	WOT424H	BAR	Jason Caile	DNA				DNA				1	21		22	22

Scoring for overall trophy:

1 point per class vote (basis of class winner at each round) - \* casting vote

1 points by No of entrants in class for bonus

1 point for each car of show vote

First in class (Based on class votes only)

Second in class (Based on class votes only)

Third in Class (Based on class votes only)

Overall (based on car of show votes at each round)

DNA - Did Not Attend or different vehicle

MGCC SE Centre - Summer Natter Alternative Pride of Ownership  
2025 List of Entrants and overall scores. Sheet2

Entrant				Fox and Hounds - Walton on the Hill				Surrey Oaks - Newdigate				Fairmile - Cobham				Overall Score
Car	Registration	Class	Name	Votes	Bonus	Car of Show.	Total	Votes	Bonus	Car of Show	Total	Votes	Bonus	Car of Show	Total	
MG VA	JPF 421	BAR	Richard Jefferson	DNA				DNA				4	21	6	31	31
TF	TDH152	BAR	Ian McCulloch	DNA				DNA				1	21		22	22
TD	CSV 875	MU	Alan Wakefield	DNA				DNA				5	21		26	26
TD	9365 KV	BR	Ian Ailes	DNA				DNA				13	5	2	20	20
TF	XSV 318	BAR	Steve Arthur	DNA				DNA				1	21		22	22
MGTF	X15MGF	BAR	David Koskella	DNA				DNA				1	21	2	24	24
MGTF	M120BK	BAR	Oliver Kirkpatrick	DNA				DNA				1	21		22	22
MGTF	HW06EFY	BAR	Alan Bradley	DNA				DNA				1	21		22	22
MGTF	CP52 HXB	BAR	John Bowen	DNA				DNA				0	21		21	21
MGBGT	NGC239D	BAR	Neal Clark	DNA				DNA				1	21		22	22
Midget	BPM920T	BAR	Mike Partridge	DNA				DNA				0	21		21	21
MGC	MGC1L	BR	Dan Adams	DNA				DNA				14	5	5	24	24
MGB	BPM920T	BAR	Paul Keeler	DNA				DNA				0	21		21	21
MGZS	RX06NZJ	BAR	Alan Dolby	DNA				DNA				4	21		25	25
MGA	876XWB	BAR	Mike Rivett	DNA				DNA				1	21		22	22
MGA	614 HMP	BAR	Alan Feast	DNA				DNA				3	21	2	26	26
MGBGT	FRW204T	MU	Jonesy	DNA				DNA				3	7			10
MGA	7317 PO	BAR	Alan Field	DNA				DNA				0	21	1	22	22
MG Y Type	UMG 682	BAR	Marc Hanson	DNA				DNA				3	21	1	25	25
MGTF	RL54MSX	MU	Will Horgan	DNA				DNA				0	7		7	7
TC	BUD952	MU	Chric Runciman	DNA				DNA				14	7		21	21

Scoring for overall trophy:

1 point per class vote (basis of class winner at each round) - \* casting vote

1 points by No of entrants in class for bonus

1 point for each car of show vote

First in class (Based on class votes only)

Second in class (Based on class votes only)

Third in Class (Based on class votes only)

Overall (based on car of show votes at each round)

DNA - Did Not Attend or different vehicle



*The sun sets over The Fairmile with the judging just about complete*

## The Final Round at The Fairmile

The final round was combined with an MGCCSE "Open Evening" where new members or members who had not been to a natter or event before were encouraged to come along.

This resulted in a fantastic showing of over 50 cars covering a wide range of MGs of all ages. Not all took part in the PoO itself but it was a fantastic evening meeting nonetheless.

They were arranged in three rows of different eras of MG – Pre war/T Types, As and Bs, Fs and modern. Inevitably it wasn't that strict, and some got mixed up!

As is now tradition, The Natter presented a special prize for the Best MGF of the night – well done to Paul Bridgman for winning that with his 1996 MGF.



*Richard Jefferson's lovely MG VA*



*Safety Fast at The Fairmile*



*More modern MGs faced the older cars*



*The winged MGs were an impressive sight*



*Bugatti T51*

This article continues from the North Surrey Natter visit report in the Summer edition of Spark issue 2 and illustrates the amazing engineering capability of a specialist historic vehicle company in our area.

## C&G PRIMARY OPERATIONS

In addition to careful Quality Control and Inspection, the Company has four main areas of operation, namely:

### 1. ASSEMBLY AND FABRICATION

Although mainly devoted to recreating historic race cars, the experienced team in their assembly shop also undertake full restorations and work for other restorers in specialist areas such as gearboxes and axles. Complexity is taken in their stride – after all, the roller bearing crank of the later V12 Auto Unions is built up from more than 1100 parts!

They remanufacture complete gearboxes and transmission components of several types, including Cooper ERSA 'boxes, Lotus 'Queerboxes', Jaguar D-Type gearboxes and transaxles for 250F, 300S and 'Birdcage' Maseratis. They also manufacture and assemble one-offs or short runs of parts to their customers' requirements.

Nearby is the spacious fabrication department, equipped with a large cast iron flat bed for manufacturing and repairing entire chassis, together with every conceivable type of cutting, folding, forming and welding facility.

### 2. MACHINE SHOP

Having invested heavily in state-of-the-art CNC machines of differing configurations and capacities, the machine shop is equipped to a standard unrivalled by any other historic racing facility.

