

SafetyFast!

SINCE 1959
NOW IN INDIA



VOLUME EIGHT



MGMOTOR.CO.IN

WELCOME

TO ANOTHER EDITION OF

SAFETY FAST! INDIA.

Dear Readers, _____

The year 2021 so far has been all about new product launches with us introducing the model year of our flagship SUV: MG Hector 2021, followed by ZS EV 2021 and MG Hector CVT. But amidst all the launches, we have also achieved a big milestone that is testament to the love and admiration that you all have given us, and also re-affirms our belief that we are moving in the right direction-the roll out of the 50,000th Hector from our Halol plant.

What makes this milestone so special and this Hector so different is that it has been entirely made by women, demonstrating that at MG, glass ceilings no longer exist, even if it is in a

male-dominated industry like automobile manufacturing.

Adding to being 50k strong, we also registered the highest ever sales figures since our launch, all thanks to you, our dear readers who keep us striving for more.

We want to keep on delighting you not only through our cars but also by bringing you closer to the exciting World of MG, which is why every month through this magazine, we curate the best stories and constantly work towards sharing anecdotes that are informative and entertaining, something that a true MG enthusiast would appreciate.

THANK YOU FOR BEING OUR STRONGEST FAN AND CRITIC.
WE HOPE YOU CONTINUE BEING SO.

_____ *Happy Reading!*

CONTENT



04 50K Strong



05 George Phillips, A Life With MGs Part II



12 An Off Roding Experience With MG Gloster



18 Record Breaking In Dessau, Germany



15 Ahead With AVIRA: Monocoque Chassis

25 Fifty Years and Counting



21 The Officers Of MGCC India

31 MGCC-I Drive For A Cause



33 The Thin Blue Line



www.mgmotor.co.in



@MGMotorIN



@mgmotorin



@mgmotorindiaLtd



@mgmotorindia



@mgmotorin

FOR ANY QUERIES OR FOR SHARING YOUR STORIES OF MG, WRITE TO US AT safetyfastindia@mgmotor.co.in or visit www.mgmotor.co.in

Our workforce is 33% women. Our vision is to make it 50%.

Celebrating the 50,000th Hector,
made entirely by the women of MG.



Diksha Adhikari
General Assembly,
Manufacturing

Vaidehi Sawant
Quality

Moxda Bhardwaj
General Assembly,
Manufacturing

Shirali Dave
Paint Shop,
Manufacturing



Nirmala Tandon
(IIMPACT)

We thank MG for joining us and sponsoring quality primary education for over 1477 girls in remote backward villages.



Dr. Kiran Modi
(UDAYAN CARE)

MG is one of our key partners and have championed the cause of girl child education in the country.



Tejal Amin
(NAVRACHANA EDUCATION SOCIETY /
VADODARA MARATHON)

Congratulations to MG! Our association means more good health, fitness, local connect and increased employment generation for women.

GEORGE PHILLIPS, A LIFE WITH MGs.

