



Spark

Winter
2025

The quarterly magazine of the MG Car Club South East Centre

4



THIS ISSUE INCLUDES...

Nuffield Gold Cup | Petre & Parnell | Scavenging in the Rain
Testing Issues | New Member – The Duke of Richmond
Annual Lunch & Awards

MGF Forerunner | Modern Gentleman | Dover Transport Museum
Newhaven Fort | Tony Bugbird & Chris Noulton Remembered

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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.

Happy New Year! We welcome you to the Winter 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 last 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 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

Cover Picture: The Nuffield Gold Cup – see page 4



My byline photo this quarter shows me with Peter Stevens at Brooklands when we hosted him for one of our evening talks. His name is, no doubt, familiar to all MG enthusiasts as the man who redesigned and updated the MG range in the noughties – the TF, ZR, ZS and ZT plus, of course, he designed the SV supercar.

As talk turns towards the possibility of the MG GTS coupe being released we also remember that it was Peter who came up with that idea with the MG GT (a coupe version of the TF).

That car is now on display in the British Motor Museum having been donated by MG Motor UK on long-term loan. It was seen adjacent to the very first production MGF inside the Museum for MGF30 (the 30th anniversary of the MGF event last July). That MGF had the traditional VIN number ending in 251 – the phone number of the Abingdon factory.

Tradition continued with the first customer delivered MGF in 1995 which had a combination of those numbers – 521. The owner of that car was Julia Marshall who became the very first chairman of the MGF Register.

I held that position from 2008 to 2013, the first person to complete a full five-year term and later became President.

I had to stand down from that honorary role in 2022 when I took on the position of Chairman of the South East Centre. That was the year that I met Peter and the above photo was taken as he brought me a pint in the Members Bar at Brooklands. Serendipity?

The big news this quarter is that at the MGCC Council Meeting and AGM in October the South East Centre were awarded the highest honour the club bestows – the Nuffield Gold Cup.

This is the oldest trophy in the club originally being presented to the club by Lord Nuffield himself in 1936.

It was an honour to receive the trophy from MGCC President John Day despite the fact I nearly dropped it when the top separated from the base – which is why I am looking worried in the photo!

We weren't allowed to take it away as it is extremely valuable, being made of gold! However, MGCC Vice-Chair Michael Murkin did bring it with him to our Annual Awards Lunch in November. Read more about the cup on Page 6.

Each year we celebrate the Club's achievements with our annual lunch and awards event. This year we featured two unusual monologues from one of our keen members, Simon Gray. We also heard from Dr Ian Pogson who straddled the MG-Rover and SAIC eras of MG. I always enjoy handing out trophies to our winners but it now seems that three of them are so valuable that we can't let people keep them anymore so they are under lock and key at Kimber House. A shame, but time and insurance companies move on!

We hope to be back at Hartsfield Manor next year to celebrate a busy 2026 season.



MGCC President John Day presents the Nuffield Gold Cup to me and Austin at the Club's AGM in October

It may soon be possible to combine two hobbies – MG and bus-spotting! As we see in the "Modern Gentleman" column MG have just unveiled a new bus in Brussels. It's a concept at the moment but it seems likely that we will see MG buses on our streets in the next few years. It's another departure for modern MG and there is a new company to service it – MG Commercial.

MG has certainly come a long way since the MG-Rover days and even further since the original MG company – although Morris did have a very successful commercial operation as well.

As MG exceed 3 million sales worldwide and 100,000 EV sales in the UK plus 300,000 MGs in Europe just in 2025, it is worth reflecting on how successful the brand has become in the modern era.

As a result, it has kept those two letters high in the public consciousness and draws attention to the history of the 101 year old marque that we all love – and just maybe some of those new MG owners will join the MG Car Club and explore that history, keeping our love of old and new MGs alive.

Handing out the Club Member of the Year Trophy to Spark editor Will Opie ³

Nuffield Gold Cup

Tim Morris



MG Car Club Vice-President Michael Murkin presents Chairman Tim Morris and vice-chairman John Morgan plus the SE committee with the Cup at the Annual Lunch & Awards in November

The Nuffield Gold Cup was presented to the MG Car Club by Lord Nuffield in 1936. Six years after the club was formed and designed to encourage the Centre's growth. The inscription states

**"Awarded annually
To
The Centre of the M.G. Car Club
Which Has Shewn
The Most Meritorious Growth
Enthusiasm and Enterprise."**

Of course at this time there were only four Centres – South Eastern, North Western, Scotland and Midlands. The South Western Centre was newly formed that year.

In the early days the South Eastern Centre won the cup several times, not surprising with a limited field. In 1966, upon winning the Gold Cup, Centre Chairman Gordon Cobban said that the inscription may have been the wrong way around - "without enterprise and enthusiasm the centre would have little chance of growth".

We are grateful that the current committee are just that – enterprising and enthusiastic and that has been rewarded with the Gold Cup for the first time in 45 years! Since 1966 the Centre has now won the cup five times – 1966, 1967, '1971, 1980 and now 2024.

The meritorious event that caught the Executive Committees eye was our MG100 South East event last year stretching over a long weekend in May. With two years in the planning it was a fantastic weekend and our thanks go to the team that pulled it all together from the Fairmile to Brooklands, the road runs, the Cavalcade, all the marshals and helpers and the other clubs who were roped in to help. It was a fantastic achievement contributing to the club being runners-up at the International Historic Motoring Awards in 2024, the entire organising team being awarded the new "significant contribution" cup from the Centre itself and now, the cream of the crop, is being recognised by the MG Car Club with the Nuffield Gold Cup. Thank you.



The Centre's plaque on the Cup base



Detail of the inscription on the Gold Cup

At the July 1937 BARC meeting at Brooklands Reg Parnell had entered his MG on the brand-new Campbell Circuit only opened that year. There was heavy rain and the crowd was consequently low. Earl Howe was watching on the corner where he had previously badly crashed his own MG coupe during the Campbell Trophy Race.

Parnell won the First July Short Handicap, a three lap 7-mile race, in his MG averaging 65.71mph. His car had another new body and a Jamieson supercharger and he was lapping at 67.56mph when he approached the Vickers Bridge Corner and left the track. He rejoined but forced a Talbot 110 driven by Couper to swerve and hit a bridge parapet damaging its back axle. He was fined £5 for this incident but it is not clear if this went to replace the back axle. This was, perhaps, the measure of the man at the time – a little bit wild!



Reg at the wheel post war

Parnell was back at Brooklands on September 18th for the BRDC "500". This time the race was held for 500 kilometres rather than miles as the organisers felt that the entrants had already suffered the risk of retirement and "derangements" in the previous races that day. Parnell was in the K3 MG when he set out for the practice session and, despite the rain, Kay Petre was already putting in fast laps in her small works Austin. Parnell in the bigger and faster car went high on the banking to overtake her – probably too high as the car couldn't maintain its position at the top and slid downwards colliding with the Austin as it hurtled down the banking. Kay's tiny Austin was pushed off the track and through the railing, the car turning over several times with parts flying off it before ending up in a ditch. As befits the times Kay was not strapped in and was thrown clear of the wreckage however, she was knocked unconscious and remained in a coma for several days. Her life was in peril, but she did recover and initially was partially paralysed as result of her injuries. Over time this eased but she remained with partial paralysis on her face

She returned to Brooklands for a race the following year but her confidence was gone, and she did not race again. Parnell had his race licence revoked but Kay fought for it to be returned to him as she considered the collision to be "just a racing incident". He did eventually get it back and was racing again in 1939. He had used the interim period to buy up race cars including a BHW Bugatti and several ERAs which he then sold out. This helped to form the basis for many drivers in bringing motor racing back after the Second World War.



Reg Parnell's K3 stalls at the top of the banking and plunges towards Kay's tiny Austin

Kay was the “darling of Brooklands” as a petite, attractive young woman from her debut in 1932 until this incident in 1937. She attracted much publicity but was also a steely and successful racing driver.