A formidable array of 5-axis CNC machines capable of handling the largest cylinder blocks and other components is complemented by a suite of CNC lathes incorporating live tooling for milling operations.

They have a moving head wire and spark eroding machines for cutting splines, teeth and virtually any irregular shape with unprecedented accuracy; machines for surface, cylindrical and spline grinding, along with dedicated crankshaft and con rod grinders and line boring, horizontal boring and cylinder boring machines.

But engineering excellence is about more than having the right machines. the right people right people are needed – and on that score, the C&G team of highly qualified senior operators have the knowledge and skills to get the best out of the technology they so expertly use.

### 3. DESIGN ENGINEERING

Uniquely in the world of historics, Crosthwaite and Gardiner combines traditional race engineering skills with computer design and modelling capabilities of a calibre usually associated with high end motor industry consulting engineers.

Working closely with leading university research departments and using sophisticated 3D software tools and Finite Element Analysis techniques, their designers accurately model the performance of components in their working environment under a variety of conditions. As well as revealing any potential compatibility problems or failure points to be rectified before manufacture, this allows any number of performance-enhancing virtual modifications to be evaluated.

These theoretical gains are then validated by dynamometer testing a manufactured sample via a multitude of data points, and the results (together with the insights of the engine builder) are fed back into the simulation. This virtuous cycle usually yields substantial performance gains, such as in the design of pistons, porting, cam profiles and any other performance-critical elements.

In conjunction with their large format 3D laser scanner and superbly equipped inspection department, these technologies allow the reverse engineering of historic components with unprecedented accuracy.

## 4. ENGINE SHOP

C&G specialise in remanufacturing new historic competition engines, most notably Jaguar D- and Lightweight E-Type, Tipo 60/61 and A6GCS Maserati and Coventry Climax FPF and FW series engines.

The dedicated engine shop also rebuilds powerplants for other marques, including the roller bearing crankshaft units used by Bugatti, Delage and many pre-war German racing cars. Experience is the key, and their engine builders are well versed in everything from a desmodromic Manx Norton or Ferrari flat-12 to a Mercedes W163 or a Delahaye V12

Their manufacturing capability sets the benchmark for the industry. Virtually every process between taking in raw material to sending out finished units is carried out in-house. Massive investment in the latest large format CNC tooling allows the remanufacture of any otherwise unobtainable components. What's more, this capability is complemented by all the traditional ancillary skills involved, however complex the requirement.

This brand new Jaguar E Type race engine was supplied to a new home in the USA. The engine was built to their most popular specifications. Wide angle cylinder head with aluminium cylinder block, wet sump and Weber 48DCOE carbs. Made with all brand new components for reliability and performance.



## COMPANY BACKGROUND

From private owners and collectors to professional restorers and works teams, their clients come from all over the world for the quality of their craftsmanship. Knowing that they have the skills and technology to do so, their approach is that if something could have been made then, it can be made now. Better and stronger if need be, though outwardly identical.

On that basis, they remanufacture brand new race engines, gearboxes and entire cars as well as rebuilding and restoring landmark historical machines. And as one-offs, in small batches or full production runs, they manufacture and stock literally thousands of parts to the highest industry standard.

### KNOWLEDGE IS POWER

Mike Hawthorn was World Champion when Dick Crosthwaite began working on Bugattis, back when parts were still available from Molsheim. After joining legendary toolmaker and restoration engineer John Gardiner to found Crosthwaite and Gardiner in the sixties, the firm has handled every type of Bugatti bar the Royale.

Having acquired original factory drawings, patterns and spares in addition to remanufacturing their own over the years, they now hold the largest stock of Bugatti parts in the world.

As their reputation grew, they began manufacturing components for other famous racing marques and eventually, complete engines, including the Coventry Climax, Maserati 'Birdcage' and Jaguar D-Type and Lightweight E-Type units they still produce today.



In the 1960s, Crosthwaite and Gardiner became the first to offer a full professional race preparation service for historic racers, such as Neil Corner and Patrick Lindsay. Running the Mercedes W125 at Monaco was among the many highlights, along with preparing the Brooklands record-holding Napier Railton, Prince Chula's ERA 'Remus', the last front-engined GP Ferrari, the sole BRM P25 and countless 250F Maseratis.

Racing being their raison d'être, C&G stepped further into the limelight in the seventies to run Alan de Cadenet's entries for the Le Mans 24 Hours - so effectively that they finished third in '76, much to the consternation of the far better resourced Ferrari, Matra and Renault works teams.

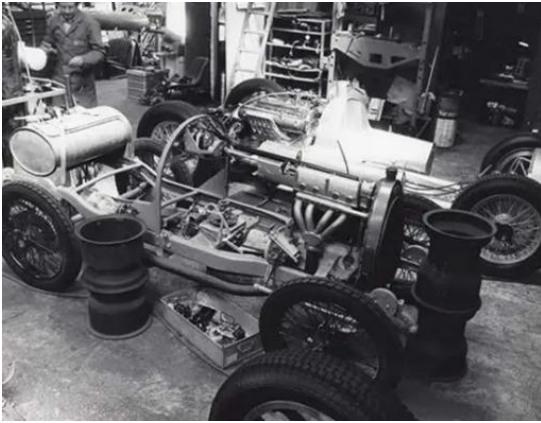
Later, their meticulous restoration of the 1939 Mercedes W154 and three Auto Union D-Type GP cars led Audi to commission recreations of all their iconic 1930s racers, including the AVUS streamliner. They have since built a portfolio of high profile one-offs, such as the Dymaxion car for Norman Foster

By investing for decades in the tooling and information to execute such projects to reference standards, they've accumulated tens of thousands of original and CAD drawings, and thousands of sandcasting patterns.

