

Trophies & Archives 2025

Trophies

Hopefully 2025 proved a rewarding year to all our members.

Once again, the SE Committee were keen to pursue competition interest with potential younger members both male and female.

The 'Young Participant Trophy' was won by Alice Hanson for her success at auto testing. (She managed to beat her well known father Marc).

Hopefully our 2026 Filching Auto Solo and Newdigate Auto tests will create further interest within the younger generation.

I would like to record our thanks to Austin Banner and John Morgan for their efforts repairing or creating the following trophies.

Summer Gathering – Spirit of the event. Remanufactured from two trophies by Austin and awarded to Richard Thorpe for 2025.

The 'David Griffiths Trophy' – Created by John and Austin, the octagonal wooden base being attributed Austin's wood turning skills. Presented to Steve Philips for 2025.

I should like to mention a recently commissioned award by our Chairman the 'Significant Contribution Trophy' awarded to John and Jenny Morgan for 2025.

Whilst dealing with trophies mention should be made to the 'Nuffield Trophy' Main Club award for the 2023/4 SE celebrations for 100 years of MG at the Fairmile and Brooklands. Good to see the SE Centre featured nationally within the Club again.

I was pleased to see the greatly improved personal collection of the winner's trophies and keepsakes for 2025 at the recent awards lunch. Issuing them in this way saves our centre a lot of unnecessary expenditure and provides greater security.

Regarding trophies lastly it needs to be recorded due to their high value for insurance purposes the Banana and Lew Wooster trophies are now stored at Kimber House as a result of Main Club's request. The Tomato Trophy was also included at their request, however some doubt regarding the value which is being reassessed.

We are currently looking at the history of the trophies and updating the website with details of the trophy itself and all the winners. Some have already been updated and we should hopefully have the rest complete by next year. This will mean we have a record of all the winners should any trophy go adrift.

Archive

'New' cars still turn up at our events and Chiddingstone Castle provided a lovely MGA twin-cam last owned by Lewis Hamilton's father, MG Magnette saloons and a 1962 build MGB tourer.

Unfortunately we do not see many Midgets/Sprites at our events, a useful car for any younger members to consider rather than eighties or nineties hot hatches.

The very early MGB differed in many ways from later build Mark One cars and the current owner has tried to keep the car in as near original condition as possible.

Mark One MGB tourer and GT cars differ in many ways from the later build cars it is therefore nice to see rebuilds kept as original as possible. Possibly out of interest we have a 1966 GT which when restored some thirty odd years ago was kept fairly original even then. Whilst retaining its original body shell it was fitted with a replacement gold seal engine and lost its aluminium bonnet. It was always my intention to bring it back to its original specification as far as possible but have never got round to it as true originality is now very popular.

Still on the subject of the MGB it does not seem possible the model is in its sixty fourth year. Indeed, I recall (when I was still at school!) visiting the London Motor Show in 1962 and seeing the MGB and Reliant Sabre displayed for the first time. I was greatly impressed with both cars.

Last summer members of the North Surrey Natter visited Crosthwaite and Gardiner the highly respected racing car engineers as we have highlighted in the two recent SPARK articles. Whilst not specifically related to MG the visit showed what they can manufacture (reverse engineering as they like to call it - at a price!). Their range stretches from design and machine shop production to foundry work where they produce engine blocks.

It is good to see these companies still exist in respect of mechanical and electrical engineering and panelwork/coachbuilding. Indeed, some of these companies are actively taking on apprentices which is good for the industry and hopefully the future for classic cars.