PART II

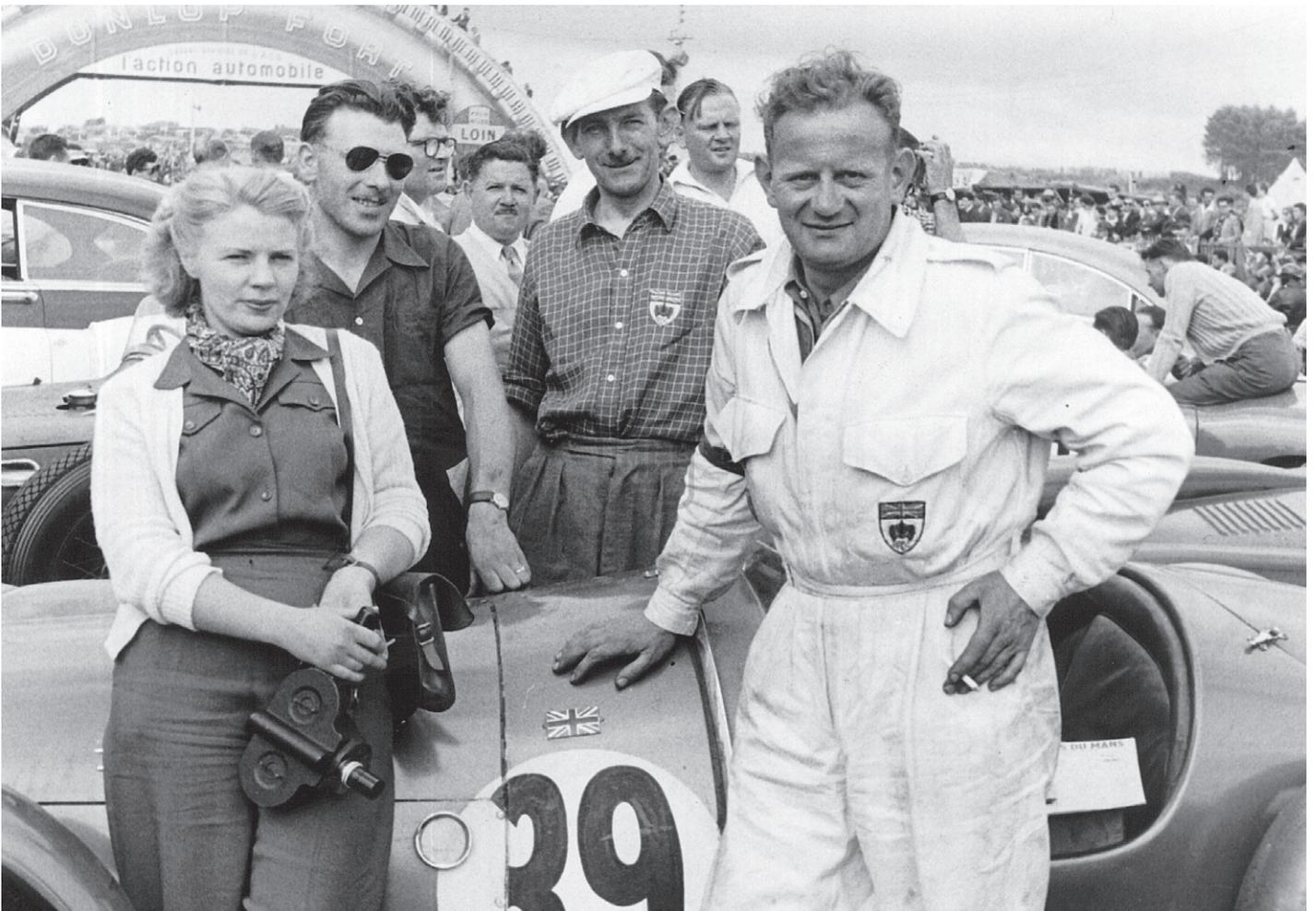
When we left part I, George was just getting ready for his attack on the 1949 Le Mans 24-hour event. In this episode, we find out how George got on in that event, and how it influenced his attempt the following year.

On race day, we had to be in the pit by 10.00 in the morning,

and the scenes in the pit area were something that one has to see to really believe. There are literally thousands of people milling around all over the road and in the pit area, talking to the drivers and the crews, or looking at the cars. At about 3.30pm, the gendarmes swing into action. A line of police,

“

In this episode, we find out how George got on in the 1949 Le Mans 24-hour event, and how it influenced his attempt the following year.



The successful 1950 Le Mans team. Left to right are Barbara Phillips, Denis Jones (mechanic), Eric Winterbottom and George Phillips