However, her luck ran out that day in 1937 and that shadow followed her to May 1938 when she returned to Brooklands as spectator. She was trackside watching the JCC International Trophy race with notable racing friends including Noel Pope, Douglas Hawkes, Jill Thomas and Betty Haig. George Eyston started the race and shortly afterwards Joseph Paul was powering his V12 Delage up the Finishing Straight and past the pits when it suddenly burst into flames. As the heat became too intense, he indicated left with his arm and started to pull over but a fast moving Darracq, driven by Lace, collided with him and both cars swerved up the safety bank crashing through a wooden paling and plunging down the other side where the burning Delage pinned down a female spectator. She was pulled out by the crowd but unfortunately died at the scene. Joseph Paul leapt from his blazing Delage with his overalls on fire and suffered concussion and severe burns. Lace, recovered the Darracq and, unbelievably, rejoined the race later. Races were not stopped for such incidents at that time and it was won by Percy Maclure, driving without a helmet, in a Riley 6 just pipping Raymond Mays in his ERA.

As a result of the accident Kay suffered further head and facial injuries and her friends in the group were also injured including Murray Jamieson, an Austin designer, who died later from his injuries. It was the worst accident at Brooklands since 1930.



Kay was back at Brooklands in 1938.



Daily Mirror report of the crash – note the language used referring to Kay

This was not to be Kay's last dice with death. After retiring from racing she wrote for newspapers as a motoring journalist. In 1939 she was covering the Monte Carlo Rally and driving a group of friends to dinner in Digne when her car was involved in a head-on collision with a lorry. Her friend, Reggie Empsom was killed immediately and whilst she suffered minor injuries Empsom's family held her responsible for his death.

The Suspension of Parnell's licence did him no harm – he was racing the BHW back at Brooklands in 1939. He had accumulated several race cars but war intervened and he was not able to use, or sell, them until the end of hostilities, by which time he had accumulated around 35 cars.

He returned to racing in 1946 and successfully competed in different types of car including MG.

Today he is, perhaps, best known as an early Formula 1 driving and took part in the first World Championship at Silverstone in 1950 when he came a creditable third in an Alfa Romeo. He took part in seven F1 Grand Prix with one podium finish but was also racing in other classes with a variety of cars.

He became a team boss for Yeoman Credit Racing and presided over two Cooper Climax cars driven by John Surtees and Roy Salvadori. That became Bowmaker-Yeoman and he recorded his first podium finishes with the same drivers.

He later headed his own team as Reg Parnell Racing and in one Grand Prix there were five Parnell cars competing. One of their drivers was Mike Hailwood.

Reg died in 1964 after an appendix operation went wrong. His son, Tim Parnell, took over the team but that's another story. Reg's ban taught him a lesson and he was no longer the wild driver but rather a much more professional and successful one.

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.

We are delighted this quarter to welcome the 11th Duke of Richmond to the South East Centre He was awarded an honorary membership of the MG Car Club. See the next page for further details.

So, welcome to you all.

Tim Morris, Chairman

Mr	Jacob	Jenkins	HORSHAM
Mr	Paul	Moss	ALDERSHOT
Mr	David	Kitson	TWICKENHAM
Mr	Paul	Butler	WHITSTABLE
Mrs	Lesley	Miles	ASHFORD
Mr	Chris	Ryan	HAYWARDS HEATH
Mr	Mark	Gillard	LEATHERHEAD
Mr & Mrs	Kevin	Abbott	CRAWLEY
Mr	Tony	Venn	RICHMOND
Mr	Daniel	Hopkins	HERNE BAY
Mr	Andy	Peyton	ESHER
		Gordon-	
Duke	Charles	Lennox	CHICHESTER
Mr	Paul	Barney	BAGSHOT
Mr & Mrs	Michael	Tadman	BEXHILL-ON-SEA
Mr	Andy	Collins	WORCESTER PARK
Mr	Jay	Myles	EGHAM
Mr	Kenneth	Micallef	SNODLAND
Mr	Malcolm	Clarke	LONDON
Mr	Harry	Holberton	LONDON
	Terry &		
Mr & Mrs	Pam	Smith	TENTERDEN
Mr	David	Billington	LONDON

The South East Centre is holding its own regarding Membership and we are slowly going up. There are currently 1243 memberships within the Centre and the relates to around 1477 actual members when joint memberships are taken into account. The majority of members are individual members and, of course, they will have partners and family who may also take an interest in MGs so the reach is probably much higher than that.

The club's Nikki Saunders Trophy is awarded for the Centre, Register or Branch that recruits the most new members during the year. This year it was won by the MGF Register but from next year that will be expanded to include the CRB that retains the most members. Of course, Nikki and Dave Saunders were both South East Centre member and the South East Centre at the moment is very good in respect of retention, so thank you all 7 for staying with us!

New Member – The 11th Duke of Richmond

We are delighted that the MG Car Club has conferred an honorary membership on the Duke of Richmond. This is in recognition of the Duke's work at Goodwood which frequently features MG at the forefront. Last year MG Motor were the central feature of the show and it was a spectacular event with fireworks and parades of historic models in addition to the main MG Motor stand. This year saw another large MG Motor stand and the European reveal of the Cyber-X plus MG IM5 and 6.

The family's MG connection however began with the 9th Duke of Richmond also known as Freddie March. His connection with MG came in the 1930s when he was the Earl of March and working as an engineer at Bentley. The new MG C-Type was launched in 1931 and the Earl was quick to be one of the first to buy them – indeed he purchased a batch of three for his racing team. Painting them in his grass-green team colours and tuning them to perfection he began to enter races – winning the Brooklands Double Twelve and the Irish Grand Prix. These lightweight cars proved formidable on the track, even against much larger, more powerful cars.

It was his success on the track that helped to promote MGs name amongst the public and inevitably leading to more sales of MG product.

When the Second World War came all motor racing stopped including at Brooklands. Afterwards, as we know, Brooklands failed to re-open having been consumed by the Vickers Armstrongs company into making aircraft for the war effort. The track was sold to Vickers and no further racing took place. That left a void for a motor racing circuit in the south of England. One that Freddie March filled by converting the perimeter road of RAF Westhampnett (on the Goodwood Estate) into a track suitable for racing modern cars. Naturally MG was one of the first makes to experience that new circuit in 1948.

The club's new member is Charles Gordon-Lennox, the 11th Duke of Richmond (formerly the Earl of March and Kinara) and he carries on that legacy of his grandfather with the Goodwood Revival and Goodwood Festival of Speed today.

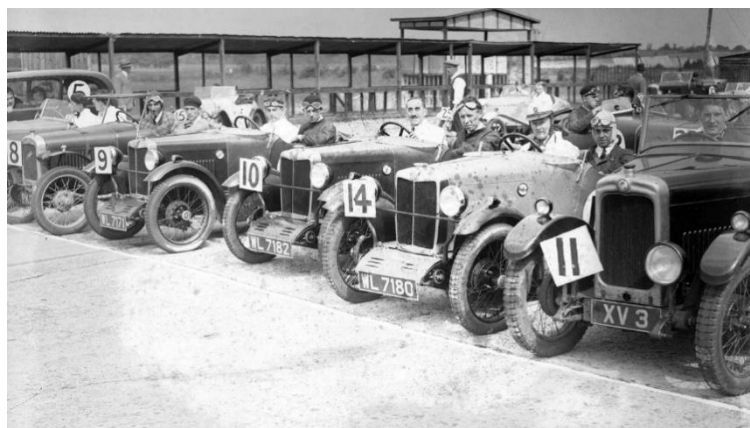
He accepted the Club's honorary membership at Goodwood Revival from the club chairman, Lorraine Noble-Thompson.