When Ollie Crosthwaite, a qualified toolmaker and historic racer in his own right, was appointed MD in 2008, he embraced the potential of new generation digital technologies to boost performance and efficiency further still. As a result, today they run one of the most advanced machine shops in the business.

For nearly half a century, their name has been a magnet for engineering talent, attracting the brightest and best to join the team.

They do so because, like all at the C&G team, they enjoy being part of the world's best at what they do



## CASE STUDIES

Summarised below are some C&G's specialist operations as well as information about some of their more spectacular Projects.

### SPECIALIST WHEELS

C&G have a large CNC lathe dedicated to remanufacturing competition wheels to original specification and finish, discreetly updated to modern safety standards where required. Literally thousands of the world's historic sports and racing cars run on our rims.

Machined from magnesium or aluminium alloy blanks cast locally by their longstanding foundry partners from their own patterns, they make new wheels for everything from a Type 35 or Type 51 Bugatti to a Porsche 917 or a Group B Audi rally car – even track day versions of the Ariel Atom. Whether it's a set of Lotus 'wobbly web' wheels or the toothed rims of a Type 59, the quality of the end product is exemplary.

As well as offering no less than 30 types of wheel from stock, they are ideally equipped to reverse engineer other designs from a sample, drawing or even photographs. They then work with their foundry partners to make the castings for machining, sealing and crack detection where necessary.



### BUGATTI T51

One of the trickiest judgements calls in restoring historic racing cars is how to balance conserving originality with the ability to compete safely today.

Bugatti chassis 51126 is a good example. An early Type 51, it was delivered new to the works-backed amateur Count Czapkowsky, who promptly drove it to victory in the 1931 Casablanca GP. Seventeen Grands Prix later, Bugatti resold it to British privateer Aubrey Esso-Scott, in whose hands it competed several times at Brooklands and other famous UK speed events. On acquisition by its fifth and current owner in 1961, it competed in the US at Lime Rock and elsewhere and was then mothballed for nearly half a century before being entrusted to C&G for complete restoration.

This was carried out with due respect to the car's distinguished provenance, invisibly repairing rather than replacing where possible. Since its completion, the car has proved competitive at several international venues, including FTD at Prescott. Supported by the C&G team, it has contested several Goodwood Revival meetings and the 2016 Monaco Historic Grand Prix, not to mention the Villa D'Este concours d'élégance.



### DYMAXION

The radically futuristic Dymaxion was conceived by the influential American inventor/philosopher Buckminster Fuller.

With a Zeppelin-like fuselage sheathing humble Ford underpinnings reconfigured into a mid-engined, rear-steered three-wheeler, it was a star attraction of the 1933 Chicago World's Fair. Of the three originals, only the second survives, in Reno's National Automobile Museum.

Having worked with Fuller in the 1970s, the eminent architect Norman Foster decided in 2010 to celebrate his hero by building a fourth Dymaxion – and, fascinated by the 'Silver Arrows' as a child, he chose C&G to build the new car.

Fuller was a visionary, not an engineer, and the Dymaxion resembles no other car. The only option was to ship the sole survivor from the US to our workshops, in exchange for restoring its missing interior.

After meticulously dismantling and documenting the original, our team carried out a cosmetic restoration of the body and interior alongside the build of Lord Foster's new Dymaxion, as an exact replica of car No.3

The project was so historically significant that it became the subject of both a book and a film, and the car continues to be exhibited worldwide.



## THE 'SILVER ARROWS'

No engineering company in the world has more experience of the mighty 'Silver Arrows' Grand Prix cars of Mercedes-Benz and Auto Union than C&G.

The C&G team have been entrusted for some 30 years with many of these all-conquering machines, both for private owners and the heritage departments of their original manufacturers.

In the process, they have accumulated unrivalled expertise in their restoration, reconstruction, maintenance and trackside support at the most prestigious international events including Monaco, Silverstone, Reims, Goodwood and the Nürburgring.

In this capacity, as the undisputed experts in the field, their design engineering, manufacturing, engine building, assembly, inspection and race support staff have honed an array of high order skills to put at the disposal of all their clients, however demanding the requirements.



## MANX NORTON 'DESMO'

When Norton patented a four-cam desmodromic valve system for its Manx race engine in 1957/8, they had neither the time nor resources to realise its full potential.

The owner of one of these legendary machines approached C&G to get it performing as intended after previous specialists had failed. Even for the expert C&G team, it was a challenge.

But they thrive on challenges, and they have the intellectual horsepower to match their engineering capability. So, with no original drawings or data to work from, their design engineers made new cams, rockers and rocker shafts, and applied modern material coatings to maximise their longevity.

## COVENTRY CLIMAX

As Climax FPF and FW series engines reach the end of their service life, owners often prefer to preserve the historic value of their original unit by racing a brand new C&G equivalent.

Thanks to years of steady development, the performance and reliability of their Climax engines are boosted by dozens of incremental improvements such as CNC-optimised porting, revised cam profiles and valves, modern heat treatments and surface finishes.

Typically, a customer may bring them a car with its original engine, which they remove for preservation and replace with a new C&G unit. The car then undergoes a comprehensive shakedown before being handed back to the customer ready to race - a full turnkey service.