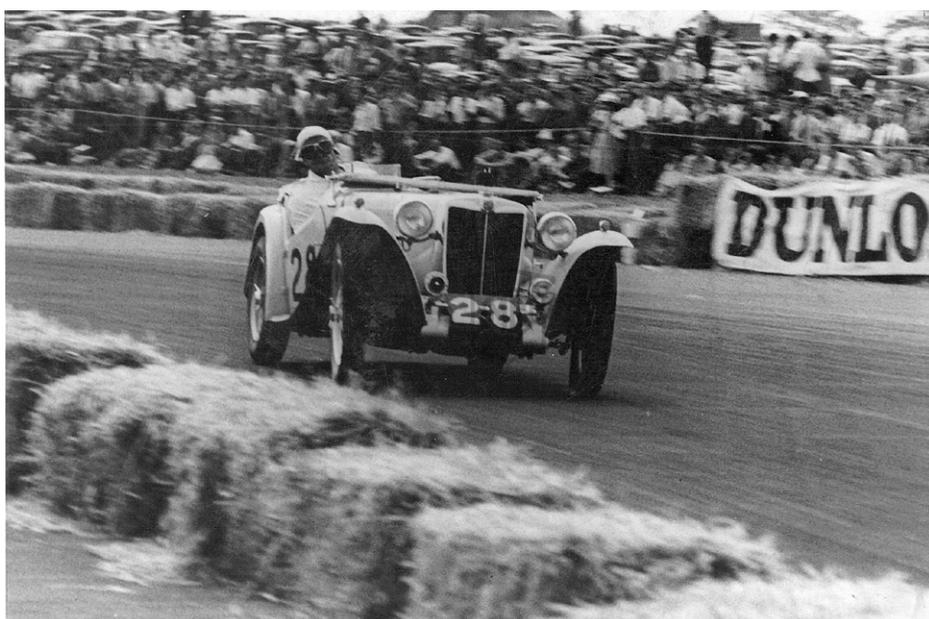
shoulder to shoulder across the width of the track, work their way right along the pit area, sweeping all before them, and before you know where you are, the road is absolutely clear. The cars are then lined up in echelon formation on the pit side of the circuit, and at 3.59pm the drivers are standing in their circles opposite.

At 4.00pm, Charles Faroux, the starter and the man who thought the race up in the first place, drops the Tricolor. Then comes a patter of feet, the whirring of the starters, and all hell breaks loose as race cars get away into one gigantic high-speed traffic jam. This takes a few laps to sort itself out before finally settling down to something like normality and getting on to your own time and plan.

There are some that look upon

the race in the early stages (that's the bigger boys, of course) as a Grand Prix. They go off like mad as if the race is just a short event, instead of a 24-hour one. This, of course, rubs off on some of the smaller boys and they start going off mad as well. Before they know it, they are out of the race, stuck on the side of the road. There is really only one way to go about this race, and that is to have a pre-determined plan. One should bear in mind the car's capabilities and stick to the plan firmly. After all, 24 hours is really a long time.

Our plan was working very well; the car ran perfectly all through Saturday and into the night with no trouble whatsoever. I did the dawn stint, and found the local fog a bit of a problem as it shifted about from lap to lap.



George, driving one of the "works" John Thornley TCs, seen here skirting Copse Corner at Silverstone in the 1949 One-Hour Production Car Race

“

Before they know it, they are out of the race, stuck on the side of the road. There really is only one way to go about this race and that is to have a pre-determined plan.

It doesn't last all that long. I pitted and handed over to Curly somewhere about 9.00pm. I went and had a wash and a shave and a general freshen up, and went around visiting some of my fellow competitors in their pits. Then I went back to my pit where my wife was still running things. She hadn't had much rest in all of the time. I hadn't been there long when Curly went past, and I thought I heard a slight misfire. So we waited anxiously for him to come round again and, sure enough, there was an intermittent misfire. I talked this over with the mechanic, and we decided it sounded as if the condenser was packing up, so we told my wife to bring Curly in the next time round. When he arrived at the pit, he said that the misfire came in around the 5000. The condenser was changed, and he went out.

Next time round, the car was running very sweetly. As he went past, he gave us the thumbs up signal.

Several laps later, the same

fault started again, this time with far greater effect. Curly had gone missing, no pun intended. So after nearly 20 hours of trouble-free running, we were now sidelined. Once

again the mechanic and I thought it was ignition trouble. I had, in the pit, a Scintilla Vertex Magneto. The trouble was, it had to be in the car if I



George climbs into the car during a routine night stop. The few mechanics tools are ready to hand in the pits

was to use it, as all the spares that were liable to be needed during the race had to be carried on the car. But in sheer desperation, I sent Willie out with the magneto, with the instructions to try to find Curly and somehow substitute the distribution for the mag. "But", I said, "if you do find him, do not touch the car because the regs say that only the driver can work on the car out on the track. Just shout to him and tell him what to do."

He did find him, and this wants a lot of believing: not only did he touch the car, Curly brought him back in the passenger seat! The result was an immediate disqualification. I can tell you, I was livid.