Club Chairman Lorraine presents the Duke of Richmond with his honorary membership at Goodwood Revival



Freddie March in overalls winning at Brooklands



Freddie March at Brooklands 1929 with his MG M-Type (No.9)



The Earl of March (at the time) in 2017 opening the restored Finishing Straight at Brooklands. He is the President of the Brooklands Trust.

Scavenging in the Rain

Tim Morris

The South East Centre do not do a traditional Autumn Leaves Run as you may find in other Centres. Whilst ours travels through some scenic country lanes to admire the changing colours of the autumnal leaves, there is a different element to it. We call it a photographic scavenger hunt.

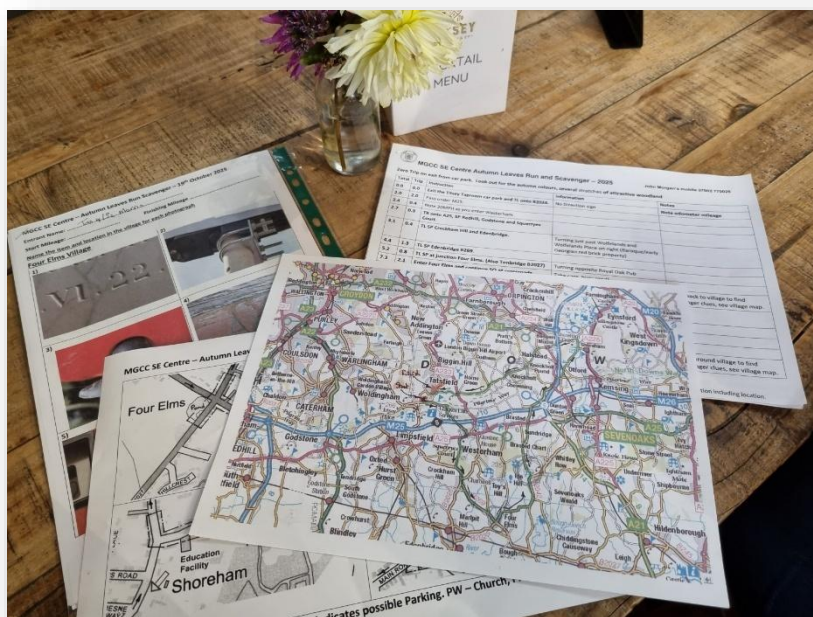
The route began at the Titsey Brewing Company who were preparing for a beer festival later that day. It took us through four villages, based around the Tatsfield area but instead of driving through the pretty villages the idea is to park up and take a short walk.

The designated area contains various answers to clues provided by a photographic clue sheet. All you have to do is match the photograph with something found in that area. Easy you may think? But, that photo may be of something quite small! So, the more eagle-eyed you are for the minutiae so much the better.

The villages started with Four Elms and most crews spent far too much time here searching for clues! If you can't find them it might be best to move on. So it was with Ide Hill, the next stop, and then on to Shoreham Village. All very attractive but as the final village approached so did the rain which had been threatening to spill all morning.

As it started some crews chose to by-Pass Knockholt and miss out on the clues there, rather heading for the warmth of the pub at Ye Old Ship in Tatsfield. The damp answer sheets were handed in and the marking team of Jenny, John & Austin ploughed through them. The top three were very close and there had to be a tie break between second and third.

A big thank you to John & Jenny Morgan for the organisation of this unusual event.



Questions, photos and maps ready for the start

The Winners

Unlike some of the SE events there were no classes, everyone was in it together whether you had an old MG, new MG or no MG.

Winner

Steve & Gary Goodwin

MG Midget

Runners-Up

Tim & Liz Morris

MG4

Third

Gary & Nina Kendal

MGA



Everyone signed in and John & Jenny can relax at the brewery



John presents Tim with the Runner-Up rosette



The busy marking team



Rod Stevenson got the wooden spoon!



The Kendal's receive a third place rosette

Competition Report

John Morgan

Our 2025 competitive season finished with the Autumn Naviscat, the Autumn leaves Run& Scavenger and a table top rally (organised by Philip Bayne-Powell).

Both driving events were well supported. See the report on the previous page. The winners of the Scavenger were Gary and Steve Goodwin and the photo shows them receiving the winner's rosette from the Chairman.

Planning is underway for the 2026 season. **Filching Manor Autosolo** will be taking place on the Saturday after Easter – the 11th April. It will follow the same format as previous years. We are also planning two evening autotests for the 18th June and the 23rd July, hopefully at the same venue as last year but we are awaiting confirmation.



Jason & Sarah Cailles's MGCGT on the Scavenger Hunt – the car's first event



The Chairman presenting Gary and Steve Goodwin with the Scavenger winner's rosette

We will also be running the Spring and Autumn Naviscats, Autumn Leaves Run & Scavenger and the Pride of Ownership competitions along with our main MG gatherings and runs.

Alos look out for a major new event at **Brands Hatch** on August 15th/16th where we will be combining our Summer Gathering with a special event from the main MG Car Club alongside the Cockshoot Cup and other races plus some more competitive events. Details will be announced in the New Year.

More information on the Centre website or contact John Morgan at competitions@mgcccse.co.uk or 07802 770025

Carbon Offsetting in 2025

Will Opie



The South East Centre is conscious of its responsibilities to the environment and, as such, we take part in a carbon offsetting scheme which aims to plant trees for carbon capture.

In 2025 qualifying events generated 3.72 Tonnes of carbon which we offset into tree planting via Tree-V, as used by the FBHVC. 50 pence per car is added to the cost of a driving event which is donated to Tree-V.

The £121 we raised this year means that nine trees were planted into a sustainable forest.

Many thanks for your efforts capturing carbon!

Annual Lunch & Awards 2025

Tim Morris



The Centre returned to the country house setting of Hartsfield Manor in Betchworth for the 2025 Annual Lunch & Awards. This is the third time we have been to the hotel and this year, due to numbers attending, we moved into the conference room for the awards themselves.

Outside the MGs ranged from a beautiful MG VA through to the latest MG Cyberster and all MGs in between. A good number of F/TFs, Bs, Cs, T Types, MG Motor cars, a metro but we rarely see a Zed car these days.

Before the awards commenced we held a moment's silence for those departed and then MGCC Vice-Chair Michael Murkin presented the SE committee with the Nuffield Gold Cup.

After the awards some of those attending left and others staying for the whole day moved into the dining room for pre-lunch drinks. Member, Simon Gray, then performed two Nosmo King monologues – Providence and Timmy's Lament to a piano accompaniment. An unusual and entertaining way to begin the afternoon's proceedings. After lunch our invited guest, Dr Ian Pogson, spoke about some of his experience with MG in China and showed an unseen and eye-opening film of early MG6 testing.

The results of the secretary's challenge were announced and most of the categories were won by Chris Matthews!

The raffle was the final act of the day and we were delighted that £180 was raised for the Centre's charity of 2025 – the Royal Marsden Cancer Care. A further £50 was raised for the charity in sales of the 2026 Wall Calendar making a grand total £230 for the charity.

There were record numbers at this year event and we will be returning to Hartsfield again next year for the 2026 Annual Lunch (TBC)



Simon Gray performing a monologue



Those staying for lunch with the Gold Cup



Ian Russell and Will Opie with the Nuffield Gold Cup

The lunchers getting ready



Guest Speaker Dr Ian Pogson with Chairman Tim Morris

MORE PICTURES ON OUR WEBSITE

<http://www.mgccse.co.uk>

MGCCSE Main Award Winners 2025

Congratulations to all our award winners for 2025. Most of these awards are for attending MGCCSE events in some way or other. To be in with a chance of a top award you will need to attend and take part in the large range of events, matters and competitions we hold throughout the year. The 2026 programme will be announced shortly.

Club Member of the Year

Significant Contribution Trophy

Carrisima Cup (Spirit of the club)

Young Member Participant Trophy

It Could Have Been A Better Day Award

Andy Turner Trophy (Best article in Spark)

Lew Wooster Trophy (Most marshalling)

Enthusiasts Trophy (Entering most but not winning!)