# Modern Gentleman

Tim Morris

As we went to press in the last edition, we heard that MG Motor UK had been awarded the “Best Manufacturer” gong in the Autocar awards and hot on the heels of that the announcement that the MG3+ Hybrid was crowned “Affordable Hybrid of the Year” for the second year running in the Auto Express awards. The editor, Paul Barker, said *“The MG3 Hybrid+ wins this key accolade again in what is a very competitive market. It’s a strong offering, combining excellent hybrid efficiency with impressive, overall value. Plus, owners get some spritely performance to enjoy”*

The MG4 was also awarded a “highly commended” in the small company car category. The Best manufacturer award in particular flies in the face of the “What Car?” survey that MG were the worst and least reliable manufacturer. Speaking of What Car? their Electric Car Awards were announced in September with the MG HS being the Best Hybrid Family SUV and the MG5 the Best Electric Estate Car (not that there is much competition for that one!)

MG sold 153,100 cars in Europe in the first half of this year and overall have sold 3 million exported MGs since the beginning. It’s a startling contrast to the heritage MG brand where it took 76 years to get to 1.5 million MG sales! The domestic Chinese market is not so buoyant for MG with just 57,254 cars sold in the first half of the year, pretty small compared to the 1 million cars sold in that period.

So, what was revealed at Goodwood way back in July?

Well, the big reveal turned out to be the two MG IM cars, the IM5 and IM6. Both have extremely good spec with the special launch “performance” IM5 boasting 140bhp, a top speed of 167mph and 0-60mph in 3.2secs! Wow, these are supercar stats in a saloon car body. The long range 100kwh version boasts a new 800v battery architecture with 441 miles range and charging 10-80% in 17 minutes. The interior has a 23.6” infotainment screen, parking assist and rear wheel turning capability. The IM5 is the saloon car and the larger IM6 is an SUV segment car with similar technical specs. The question is are they MGs? In some markets they are just IM (Intelligence in Motion) but in the UK they are marketed as MG IM but with an IM badge and the letters MG on the back. Perhaps we’re back to “when is an MG not an MG” as we were with the Maxus!

Also on the stand was the Cyberster Black edition with beautiful chrome wheels and the controversial Cyber X concept. The advertising states it is designed to disrupt and there have certainly been plentiful divisive comments on social media. However as with the Jaguar 00 any publicity is good publicity and it is a bold move for MG, not previously known for being at the cutting edge of new design trends. It is clearly not aimed at the traditional MG enthusiast with a much younger affluent audience in mind, much like the other Cyber branded roadster.

On the other side of the stand was the best-selling MGHS PHEV (still in the top ten best-seller lists) and the new MG S5. An X-Power MG4 was spotted on MG’s other smaller stand with an interesting name “Milk & Grounds” – do you get it?

That name has also been used in a series of social media adverts where someone’s coffee taste is matched to an MG!

Well, it’s different, I guess!

*The MG team on the stand at Goodwood with Lord March and MG sun hats.*

*Carl Gotham, Josef Kaban, Lord March, David Allison, Guy Pigounarkis*



*The MG IM5 heads the MG stand at Goodwood*



*The MG3 wins an Auto Express Award*





Josef Kaban and Carl Gotham with the Cyber X



New China version of the MG4 spotted charging in Wales – suggesting it is likely to come to the UK with a possible name change – the MG4 Urban perhaps?



China MG4s in production at the SAIC Nanjing factory



The MG IM6 on the hill at Goodwood

A new MG4 was revealed in China in the Summer but it doesn't bear much resemblance to the MG4 we know in this country. However, it does have a unique innovation – an illuminated front MG badge! The car is very similar to the MG3 H+ and this is because the hatchback MG4 that we know in Europe has been selling very badly in China, they prefer the small SUV type car and the new MG4 fills that hole. In the UK the current MG4 is one of the best-selling electric cars in the country and you are starting to see a lot of them about on your daily drive. So, it is perhaps surprising that the strong rumour is that the Chinese MG4 is coming to the UK - but it does have new tech including a semi solid state battery giving increased range. One was spotted in disguise in Wales in July although there was some conjecture on whether it was an MG4 or an MG2, the latter is being designed in the UK and will be a smaller City size MG to rival the Renault 5. No spy shots of that yet so we will wait and see.

The Goodwood stand was mainly cars with plugs – the only ICE one being an MG HS – but the large SUV is the company's best-selling model in this country.

The government has re-introduced an EV grant meaning an extra £3750 off a new one costing up to £37000 and there is also some extra funding for councils investing in charging infrastructure. The previous grants of up to £5000 were removed by the previous government and the move to tax EVs at £195 plus an extra luxury tax for those over £40k was also instigated by them. Now the grants are back but much smaller, and the taxes remain. This applies only to new cars and provides no incentive for those buying second hand. It may have been better to invest all of that £650m in charging stations across the UK which would have benefited all EV drivers.

The drawback for MG is the hoops the government has put on this grant which will mean that MGs and all Chinese cars will not qualify. Whilst that is bad news for MG fans, the good news is that new cars are being discounted by many of the 155 MG dealers in the UK and MG Motor has offered its own incentive of £1500 per purchase of an MG4 or MG S5 on top of any other dealer discounts. Who needs a restrictive government grant?