Having fitted the Scintilla, I had no more trouble. I drove the car back to England and used it every day from then on. I did a few small events, picking up the odd award on the way.

The next exciting thing that happened to me was John Thornley decided to enter a team of three TCs in the sports car race at the British Grand Prix meeting. They were to be driven by Dick Jacobs, who had been enjoying considerable success in his 1100 blown MG special, Ted Lund, who also was an MG enthusiast, and myself. They were actually going to be standard, even down to carrying side screens. Although not terribly fast, all cars finished at an average of

close on 70mph, a result that delighted John Thornley. That was really all that mattered. At least some interest was being shown in high places.

My next surprise, nay shock, was receiving a letter one morning from the ACF, which is the Automobile Club de France, inviting me to take part in the French Grand Prix, which they were running that year as a sports car race in Comminges. I naturally enough accepted. When the time came, I set off just with my wife and a friend I had known years before the war,

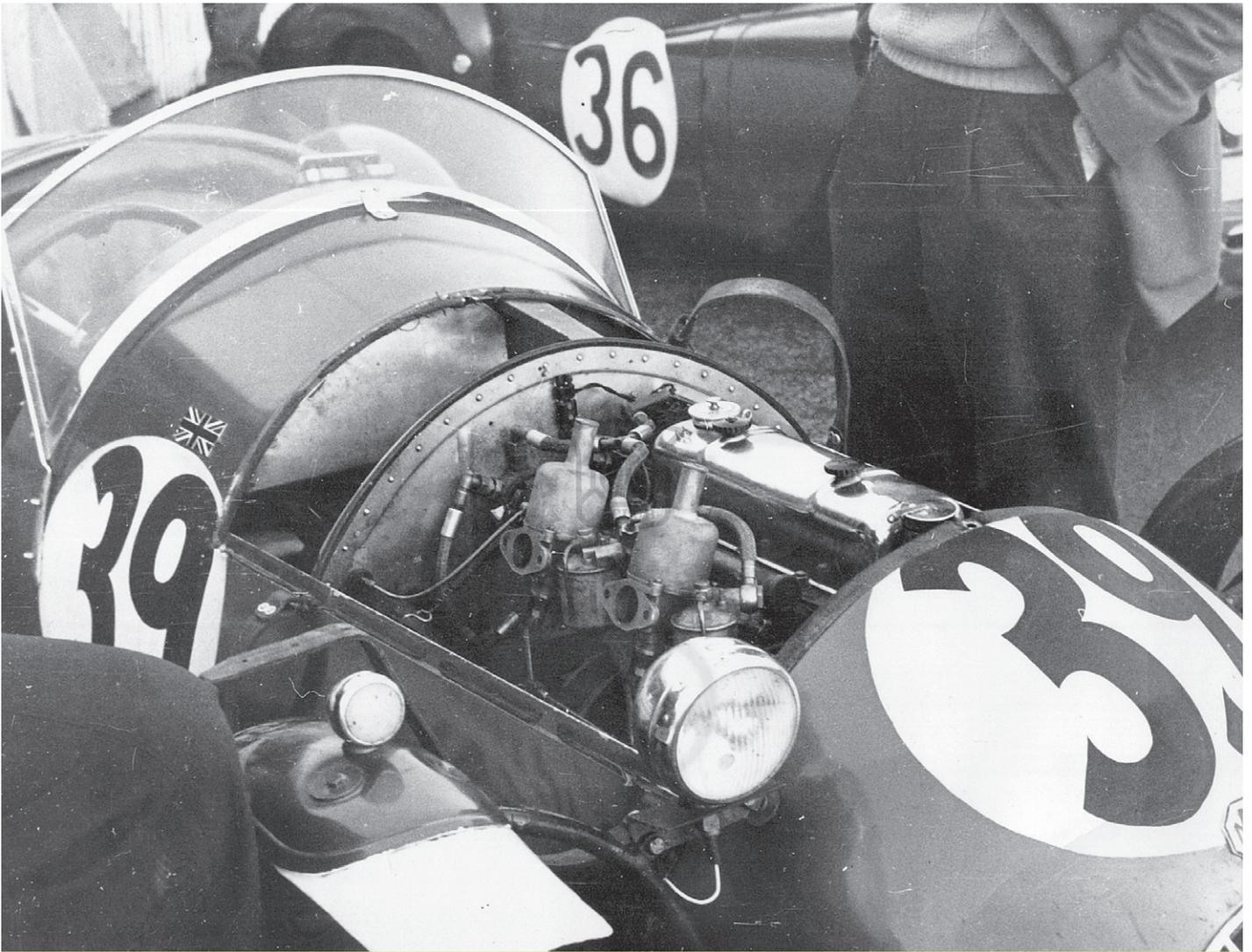
“

Having fitted the Scintilla, I had no more trouble. I drove the car back to England and used it every day from then on.

during the speedway days. He was to drive my Morris 14 in convoy with me, and act as mechanic. We duly arrived in Paris, and I reported to the ACF on the Place de la Concorde. I asked which way was the best way to the circuit. Imagine how I felt when they produced a map of France and proceeded to instruct me on the route to Comminges – I was dumbfounded. In my excitement at being invited to

take part in the race, I hadn't bothered to check where Comminges was. I thought it was near Paris, like Montlhery. Instead of that, I was now faced with a journey of some 600 miles to the French coast. On the way down we passed Montlhery, and I asked my wife if she would like to see the circuit. So, we spent a very enjoyable hour blinding around the road circuit (something I was to regret later on).

We stayed that night at Limoges, where they had a water problem, and each room only had one vase full of water. As we had done several hundred miles in the TC we were absolutely black, so you can imagine what the water was like. You could almost cut it out of the basin and throw it out of the window. Eventually we arrived at St. Gaudens, the nearest town to the circuit. I must say this was about the hottest place I had even been. As I recall, the temperature was around 100 degrees. I had no trouble with scrutineering, and we went out to practise. For some reason the car was using quite a bit of oil, but the real trouble was my so-called mechanic didn't know how much he had added. So I started the race a very worried man. Anyway, the car behaved perfectly, and at about half distance I was leading the small class. Then disaster struck. The bend after the pits was a fast, downhill right-hander. As a result of the oil surge on that