South East Championship (Highest MGCC points scored)

Ladies Award (Best results from entering events)

Pentathlon Trophy (Best results from entering events)

Social Championship Trophy (Best overall attendance)

Lingfield Trophy (Best overall results from Naviscats)

Magic Midge Trophy (Best results in driving tests)

Alternative PoO Trophy (Overall Alternative PoO winner)

Barnard Trophy (Winner Premier PoO at Summer Gathering)

Summer Gathering Trophy (Car of the Show)

Will Opie

John & Jenny Morgan

Roger Gasson

Alice Hanson

Chris & Janice Leigh

John Morgan

Jenny Morgan

Les Hudson

Tim & Liz Morris

Lis Wooley

Ian McCullough

Mick Breare

Gary and Steve Goodwin

Ian Cleghorn

Adrian Malthouse

Richard Thorpe

Gary Barden



Will Opie was the Club Member of the Year



John & Jenny Morgan won the Significant Contribution Trophy



Roger Gasson won the Carrisima Cup for "Spirit of the Club" for his attendance at numerous events in his MG Magnette complete with model Dog in the passenger seat!

MGCCSE Award Winners 2025 photo call!

Here is the roll call of all our winners for 2025 – congratulations to them all – perhaps you'll be here next year!





Parking in front of the manor



Beautiful VA Oldest car at the awards



Great turnout of cars for the awards Lunch despite the weather!

Spark Plug

We are looking forward to the 2026 season and there are plenty of events in the planning stages for you to enjoy next year. So, here is a plug for 2026...

Brooklands New Year's Day will kick us off with our MGF and T Type Registers at this fantastic NYD event – other MGs are welcome of course!

The Centre's AGM comes up on February 21st and we are hoping to be back at the St Michael's Hall in Godstone again for that but that is TBC and may be elsewhere! You'll find a notice and agenda to the right. It's a great opportunity to find out more about your Centre and meet the committee...and perhaps volunteer yourself.

We'll be returning to our expanding Grassroots competition events with the Autosolo at Filching and at least two Autotests in the Summer and hopefully a Carkhana as well. There are the two Naviscats, a photographic scavenger hunt and plenty of opportunities for those who like to keep their MGs clean (not necessarily so in the Alternative PoO (where a dirty car is an advantage in one of the categories) which may also have an Eastern round next year.

The big news is that our Summer Gathering will be combined with the main MG Car Club's **MG Fest 26** in the Summer and this will be a large-scale event held at Brands Hatch. Full details will be forthcoming but make sure that you have August 15th/16th in your diaries – it is not to be missed.

We'll have our railway fix with an invite to the Fawley Hill Steam Museum at Henley on 28th June and other favourites will be back including Fish n Chips on the Beach at Hayling Island on 2nd August.

There will be plenty of other local events around the Centre as well with the Natters and regular runs out with the Wanderer groups – keep an eye out for your local group on our website.

As a starter there will be some talks next year at some of the Natters for instance:-

Fairmile

February 12th Film: Ask a Policeman (includes early footage of Brooklands)

March 12th - Fast Women, Fast Track Talk by Tim Morris

North Surrey

April 20th – Triple Ms with Will Opie

October 19th – Jello to Gun Boats – The Macklin Story
by Tim Morris



MGCC SE Centre

AGM will be held on Saturday February 21st 2026 at 11.00.

Venue to be confirmed

All documents and full agenda will be published online on the Centre website.

AGENDA

1. Welcome to members
2. Apologies for absence
3. Minutes of the AGM held on Saturday 22nd February 2025. For approval
4. Matters arising from the minutes previously notified to the secretary.
5. Chairman's report
6. Treasurer's report and annual accounts Y/E December 31st, 2025.
7. Secretary's report
8. Competition secretary's report
9. Events secretary's report
10. Safety Fast scribe and Spark editor report
11. Archive and History report
12. Webmaster report
13. Programme for 2026 for information

Elections

14. Election of officers

Chairman
Secretary
Treasurer

15. Election of other committee members

16. Any other business previously notified to the secretary
17. Time, date and place of the next AGM

Austin J Banner
Secretary MGCC SE Centre
secretary@mgccse.co.uk

November 2025

PROVISIONAL DATES FOR YOUR DIARY

Filching Autosolo – 11th April

Evening Autotests – 18th June / 23rd July

Naviscats – 22nd March / 20th September

Autumn Scavenge – 17th October

PoOs – Summer BBQ 25th July; Alternative PoOs – 15th June / 20th June / 9th July

MG Fest 26 – 15th / 16th August

Autumn Gathering – 13th September

Annual Lunch – 15th November

Others – Cars at the Castle 14th June; Fawley Hill Steam Museum 28th June; Bromley Pageant 19th July; Fish n Chips on the Beach 2nd August



Dr Ian Pogson was our guest at the Annual Lunch in November. He is a former Chief Engineer at MG Rover and went on to work for SAIC helping engineers for MG Motor in China. Here he looks back at some testing issues with the new NAC MG TF.

Long straight roads for hot environment testing in Australia

Here are a few anecdotes about life in the Test Lane. There were a large number of tests planned and indeed completed, for the resurrected *TF* under NAC, who conducted most of them before MG Motor came about.

NAC, Nanjing Automotive Corp, had removed and shipped to their city all of the vehicle assembly tracks and machining/assembly for the K series engine and PG1 box. They built a completely new factory of immense proportions in the Pukou district of Nanjing, yet another new industrial complex that were and still are springing up all over China. It is reported that 30,000 containers of parts and equipment were stripped out and shipped across the waters from Longbridge, Birmingham, to Pukou. The “strippers” were accommodated in the old GOB (General Office Block) on “Z” beds and were themselves shipped home again once the job was completed.

NAC had recruited key ex-employees of MG Rover and Powertrain Ltd to continue the work to produce the *TF*, incorporating the principal engine design and process improvements that we had planned anyway, but had been slowed by a lack of cash and finally halted by the collapse of the Company. (These had made their way onto LR Freelanders and a few *TFs* (like my mid-February 2005 car). This explains why the cylinder head differed slightly from the ex-MGR one and also from the SAIC one developed for the MG6. Each company wanted to put their own stamp on the product. All our drawings had the MG Rover drawing box containing the manufacturer logo, date, part number etc, covered over by a NAC or SAIC one and then scanned into the Company drawing store. We then had to explain what the drawing symbols, dimensions and nomenclature meant! I had to admit to some educated guess-work in these instances, as many of the illustrations I had never seen before, as I wasn’t an engine designer. Fortunately, I had two office colleagues, Malcolm and Richard who were much smarter than I and probably still are!

One amusing test in the schedule was the Water Ingress one. We all know that it can be quite difficult to locate the actual precise source of a leak, be it in a domestic pipework instance or in a car. The official red leak-test car was therefore stripped of all its trim, and I mean ALL, as the car had no fascia moulding and the speedo pack was tie-wrapped to the cross-car beam! Any trim item like carpet or door cards would have become soggy and useless anyway. One aspect of the test was inside the factory, in the drench tunnel, where pipes ran the length of the tunnel, with various and numerous nozzles sprayed water at the car as it was moved through the facility on a moving track. Hence, once the car was sat on the track, it was unpowered as far as the driveline goes, but dragged through on a steel cup set into the moving belt of the track. This therefore meant no escape, should there be a leak.



Dave at the Tropic of Capricorn



Clearly with a soft-top car, any leak would be difficult to fix and escape was impossible. The first few of our new, keen NAC colleagues to be taken through the drench test were therefore stuck in a damp car with a crazy British Engineer. Their faces were most amusing, as they became more and more damp and realised that any thoughts of exiting were futile. Their boss even insisted upon winding up.