In more positive news at the end of July there were more than 84,000 public charging points in the UK and in July a further 1,849 were added. That rate of increase seems to be continuing as the network strengthens. Year on Year there has been over a 9% increase in EV sales whilst the Government's grant announcement slowed it down slightly as people waited, that is expected to grow now that the grant for traditional European manufacturers has been announced. August recorded a record increase in electrified car sales with nearly 50% of all cars sold having a plug.

Finally, the latest news from China is that there are thirteen "new energy" MGs waiting to be launched on an unsuspecting World in the next two years. This shows that MG are vastly improving their electric offerings – it's all very exciting in the modern World of MG isn't it?



I recently returned from the Isle of Man Festival of Motoring, which was largely wet, but we drove all the TT routes and Mountain courses.

Finally, on the last day – some sun and a visit to a Country House at Ramsay.

Displayed in an open shed at the house was a make of car I had never seen before – and it had Surrey Connections!

The ABC! - 'All British Company' which had a factory near the Fairmile natter in Hersham.

The ABC was originally designed by Granville Bradshaw in 1920, who also designed ABC motorcycles, and they were originally part of the Harper Bean manufacturing group.



**“They were  
unreliable and  
prone to breaking  
down”**



*The country House in Ramsay with interesting sheds!*

ABC started with Aero engines and the founder tried to get the Royal Flying Corps to buy his engines but didn't succeed. From 1920 to 1927 they produced the car seen here. It was powered by an air-cooled engine but didn't prove popular although 1500 models were sold in that time. They were unreliable and prone to breaking down initially but over time they improved and were a good lightweight car capable of 60mph.

The ABC's petrol cap, although being marked "petrol" was at the front and was frequently mistaken for the radiator filler! So, often mechanics unfamiliar with the car filled the petrol tank with water!

The company continued producing engines of all sorts- aero, pumping etc and they were finally absorbed by Vickers, up the road at Brooklands in 1951. Today they are a rarity, but you may see some in museums or car shows – or in a shed at a Country House.

# The Natters & Wanderers

## NORTH DOWNS NATTER

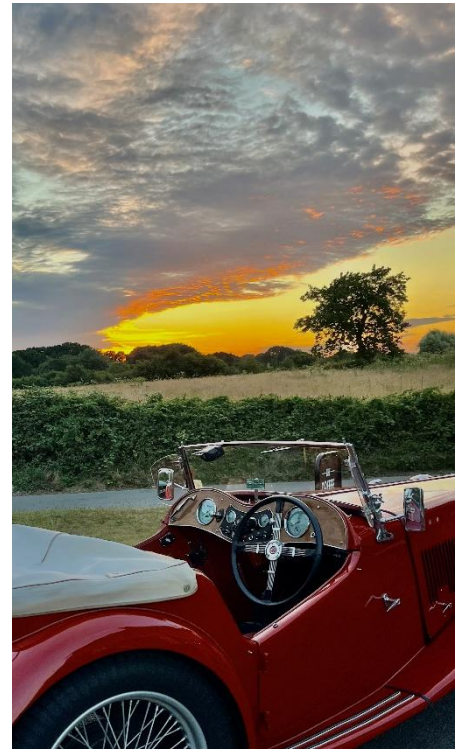
Will Opie & Ray Ruffels



MGAs dominated our July meet and there was a great sunset over Michael Wacher's TC .

The Natter is continuing to grow and we welcome new members on the Third Wednesday from 7.30 pm

On Saturday 20<sup>th</sup> September a few of us went to visit the Sound Mirrors at Dungeness. Booked in the Spring via the RSPB web site we enjoyed seeing the three structures close up and enjoyed an informative talk on their construction in 1930 after a trial Acoustic sound station in Hythe in 1922.



They were intended to give advance warning of enemy aircraft, but they were abandoned in 1935, not because of radar technology, which came later, but due to the speed of approaching aircraft making them ineffective and redundant.



*The 200ft long curved wall allows whispers to be heard from either end.*

*The North Downs group below one of the mirrors*



## FAIRMILE NATTER

IAN AILES & JON GLOVER

The Fairmile smashed its previous record turnout of 38 MGs for the last round of this year's Alternative PoO event with 53 MGs attending on one of the best summer nights ever.

33 owners took part in Round 3 of the self-judged competition, organised by John Morgan from the North Surrey Natter, which resulted in Richard Jefferson's VA winning Best All Rounder and Chris Runciman's TC (BUD) Most Used.

Next to BUD is Graeme Hogg's newly restored TD and Bob Malstrom's TD. Alan Wakefield's TD was 2<sup>nd</sup> in Most Used and Ian Ailes TD 2<sup>nd</sup> in Best Restored.

Also attending was Marc Hanson's beautiful 1952 YB. Works prepared for Autosport magazine's founder Gregor Grant; it was used as a press car in the 1953 Monte Carlo Rally and Mille Miglia. It then entered the 1953 Scottish and 1954 Monte Carlo rallies and was a class winner several times in the early 1950s at Silverstone. It returned to the Mille Miglia in 2016.

An extra award is always given for Best MGF/TF by Jon at this event and this year it was a bottle of Rose wine won by Paul Bridgman with his 1996 MGF.



*Richard Jefferson's show stopping MG VA*



*Marc Hanson's 1952 YB comes with a packed history*

## PINNER NATTER

GERRY EDWARDS

The Pinner Natter has had a very good summer with good turnouts at Natters, lunches and visits to Shows.