The mud guard extensions and lights fitted to pass the scrutineering for the 1950 Le Mans race

corner, and the fact that the oil was low, all the bearings went in a second. This, as well can be imagined, was a bitter disappointment, but it also presented me with a major problem of how to get two cars back to England. No way could I face being towed some 700 or 800 miles across France. So, I hired a flatbed railway truck, and put the two cars on that to Paris, and then towed the MG with the Morris tender car, back to

London. I have often wondered if I would have finished that race if I had not taken my wife for that blind around Montlhery.

At home, I stripped the engine down and replaced all the bearings. Fortunately the crankshaft was undamaged. I also replaced the rings and valve springs. I competed in a few smaller events and so brought the 1949 season to a close.

During the winter of 1949-50, I built myself another engine.

My original one was okay, but I thought it was about time I gave it a thorough overhaul. This included reboring the cylinders, then sleeving them back to standard. I did this by fitting "Cromard" liners, which had a reputation for being very hard-wearing, as indeed they were. I remember one little scare I had when I had completed this engine: I ran it in the usual way for some thousand miles, and then

“

We had covered 1,760 miles at an average speed of 73mph. We had used no water, one pint of oil, got around 24 miles to the gallon, and we were still on the original tyres. We had finished second in the class to a special works Racing Jowett Jupiter. Altogether it was a very satisfying result.

went testing for performance. To my dismay, I was about 1000 revs down. I tried everything I knew to improve the performance, but whatever I did didn't seem to get any response. I contacted Basil de Mattos, a technician at Laystalls who had fitted the liners and done the rebore. I explained my problem and he told me to stop worrying as Cromard liners were so tough, it took

about 10,000 miles before it could be said that they were really run in.

This proved to be absolutely right. When I finally did about that distance, the engine did perform well. So, I decided at that point that it would be the engine I would use at Le Mans in 1950, because I had succeeded in getting an entry for the race.