The same car was taken to Millbrook in Bedfordshire for testing through their water trough and again suitable footwear (i.e. wellies) were probably advisable. It was quite light and fast with no trim fitted, but also incredibly noisy, as I am sure Dr Bell will testify, racing The Shed. With the speedo pack just dangling on tie-wraps, it was also not a car that one wanted to be caught driving by Mr Plod. In his day, Roger Parker might have been amused and sent the driver on their way, however.



Altitude testing in Spain



Altitude testing in Spain



Hot environment testing in Australia



Knob testing in Isiignosis's old studio

I have yet to see more than a couple of *TFs* used for towing – it is an unsuitable car for that job and so few people do it. However, this did not stop intrepid ex-Rover Engineers from doing so in the heat of the Australian bush. It was part of a suite of tests conducted in the baking wilderness of the outback, as HET (Hot Environment Testing) work was conducted in places like there, the south of France or Death Valley in the USA. Australia or Death Valley also provided a chance to drive dirt roads and therefore dust ingress testing. This latter is a risky activity for the drivers, as one car closely follows another, in which the lead car kicks up a storm of dust and the following car on test really suffers. After one such test, an MG6 filter was removed and sand literally poured out of the filter box, with the element clearly having done its job. Just imagine not being able to see the car that you are following; the heat of the sun through the cloud of dust and the air-con on full, the noise of gravel peppering the windscreen and hoping that nothing is coming the other way! I did hear of one set of test drivers who were faced with a lost couple in a huge American RV coming towards them. How they avoided the bulk of such a huge vehicle is amazing.

I find it fascinating and a tribute to good Nanjing manufacture that the NAC-developed *TF* was the first *TF* to pass a Pavé test at MIRA (as it was known then) near Tamworth, now called Horiba MIRA. Also conducted at MIRA was the dust ingress test. Now this is an ordeal that I have personally conducted there in a leaky Defender 90 and a nowhere-near-as-leaky Toyota BJ40 Landcruiser.

The process involves fitting an old heater blower motor and fan to the window, taping it up to seal around and create a slightly lower pressure within the car to suck in dust. The test shed is a long, single-storey place with a good run-up/deceleration space at each end, there are lines of incandescent lamps screwed to the sides of the shed to hopefully show the driver where the sides are and the whole place is scattered deeply in a specific powder on the floor. There are wooden cross-beams set into the floor in order to articulate the suspension as well. The first run is fine, with clear air and the shed visible. The powder is disturbed as one drives through and most of the illuminated lamps can be seen. However, the moving vehicle sucks dust out of the shed and obscures the exit somewhat, but the process requires re-entering the shed through the cloud and repeating. Gradually, the shed becomes more and more invisible and lining up the run more fraught, so one follows the lane lines on the road. Imagine this in a *TF*.... However, it has to be said that the small, dedicated NAC team completed all these and the other crazy tests.

Some were able to be conducted in the dry of Issigonis' old Design Studio, the one you see him pictured within, featuring steeply sloping armoured glass sides. The team had commandeered this room for Engineering work. It was an obvious place to use, with a handy surface table designed to be used by vehicles and a couple of offices, with decent heating. One test done in here and demonstrated to our Nanjing colleagues was the gear-knob pull test. This involved simply attempting to remove the knob from its home on the tip of the shift lever and pulling with a load meter and pulley block. A video I once saw showed hapless Engineers with black hair and brown eyes standing on a loose shift mechanism assembly and pulling upwards (towards their faces) on the newly resourced knob. The ensuing black eye is not recorded, nor is a translation of the Mandarin swearing, but you can imagine the scene, with UK colleagues who had warned about this possibility going as purple in the face as the aforementioned facial bruising.

Cold environment testing (CET) is often conducted in Canada at say, International Falls where temperatures can be experienced of minus 40 degC. In our case, we often used Arjeplog in Finland. I recall when I was running the EU5 testing for MG3, I signed off the three cars to go there and sometime later had the call that any Programme Manager dreads – “Boss, we’re off the road”. Thankfully, no-one was injured, just shaken. They genuinely could not see where the road side was and the fields began. Interestingly, (if you are into Weetabix) the delivery driver who collected our cars from Longbridge and taking them to Finland was featured on a cereal advert! You can see in the video from E M Rogers on their website the type of vehicles they use.

Although not a *TF* test story, I have to relate one of the best I heard. This is from the high-speed bowl at Millbrook and a place where if you do travel above the necessary velocity, no hands are required on the steering wheel! This is the crucial aspect to this tale. This sort of testing can be boring and thus bored, but intelligent minds tend to think of things to do to break that boredom. One driver's idea was to read the newspaper in the driving seat. No-one said anything, so the driver went one better and slipped into the passenger seat, with the vehicle set to cruise control. His mate tried to emulate and better this stunt, but eventually the site CCTV did pick up this misdemeanour and the driver was disciplined.

“The ensuing black eye is not recorded, nor is a translation of the Mandarin swearing”



Cold weather testing in Finland



You can't always see the edge of the road in the snow!

Competition for stunts among test drivers isn't new; my own drivers piloting Metros, Maestros and Montegos in the early 80s would play hide-and-seek in their cars at night on the Gaydon test—track. One imaginative driver found a quiet spot hidden behind a hedge and settled down for a “quick nap”. He woke up to find his car up to its axles in mud, completely beached!

So, testing is full of stories, some fun and some tragic, some very hot and some cold, some very fast and others so very slow. It is expensive work, but absolutely necessary and we were with the *TF* very lucky to have a specialist Homologation Engineer on the team, in the unmissable shape of “Big Kev” (as opposed to Little Kev, the BIW and Trim Engineer). He was overseen by an ex-MG Rover colleague who was also in Homologation and was the chap we had to prove that all tests had been conducted to the book and completed successfully. Each member of the team could fill pages with their own testing tales, but maybe that's for another time. Thanks to them, you have the joy of driving tried and tested *TFs*.

Dover Transport Museum visit

Will Opie



16 MGs on a cold October morning made the trip to Dover for an enjoyable visit to the museum. Two nice 54 TF's came over from Essex. Excellent model trains and Motor bike collection, plus café made the day!

“A great Museum to visit in Kent!”



Left: Special MG exhibit with TA and mechanic underneath!

Above: Local TC

Below right: rare Austin Atlantic

Left lower: Rare Allard

Below: Morris police car and main display room





Newhaven
Fort
MG Display
Parking

The Autumn Gathering took place at Newhaven Fort. The Fort was completed in 1871 after 7 years of construction and used as a training centre for the British Artillery. Many soldiers passed through on their way to the Western front. It was occupied by the military until 1956 and is now one of Sussex's main tourist attractions. The venue proved very popular with the Members with the tunnels and new exhibitions.



Rare Berlinette MGB on display



Aerial view showing location next to the river Ouse



*30 MGs attended on the day enjoying the
stunning views*



D-Day planning room



I know that several South East members will have travelled up to Birmingham for November's Classic Car Show. There were plenty of MGs to be found at the show this year none more so than in the MG Car Club village.

But further afield and perhaps, incongruously on the FBHVC stand given that this is a more modern piece of MG history.

From the mid 80s Rover were looking to bring back a sports car and were looking at various configurations and sizes bearing the codename of "PR". PR3 was the third of the small roadster configurations and was originally developed by consultants ADC. This concept was then worked on by MGA Developments under Steven Harper before being accepted as the favourable model to push forward. It was influenced by the Toyota MR2 and early engineering test mules were actually MR2s

The concept then came back in house to Rover designers led by their chief designer Gerry McGovern. He had previously designed the MG EXE concept and the final shape of the MGF was influenced by this.

Once PR3 had been developed into the MGF we know today it languished at Longbridge for around a quarter of century, ignominiously tucked away with PR1 and 2 and other Rover concepts behind the conference centre. There they gathered dust unloved only seen by a few who were invited behind the curtain.