At the end of June Pinner Natter members turned out in numbers to the AWC Chesham Natter's Pride of Ownership and similarly at the Chorleywood Classic Car Show which was held at the beginning of July. A considerable number of members attended the Goodwood Festival of Speed on a very hot day and came home with various bags of MG mementos! The Natter Leader attended the superb MGF 30 Weekend which was shared between Walton Hall Hotel and the British Motor Museum at Gaydon.

The focus for lunches has been the Chequers Inn at Wooburn Common and every time we have been there have been various non-MG classic cars enjoying the venue as well. One to be recommended for all!

Although the Winter/Spring Breakfast season has finished a good number of Pinner Natter members still visit Brooklands on Sunday mornings, often for breakfast, and several members managed to get to a Breakfast meeting at Goodwood.

In just a few days' time at least 8 Natter members will be attending the Goodwood Revival which is an absolute must for any classic car lover. Two Natter members have been to every Revival since they started.... As there is so much to do at both events a few of us nowadays go there and back by taxi so that we can spend the whole day and night there having a drink or two and not risk falling asleep at the wheel at midnight!

As Breakfast meetings have become so popular and with autumn inevitably approaching the Natter is planning to hold at least one before Christmas if I can mention that dreaded word!

It's been a wonderful summer for the Natter and I'm sure that this has been replicated across the whole MG world!

# SUSSEX WANDERERS

Andrew Ratcliffe

We have had a series of very well attended events in the summer sunshine topped by the BBQ at the Maplehurst White Horse in August. This was capped at 60 people so a separate group went to the Black Horse instead at Nuthurst.

The day started with coffee at the Red Lion in Ashington then a great selection of MGs and a couple of other marques made the 50 minute journey to Maplehurst for the BBQ.



**“...a great selection of  
MGs and a couple of  
other marques made  
the 50 minute  
journey...”**



Each month we have a charity collection for the East Park Riding for the Disabled group that we support. Annie and James Baxter attended from RDA on the day, being members of a Military Classic Vehicle Group, they graced us by coming in a W.W.2 Jeep.

So, all told a great summer with the next event at Keymer on 10 Sept in the east of our patch



## SURREY WANDERERS

Philip Bayne-Powell

Our Surrey Wanderers group has been meeting up regularly every month including January and February when we just met up for a lunch due to a lack of organisers. I asked if people wanted to close down in the winter months as the Sussex Wanderers do, but they want to continue throughout the year.

We now have 34 people on my mailing list, but not nearly as many people as the Sussex Wanderers, but it makes it easier to get our smaller group into the pubs for the lunch. A few people have dropped out due to illness and moving away, but others have joined to keep the figures up. We have quite a few widows coming along but being on their own they need to tag along with a car that has a navigator on the run to the pub from the garden centre coffee start.

Some of us also take the trip to join the Sussex Wanderers, albeit when they do outings in West Sussex (East Sussex being a bit too far) and some of the Sussex Wanderers guys join us. Our organisers mostly do runs south of the M25 where the roads are more interesting, and as last month we got into Sussex for variety.

We struggle a bit to get organisers for all 12 months, so Rosemary and I have to do two months to fill the gap. We would obviously like more people to join us and can contact me on 01483 811428 or e-mail [1942mgman@gmail.com](mailto:1942mgman@gmail.com)

## NORTH SURREY NATTER

John Morgan & Austin Banner

There's no truth in any rumors of misdemeanors or upset partners amongst the supporters of the North Surrey Natter.

The Natter pub is now called the Doghouse (ne The Fox and Hounds) and none of our contacts at the pub seem to know why the name has changed! Fortunately, this is all that has changed and we still have use of the excellent pub facilities supported by a very friendly landlord.



The Summer BBQ was again held at the Walcountians RFC near Banstead at the end of June, with members again enjoying our renowned BBQ food beautifully prepared and cooked by Diana Calvert and her sister Pat. We had a lovely summer's evening and we sat on the patio with views across the playing fields to London.



This was followed by a Boule Challenge held in the pub garden next to The Barn meeting room. The event was run on a knockout basis with some close competition. Austin ended up the 2025 champion.

The first of our audio-visual talks in October will be looking at Stately Homes of the SE.

This will be followed in November by Chairman Tim Morris giving an audio-visual talk titled Fast Women, Fast Track covering ladies racing at Brooklands and beyond.

## CANTERBURY NATTER

John Clark

On the 25<sup>th</sup> August the Canterbury natter joined The Old Timers Classic Car Show at the Leas Folkestone.

Starting at Morrisons car park Dave gave a comprehensive briefing on the days plans before the convoy went off to the venue. It was a greatly improved event than in the past with a bandstand occupied by a great band and a lovely lady singer. There were food and drink stalls a 'plenty plus portaloos (big improvement!)

And we welcomed a "returner" to the club.... "London boy" Jason with an MG TF (ex-Alex and John Mac)....good to see him after such a time!

We managed to all set up in a line and in between was our gazebo that went up in double quick time. And a massive thanks to Martin and Mel for bringing the gazebo in Tilly their campervan in the photo above.



**"The only downside was "Mr Grumpy" who wanted to sit next to the fence"**



The only downside was "Mr Grumpy" who wanted to sit next to the fence having come from the houses behind, and moaned that he did not want to have any cars in front of him....it was pointed out to him that we had paid to be there so did he?

Needless to say all that fell on deaf ears.....

A good selection of cars were there, and Dave managed to help an owner of a 2CV with a set of brake shoes...in response the appreciative lady bought him a beer.