When MG Motor pushed them outside to be exposed to all weathers there was some concern amongst the MG community and campaigns were launched and approaches made to MG Motor to ensure that they were not heading for the scrapyard.



Eventually they were given to the British Motor Museum on "long-term loan". Since arriving there in 2023 the first concept the MG GT coupe has been restored and is on display, you saw it at MGF30 alongside MGF1, the first production car. PR3 is not yet complete but should be on display at Gaydon soon.

Whilst it was hoped that PR1,2 and 3 would be on display for that show it was not to be but finally PR3 has broken cover and appeared at the NEC on the FBHVC stand. A good location for it to show that the Federation is not just about older and vintage classics but embraces more recent vehicles too.

September proved to be a milestone for MG Motor UK with 14,577 sales – a monthly record that brings total sales up to the end of September to 65,394. The year on year increase was 62.7% , a massive amount that keeps MG in the top ten manufacturers list. The Hybrid models (HS, ZS, MG3) have all sold well and continue to spearhead the MG charge. The HS was shortlisted for European Car of the Year and is popular with business and private buyers.

This month MG hit the milestone of 300,000 MGs sold in Europe during 2025 alone, that's a 30% increase on 2024. MG is now active in 34 countries and has about 1300 dealerships Europe wide, in the UK there are now 150.

With all these new models and variants, thoughts might be turning to future longevity of the current MGs. Well, MG Motor has just opened a 15,000m parts and distribution warehouse in Daventry.



The MG IM5 is on sale now

The warehouse will support the 370,000 modern MGs already in the UK and has room to expand when required. It is operated by experienced logistics company XPO Logistics.



The MG EV12 bus at the Busworld show

Still on the “whether it is an MG or not” thread we come to something that definitely doesn’t appear to be MG in the traditional sense. A bus. It has a massive MG logo on the side and MG badges but it is a fully electric bus. Now, MG have never produced commercial vehicles as such (the ZR van perhaps?) but here we have it. Morris did produce commercial vehicles and had a spinoff “Morris Commercial” that produced vans etc. There were 85 different types of Morris commercials ranging from car derived-vans to giant trucks, heavy trucks, ambulances, tippers, pick-ups, military vehicles and yes even buses. So, this is not the extended company’s first foray into such things, but first in the modern age which makes it an eye-opener.

There is a modern equivalent -the J-Type van, produced from 1949 until as late as 1981, has also been revived under the name of Morris-Commercial who are based in Evesham. The van today is, of course, electric, and echoes the style of the original J-Type. The van has an 80kwh battery and range of around 250 miles, ideal for the majority of small deliveries. Pre-Orders are being taken and the van is expected to be launched soon.



“Will the MG Car Club have to launch a “commercials” Register?”

Morris Commercial was taken, as we’ve seen, so we now have a new offshoot – MG Commercial. The first product is the MG iEV12 bus and it was revealed at the Busworld show in Brussels in October. Developed with the Shanghai Sunwin Bus Company (another SAIC company) this is currently a concept and has been designed with the UK based MG design department with European sensibilities. MG iEV12 is built on the MG B12E electric chassis, it integrates Cell-to-Pack battery technology with a battery pack height of 140 mm and a total system capacity of 417 or 489 kWh, depending on configuration.

It is clearly designed with European sales in mind although the business model for the European market has yet to be defined by SAIC.

It seems strange to see an MG badge on such a vehicle but will that become a common sight in the future? And, more importantly, will the MG Car Club have to launch a “commercials” Register?

Is this a commercial? Probably somewhere in between but the MG TRG-L has been released in the Philippines and it is a bit of a beast.

A rugged Utility vehicle which as the advertising blurb says:-

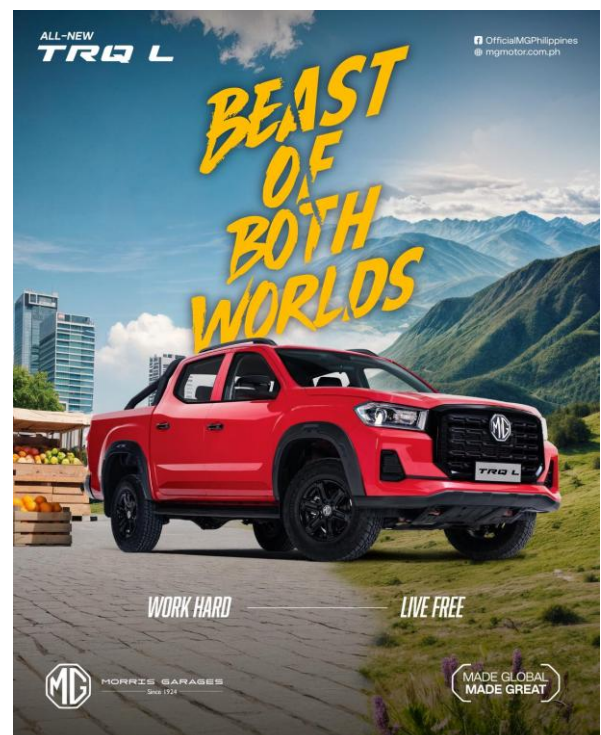
“turns jobsites, urban runs, and adventures into your playground”

It’s a pick-up running on a conventional 2.0litre diesel engine which comes in just two iterations – a manual or automatic.

We have seen MG pick-ups before around the world including the Australian U9 and Chinese P9 (basically the same vehicle but they run with 2.5litre Diesel), also in the same stable are the LDV Terron 9 and an electric version the eTerron 9 and Maxus branded pickups. The Maxus one can be purchased in the UK and look closely to find the MG branded nuts on it!

We are unlikely to see an MG version in the UK as we already have the Maxus, which could have been branded MG, already.

However, it is another MG to add to the “commercial” stable.



MG Motor UK have hit another milestone in the UK with the 100,000th all electric MG being sold on 31st October. Electric MGs were first introduced with the MG ZS in 2019 and the range now consists of six all-electric models - the MG4, MG S5, MG S6, Cyberster, MG IM5 and MG IM6.

The latest charging news is that up to October the UK had 86,000 public charge points. A great example is that 2000 of those had been installed in Tower Hamlets alone in just 3 months. They are mostly powered from lampposts for on street charging and only take 30 minutes to install.

For city or town charging this is pointing the way ahead. We are also seeing kerbside charge points pop up elsewhere, even in a small town close to me in Surrey. As well as these on street chargers more large charging hubs are opening up around the country with a large number of chargers available at each location along with a shop and café – there is a Gridserve one at Gatwick if you wonder what they look like.

The charging infrastructure is often cited as a block to people going electric but with this number of current outlets and ever-increasing numbers (that's a 22% increase on last year) that argument is starting to wear thin.

My own experience out and about is that I have only had to wait a couple of minutes at a forecourt hub on one occasion for a bay to vacate. With rapid charging the cars are not there long in any case.

At a recent hotel stay I was the only car charging on one of three destination 7kwh chargers. When I returned the other two were charging and a third car was waiting. I moved out so that the other car could charge. It didn't matter as this was a stay and time was not important.

Charging is a different mindset to filling up at a petrol station – yes it can be done quickly on a rapid charger but mostly it can be done at leisure whilst you are doing something else. This is why you find chargers in car parks, hotels, shopping centres and so on.

Most of my charging is done at home overnight and takes about a minute to plug in and another minute to unplug in the morning. The rest of the time I am asleep!



The MG S6



MY MG4 destination charging at a Somerset Hotel



MG S6 Euro NCAP testing

MG S6

The next in the “S” range of MGs was inadvertently revealed by Euro NCAP a couple of months ago but the MG S6 has now been officially announced and is out for sale now.

This is a large SUV touted as a rival to the Tesla Model Y. It is pitched above the S5 and below the IM6 with styling cues from the S5 to keep it in the “family” range. The Euro NCAP testing went well and the car has received another 5 star rating for MG.

The S6 is based on the Modular Scalable platform as in the MG4, Cyberster and S5 and not the new 800v system as found in the IM cars.

The larger size allows for the 77kwh battery as found in the MG4 X-Power which gives a WLTP range of 329 miles. Two single motor options are available and a Trophy Dual Motor option which increases the power to 266Kw and a 0-60 of 5.2secs. Of course this extra power reduces the WLTP to 301 miles. Starting price for the SE will be about £38,000, £41k for the Trophy and £44k for the dual motor.

The future is unknown of course but we do expect more electric cars from MG in the near future including a smaller C Segment car – the MG2 and a larger “S Type” the S9.

The Natters and Wanderers

SURREY WANDERERS

Philip Bayne-Powell

“Explosive Wanderers Outing!”

This was a short run so that those who wanted could visit the remains of the Gunpowder Mills on the river Tillingbourne which was a 10 minute walk from the pub, before lunch.

The Mills were first established by the East India Company in 1626 alongside the river Tillingbourne which was used to transfer the gunpowder barrels to connect up with the Wey and Arun canal and thence down to Portsmouth for the Navy, as well as up to magazines in London.

As the river was too narrow for steam traffic they used hand propelled punts to get the gunpowder downstream. A wider canal was made running alongside the river to make transport easier.



In 1901 there was an explosion at the mills killing six people, despite every morning the staff being checked to ensure there were no items that could cause a spark. The men wore brimless hats that were designed to keep the powder out of their hair, and also to avoid causing problems when they sat by their fire at home!! Gunpowder was made up of 75% saltpetre, 15% charcoal and 10% sulphur, if you want to make your own!

“Six people were killed at the mills in 1901 despite the precautions!”

In 1909 there were 300 males and 6 female workers employed at the Mills, but just 11 years later the Mills closed after the end of World War 1, and now there are just the concrete remains of the preparation cells, but many telltale signs of the extensive operation, which supplied Nelson’s navy amongst other customers.

This visit was very poignant for me as I designed the Cartridge Assembly Cells for Martin Baker, who use multiple explosive cartridges for their ejector seats.

After the visit to the site, we sat down for an excellent meal in the Percy Arms.

The Surrey Wanderers meet every third Wednesday of the month throughout the year, and the runs explore many unknown Surrey roads which are off the beaten tract. We would like more members to come and join us. For further information contact Philip on 01483 811428 or e-mail 1942mgman@gmail.com



The pictures show the remains of the gunpowder works at Chilworth.

PINNER NATTER

GERRY EDWARDS

The Pinner Natter has had a very good 2025 with very good turnouts at Natters, lunches and visits to Shows. Natter attendance has now become so large that we have had to change our meeting nights from a Tuesday night to a Monday night when the pub is a little quieter. We now currently meet on the first Monday of the Month unless there is a Bank Holiday on that date (which there is at least twice a year) when we move to the second Monday.

8 Natter members attended the Goodwood Revival and we all had a wonderful time - 12 hours of pure joy of classic cars and classic car racing 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 this event 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!

“2025 was a successful year for the Natter with more to come in 2026!”



A good number of Pinner members visited the NEC Classic Car Show at the beginning of November and this Show just seems to get better and better. A group of us have been going for years and we have decided to stay overnight next year as one day there is simply not enough!

The NEC Classic Car Show maybe the end of the MG Show season but we are now looking forward to Stoneleigh on the 8th February when we all start over again!

With colder days approaching we have now sadly finished our summer of lunches at the Chequers Inn at Wooburn Common where every time we have been there have been various non-MG classic cars enjoying the venue. One to be recommended for all! This means that the winter breakfast season is now upon us and we meet at the Bells of Ouzeley in Old Windsor, where we combine with the SE MGF Register, on a Sunday morning between February and April and usually with a very good turnout. Natter members should now all have these dates in their diaries.

Although we are now in Winter mode a good number of Pinner Natter members visit Brooklands on midweek or Sunday mornings, often for breakfast, and several members managed to get to a Breakfast meeting at Goodwood.

The Pinner Natter wishes everyone a Happy New Year and our members look forward to meeting other MG friends old and new during 2026.

FAIRMILE NATTER

IAN AILES & JON GLOVER

After a busy year at the Fairmile in this edition I've picked a useful bit of advice if you're not getting any SPARK where you need it. Ian sent this in a while ago and with many failures its worth mentioning here.

Will Opie ED.



To start, earth the condenser on its body to discharge it.

Using a Digital multimeter

Set the meter to 20M in the Ohms Ω section of the meter. Connect the probes to the body and tail. They are not polar sensitive. If it is good, the meter reading will rise up then stop at 1.

Using an Analogue (dial) multimeter

Set the meter to 20K in the Ohms Ω section of the meter. Connect the probes to the body and tail. They are not polar sensitive. If it is good, the meter needle will rise briefly very slightly then return to zero.

If anyone wants to learn more about capacitors, have a look at this article in John James' TTT2 website Issue 31, August 2015. <https://ttypes.org/conventional-ignition-systems/>

NORTH DOWNS NATTER

WILL OPIE AND RAY RUFFELS



We continue to meet on the Third Wednesday for an enjoyable gathering, also organising external events as previously reported such as trips to the Sound mirrors and Dover Museum.

Our Christmas Lunch was once again held at the Tiger at Stowting in their private room which was very enjoyable.

Our next meeting is the third Thursday in February owing to the Red lion Charthan Hatch being closed

EAST KENT WANDERERS

John Bennett

A New Era for the East Kent Wanderers.

With my 85th birthday coming up in a matter of days and having far too many other things going on that keep me busy, I decided to relinquish my position as Leader of the EKW. I made the announcement at our annual Christmas lunch early in December when I handed over my Cap of Office, seldom worn, to Gill and Roger Quilter who had already allowed their arms to be twisted into agreeing. Ron Kemp had also kindly agreed to carry on maintaining the attendance log on which the Club's third party insurance cover depends.

Aside from being long term members of both the EKW and the MGCC, Gill and Roger have organised two highly successful 'pack holidays' for our group, one to Herefordshire and another to the Yorkshire Dales so I have no doubt whatever that the Wanderers will continue to thrive in East Kent for as long as there are MG cars to wander in. They plan to introduce themselves to the Club at large via the first issue of Spark in 2026.

Meanwhile, coincidentally, the other major change in my life is the acquisition of another MG, my 26th, as far as I can remember. I like to think that there was a logic behind the purchase of each one and in the latest case, it was this. For some time, my wife, Sheila has been trying to convince me that, rather than lose my license through some age-related blunder on the road, it would be better to get rid of all the old MG's in favour of one new one that practically drives itself. In the event, I have partially agreed with her as the photo illustrates but I have yet to sell any of the old ones. Perhaps she'll forget about that bit!

So far, after some 100 miles in the car, I'm very happy with the way it drives but less satisfied with the diving 'aids' that seem to have distinct limitations. Perhaps increasing familiarity will improve my opinion. I'll let you know.

Best wishes for Christmas and the New Year.

John.

I would like to thank John for his many years of running the East Kent Wanderers and supporting the MG Car Club. I wish him and Sheila all the best for the future and hope that they enjoy their 26th MG. The MG4 is great fun and I am sure they will enjoy it once they get used to all the tech!

I also want to warmly welcome Roger and Gill who are taking over the reins. Good luck to you and welcome to the Natter leadership.

Tim Morris

MGCCSE Chairman

"It would be better to get rid of all the old MGs in favour of one new one that practically drives itself."



John and Sheila with their latest MG – an MG4, the 26th MG they have owned!

NORTH SURREY NATTER

John Morgan & Austin Banner



Assembled for Christmas dinner in the Doghouse

Our Autumn talks were a great success with over 30 members supporting my SE Stately Homes talk and Tim Morris's presentation "Fast Women, Fast Track" which covered ladies racing and competitive driving, particularly at pre-war Brooklands. It was interesting to hear how women drivers were competing or taking on challenges from the first cars in the late 1800s. If anyone missed this talk then Tim is repeating it at the Fairmile Natter on Thursday 12th March.