The gazebo was most welcome as the sun was a bit hot but we did not complain!



## MGF REGISTER NATTER

TIM MORRIS

The South East MGF Register continues to meet on a monthly basis at the Rose & Crown on Thorpe Green in North West Surrey. The third Wednesday of the month is the date and the meet is a dine and chat evening, for which reason we like to know numbers in advance so a suitable table can be booked.

We occasionally try to move venues but when we did this in August for a visit to The Fairmile it turned out we coincided with a Porsche Club evening with the pub packed out with 150 Porsche fans! So back to the Rose & Crown again.

We held our Fish n Chips on the beach event which has now morphed into a general South East Centre and local MGOC event! It's still a relaxing evening sitting on the beach and playing beach games but with even more mixed company now (see report elsewhere in Spark). Some of the group were off cruising so decided to hit the beach the following weekend themselves so it was a bit of a double bubble beach bonanza this year!

We also held our annual Mini Golf Challenge at the Hersham Safari Golf course – volcanoes, land rovers and a crashed aeroplane are the main features. The Edwards family did well with Gerry winning and Jack coming third with Liz Morris in between as runner-up.

The main event was MGF30 at Gaydon in July and most of the core group attended a great weekend celebrating the MGF (also see report elsewhere in Spark)

The group also attended the Centre's Summer Gathering at Chiddingstone (apart from Tim who was at a music festival in deepest Kent!). David was delighted to have come second in the Pride of Ownership with his 85<sup>th</sup> Anniversary TF. That can be seen in the picture outside the Rose & Crown with Robin's identical TF. With so few made it is unusual to get two together like this.

The third round of the Alternative PoO held at The Fairmile is another regular appearance from the MGF group and this year Jon sorted the MGs out roughly into age groups, so the Fs and Zeds were in their own line facing the As and Bs and the T Types and older behind. An interesting arrangement. The Fairmile Natter also award a special prize for the best MGF on the night in the form of a bottle of wine – won by Paul Bridgman this year with his early 1996 MGF – appropriate in this anniversary year.

If you are an MGF/TF (or modern MG) owner and would like to join us then contact Tim Morris – [chair@mgccsse.co.uk](mailto:chair@mgccsse.co.uk)



*The Mini Safari Golfers in the Hersham jungle*



*Two 85<sup>th</sup> anniversary TFs at The Rose & Crown*



*Jon Glover presenting Paul with his prize for best MGF at the Alternative PoO*

# For Sale and Wanted

## TD / Y Type Parts for Sale

Y-type Distributor DKYH4 type DA36 anticlockwise £20  
 TD bulkhead support brackets black powder coated £15  
 TD/TF/Y steering rack gaiters new £15 pair  
 TD used rear springs £18 pair  
 TD brake and clutch pedal on shaft £15  
 TD starter motor £20  
 TD anti roll bar rubbers £12  
 TD front hub spacers £5  
 Y-type exhaust manifold £20  
 Y-type inlet manifold £15  
 Y-type air cleaner manifold £15  
 Y-type accelerator pedal £8  
 Pair 7" stoneguards £15

Engine side water jacket plate £12  
 Lucas windtone horn £10  
 Altette horn (working) £20  
 12volt coils (checked OK) £18 each  
 Bonnet hinge rear support bracket £5  
 Gearbox support bracket £12  
 Engine fan belt pulley £15  
 Wheel hub covers 3N0. £8  
 A steering column support plate £4  
 4.00 x 19 Dunlop tyre 5mm tread £18  
 4.50x 19 Dunlop tyre (4mm tread) and wheel £25  
 4.75/5.00 x 17 tyre (5mm tread) on centre spoked wheel £25  
 4.00x 19 Firestone tyre (6mm tread) £18

Contact Philip Bayne-Powell on 01483 811428 or e-mail  
 1942mgman@gmail.com

## Books for Sale from the late Keith Portsmore's Estate

British Leyland Sprite & Midget manual £15  
 MG& Triumph 100 years £5  
 Combat -B.Lyndon £25  
 Motor reprints of MG road tests 1935-40 £12  
 MG Sports 4-cylinder cars (Autocar publication) £12  
 Route book for the 2001 re-run of the 1934 Abingdon to Abingdon Trial £5  
 Beggars Roost +80 - re-enaction of 2010 £5  
 Profile Publications MG K3 £10  
 Oxford to Abingdon -Barraclough & Jennings £65  
 1994 Triple-M Register Yearbook £4  
 2008 Triple-M Register list of cars £3  
 MG Road Cars, 4-cylinder - Malcolm Green £65  
 MG Road cars, 6-cylinder - Malcolm Green £85  
 Magic of MG - Mike Allison £8  
 The Classic MG -Richard Aspden £4  
 The Classic MG Yearbook - Dick Knudson £15  
 Great Marques - Chris Harvey £5  
 N-type Magnette original instruction manual (with notes) £22  
 The Restoration of Vintage & Thoroughbred Cars - Wheatley & Morgan £10  
 Classic car profiles - Anthony Harding £12  
 The Car Book - the definitive history £3  
 The World of the Automobile - Ralph Stein £3  
 Super Sports Cars - Clive Prew - £4  
 The fastest cars from around the world - Michael Bowler £12  
 McLaren official record of 1998 (in slip case) £20

Contact Anne by e-mail [anneporstmore@gmail.com](mailto:anneporstmore@gmail.com) or 01460 432 043

## MGC Parts for Sale

MGCC MEMBER has a large quantity of C and B spares for sale - surplus to requirements after C GT rebuild .  
 Many new and boxed .  
 Many original used but serviceable .  
 Too numerous to mention but include-  
 Fibre Glass Sebring valances front and rear.  
 Original C steering wheel - leather intact.  
 Chrome rocker cover.  
 Chrome sill covers - Chrome C door treads.  
 Passenger side quarter light .  
 Useable drop glass and rear GT glass-  
 including tail gate .  
 Unused red seat belt kit.  
 New Headlights Various .  
 Original Sunroof wind deflectors .  
 Boxed C flywheel .  
 Twin exhaust kit .

Offers invited - for you to inspect at and collect from -

THE VILLAGE GARAGE , East Grinstead .'  
 RH19 2HG,

Where the items are securely stored .

01342318080- ask for Adam

Or email - [enquiries@the-village-garage.com](mailto:enquiries@the-village-garage.com)

OPEN TO REASONABLE OFFERS .

# For Sale and Wanted



## 1952 MGTD

**£15,000**

**British Racing Green – Sorted, Reliable & Thoroughly Enjoyable.**

After 7 happy years of ownership, it's time to part with my much-loved 1952 MG TD, finished in traditional British Racing Green with re-trimmed tan leather interior and new green carpet. This car has been enthusiast-owned and sympathetically upgraded to retain its period character while improving reliability and drivability. It's been used regularly in good weather and always properly maintained.

**Contact Phil Moir - 01932 843755**

[info@drycleaningcentre.co.uk](mailto:info@drycleaningcentre.co.uk)

## 1972 MGBGT

My ownership since 2020 but now need to reduce the fleet. History available back to 2000

Working sunroof | Power steering | Electronic ignition | 5 speed 'box | Alloys 2012 | New Blockley tyres 2020 | Revotec electronic fan 2022 | New wiring loom 2022 | New battery 2023

Bodywork could be improved hence only

**£5,750.00**

Contact [austin.banner@gmail.com](mailto:austin.banner@gmail.com)



## MGB parts for sale.....Prefer to sell everything as a "job lot"

**Offers Invited contact John Clark on 07940769225 Canterbury area**

14" woodrim steering wheel, ally spokes, no boss used but good/Pair Halogen fog lamps, horizontal type new/Pair Lucas Silver Sabre driving lamps with covers. New old stock/Smiths RVI Tacho 4", 0-7000 used but good/Smiths speedo 4", 0-120mph used but good/Smiths vacuum gauge with coloured segments used but good/Smiths oil pressure gauge 0-100psi. used but good/Yazaki ammeter -30 to +30 used but good/Smiths oil pressure gauge 0-100 psi New old stock/Smiths Dual oil/ temp gauge used but good /Twin SU inlet manifold used but good/Pair HS4 1.5 inch Carbs...suitable for refurbishing used but good/Override with rubber pad X2 New old stock/Override with number plate lamp X2.used/Override (plain) X2 used/Lucas rear lamp units...PAIR....Good Chrome used but good/Set MGB/ MGBGT Carpets used but good/Hub Bearing Kit....Unipart GHK 1005 New/Universal Joint....Unipart GUJ 101New/Choke Cable....Austin Rover...CHA 288 New

# Get in Touch

## SE CENTRE TEAM

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

# New Natter Launched

**George & Dragon, Tudeley near  
Tonbridge**

**Next Meeting**

**Thursday 9th October from 7.30pm**



The first meeting of the new natter at Tudeley took place on 11<sup>th</sup> September at the George & Dragon pub.

It was well-attended with around 20 members meeting up for the first time and the Chairman, Vice-Chair and a committee member all came along to the launch as well.

Some of these attended the old Speldhurst Natter and were pleased that there was the possibility of a new one in the area – now all we need is a Natter leader – are you interested? If so please get in touch with the Chairman as soon as possible or make yourself known at the next scheduled meeting on Thursday 9<sup>th</sup> October.



*First meeting of  
the potential new  
natter at Tudeley*

# Lost MGBGT !!

Club Member, the late Gareth Evans, kept his MGBGT away from his house – the problem is that we don't know where!

So, his yellow MGBGT is currently missing, and his family are trying to trace its whereabouts. It is believed to be in the North Surrey area, possibly in a lock up garage.

Registration : **TGG 380G**

If anyone has any information as to its whereabouts then please contact the Editor at Spark as below.



I hope you enjoyed this edition!

Your contributions are invaluable from all directions, and I want to thank contributors for their input. We welcome any comments on this magazine and any articles.

If you wish to contribute for the Winter 2025 edition, then please get in touch with the editorial team at:-

[Spark@mgcse.co.uk](mailto:Spark@mgcse.co.uk)

Many Thanks - **Will Opie** , Editor Spark Magazine

**SPARK Issue 3 Autumn 2025**

**Editor : Will Opie  
Deputy : Tim Morris**

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# *Retro Spark*

Spark keeps you up to date with the modern world of the MG Car Club, but the club's history goes back much further so each quarter we'll end up with a look back at the South East Centre... in the past.



"Join for the cars and stay for the people". A mantra for the MG Car Club today but just look at this very full room at a South Eastern MG Car Club Dinner Dance at the Park Lane Hotel in London – probably late 1930s



The MG ZR Rally cars at Brooklands in 2002 where they were giving "hot" rides