For the final meeting of 2025 in December we held our Christmas Dinner at the Dog House. There was a slightly smaller group this year as some members were away for Christmas. Everyone enjoyed the pub's festive menu with numerous comments expressed on how good the Christmas dinner was. One member even commented that it was better than the Hartsfield Manor Festive Lunch they had recently with another club!. The dinner was followed by our usual quiz which was won this year by Jason Caille and Vic Young's team.

Looking ahead to next year we are currently planning the Natter programme. One suggestion at the dinner was for an MG MMM talk and I am pleased to say that Will Opie will be coming to our April meeting. Will has owned several MMM cars and his latest project was the restoration of a P-Type Airline Coupe. Another talk planned for October will be given by Tim Morris and his subject will either be either "From Jello to Gun Boats – the Macklin family" or "C is for Courage – The Campbells" (or maybe both!). We will further discuss plans at the January Natter meeting.



Chairman Tim ready to give his talk



The November talk was on Fast Women, Fast Track

MGF REGISTER NATTER

TIM MORRIS

The MGF Register in the South East has been holding regular monthly pub meets since 2003. A couple of years ago we celebrated our 20th anniversary making us one of the oldest MGF Regions in the country. Things have changed over the years but we have plenty of Fun behind us – many road runs, shows, pub games, dressing up and lots of eating in pubs!

At present we meet regularly on the third Wednesday of the month at the Rose & Crown on Thorpe Green. Any MGF owner is welcome of course but we are open to any MG and particularly any modern MG.

The picture shows our September pub meet where we had no MGFs at all but four MG Motor MGs - a Cyberster, MG4, MG ZS and MG3 Hybrid+. Three full EVs and one hybrid plus a Honda Jazz!

A survey of our attendance this year showed that 42% of our members came in MG Motor UK cars, 26% in F/TFs, 28% in non-MGs and 4% in other MGs. Perhaps we should rename our meets the MGF and MG Motor Register?



The Bin Men with their magnificent prize



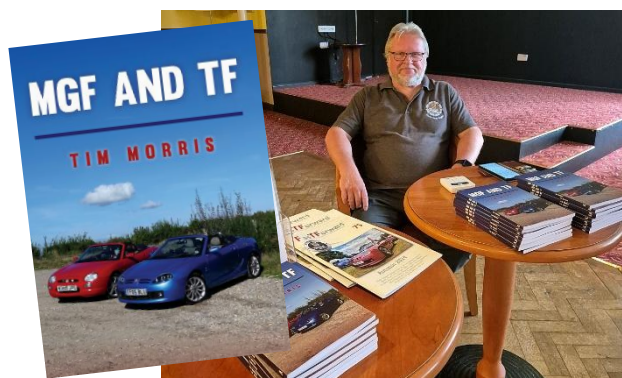
Modern MGs at the Rose & Crown in September!

The group has mainly been attending South East Centre events and is closely aligned with it although there has been some talk of arranging some more Register events next year. We used to hold a “Bunny Blast” at Easter and a “Winter Warmer” as it got colder – watch this space to see if they get re-activated.

Our Christmas “Do” took place at the Rose & Crown on 17th December where we took over a section of the pub. The festivities were crowned with a raffle in aid of the Centre’s Charity, the Royal Marsden and the MGF Register’s charity, Macmillans which raised £50 for each. Yes, the Bradley Walsh CD did make its traditional appearance again!

During the evening the group split into teams in order to tackle the Infernal and Dastardly Quiz for 2025. It was its usual four pages of brain teasers, general knowledge and obscure MG facts. “The Bin Men”, so named as they thought they were rubbish, actually turned out to be the winners on the night!

We start 2026 with a Register stand at Brooklands New Year’s Day alongside the T-Types – Happy New Year.



“An extremely valuable addition to any enthusiast’s library”

“The inside story of the car’s development is told in great detail”

“Excellent Read”

“I enjoyed it immensely”

MG Car Club

Signed copies from the author

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

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 -Barracough & Jennings £65
 1994 Triple-M Register Yearbook £4
 2008 Triple-M Register list of cars £3
 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 anneportsmore@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 . SOLD

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

OPEN TO REASONABLE OFFERS .

For Sale and Wanted

MG Midget for sale



MG Midget for sale OLN1E, subject to a full restoration roughly 15 years ago looking for a new home. Often seen at events this car is in excellent condition. Price £11,950

Please contact Charles Urwin on charlesurwin@hotmail.co.uk



Excellent condition MGB front valence £50

Contact the editor Will Opie Spark@mgccse.co.uk

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



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 **£5,500 or ono**

Contact 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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Member (New)	Lis Woolley		lis.woolley@mgccse.co.uk

NATTER LEADERS

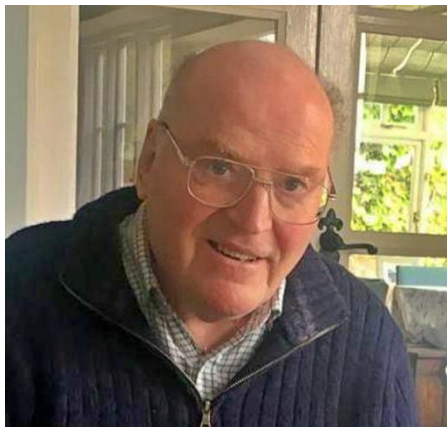
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MG Car Club South East Centre web site – <http://www.mgccse.co.uk>

Remembering – Tony Bugbird 1937 - 2025



A full obituary can be found on our website here:

<https://www.mgccse.co.uk/2025/06/16/tony-bugbird-1937-2025/>

Tony Bugbird was a well-liked member of the MG community and a former member of the South East Centre Committee as well as a former MGCC Director. From the late 1960s he ran a natter at the Hautboy pub in Ockham, Surrey which attracted up to 80 members including the racing driver Sammy Davies on several occasions. This natter is still going but moved to the Talbot at Ripley and is now at the Fairmile in Cobham.

Tony's wife, Judith, owned an MG TD and he owned a red one, he also built an M-Type Le Mans MG replica with his daughter, Robbie, which was used very successfully in MGCC Driving Tests. His MGs included a white MGC ex-police car and a green MGF – latterly he drove an MG ZT.

Tony was also a proficient photographer and took pictures at many MG events, particularly in the South East Centre, and many were used in the club's magazine, Safety Fast.

Remembering – Chris Noulton 1946 - 2025



We recorded an interview with Chris at The Fairmile in 2024 – click here to view it on our YouTube channel:-

<https://youtu.be/KCBjDnlpKo>

Chris Noulton passed away on September 3rd 2025 after a brave battle with cancer. Chris was a regular attendee at club events and also the Fairmile natter with his splendid University Motors MGC GT.

This was not the only MG that Chris and his wife, Linda, had also owned but it was his most cherished. He also owned an MG ZB, MGB GT, MGA and T-Type MGTF. Chris may have been familiar with Surrey MG owners as he worked at "MG Bits" in Ripley. Previously he had worked as an untrained mechanic for Jaguar specialist Southern Classics. This led to the job at Ripley where he became known to many local MG owners.

He was also an accomplished artist and loved to play golf and at home kept an admirable Dinky car collection. Chris was indomitable in spirit during his illness and as recently as the MGC Day at Shuttleworth was still getting out and about with the car. Unfortunately, on that occasion, the speedo drive broke leaving him and Linda stranded at the hotel until rescued and helped by fellow MGC owners.

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 Spring 2026 edition, then please get in touch with the editorial team at:-

Spark@mgccse.co.uk

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

SPARK Issue 4 Winter 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.



Former Centre Chairman Syd Beer at Abingdon with this MG YT having completed a trip to India in it with friends.



Brands Hatch paddock 1960's