I opened the season with a few small races at places like Goodwood and Silverstone, but, of course, my main aim was Le Mans again. This year I had, as my co-driver, yet another inn keeper, Eric Winterbottom. He was a charming chap and was quite impressed with the car. When he asked me what the rev limit was, I replied: "Please yourself – the engine is unbustable." He looked at me as if I were mad, but I really had that much confidence in it!

I took the car back to Le Mans exactly as it was the previous year. As I actually had no aggravation in 1949 at scrutineering, I expected to get through without any bother. But no. This year, they made me fabricate extensions for the front mud guards, and rearrange my lighting system, which meant fitting another set of lamps. They even made me fit a wider bonnet strap. We

completed this work and were passed okay.

Practice went off without any problems, and both Eric and myself felt very happy about the way the car was running. We had set ourselves a pattern as to the manner we would run the race. Our only object was to finish and qualify for the Bi-Annual Cup. And so with this aim in mind, we stuck to the plan religiously.

As with all things, when they go okay, there really is not a lot to report. Suffice to say the car ran perfectly throughout, but the closing laps were really something exciting. All the way round the course people were waving at you with their hats and programmes. It really was a wonderful experience that I shall never forget.

When all the excitement of being in the finish and things had died down, I worked out rapidly what the car had achieved. We had covered 1,760 miles at an average speed of 73mph. We had used no water, one pint of oil, got around 24 miles to the gallon, and we were still on the original tyres. We had finished second in the class to a special works Racing Jowett Jupiter. Altogether it was a very satisfying result.

To be continued...



MORRIS GARAGES
Since 1924

THE ALL NEW

HECTOR

PLUS

7 SEATER

STARTING AT
₹13,34,800*



7 Seat Configuration With
2nd Row Bench Seats &
3rd Row For Children



KEY FEATURES



45.72 cm (18 Inch)
Dual Tone Alloys**



35+ New Hinglish Voice
Commands*** &
Chit-chat Feature~



Dual Pane
Panoramic Sunroof**

BOOK NOW ON WWW.MGMOTOR.CO.IN OR CALL +91 9311583808



COMPLETE OWNERSHIP
ASSURANCE



5 Years/Unlimited km
Warranty^c

5 Years/Unlimited km
Road Side Assistance

5 Labour Free
Services#

- Best In Segment Cost Of Ownership^o | @₹0.40/km: Petrol* | @₹0.55/km: Diesel^o
- Industry Best Maintenance Plans Starting At ₹8000 For 3 Years^{oo}
- 3-60 Plan: Assured Buy Back Value Of 60% After 3 Years At An Attractive Price^{ooo}



Contactless And Safe
Experience Across All
MG Showrooms and
Your Home

i-SMART

60+ Connected Car Features^o
175+ Voice Commands
Now Also Available On Your
Smart Watch^{ooo}



30+ Standard
Safety Features



India's First
48V Hybrid



MG Subscribe via
Myles Zero

AN OFF ROADING EXPERIENCE WITH MG GLOSTER



When it's about SUVs, size matters. But what matters more, especially when it comes to an SUV like MG Gloster, is power and performance. It comes with the intelligent 4-wheel drive that's designed to conquer all terrains from rock to mud, snow and even city roads, and it does all that with supreme comfort and ease.

The Gloster also comes with a first-in-the-segment Advanced Driver Assistance System (ADAS), making it India's First Autonomous Level I Premium SUV. ADAS is a set of active safety technology which will help the driver avoid and reduce the chances of having an accident.



What better way to test the 4x4 and ADAS features of Gloster than by taking it off-roading and creating an experience out of it? So we organized an event at an off-roading experience center in Gurgaon which would get even the most extreme off-roader excited. The off-road circuit was designed and tailored for the Gloster so people could test drive its capabilities.

The Gloster was test driven with obstacles including the chicken hole test, a ramp over test, axle benders hill climb, hill descent, side angle and water wading, allowing everyone to test drive its seven terrain modes.

The response was overwhelming, with over 400+ people experiencing the Gloster. The terrain modes of mud, water and rock wowed the people and got their hearts racing. While many found features like EDL (Electro Differential Lock), hill hold control and traction control to be a class apart and truly representative of this selfless SUV.

We captured the awe and the thrill of those who experienced the event for the readers of Safety Fast! Indian, and you can surely agree that their expressions say it all.





MORRIS GARAGES
Since 1924

NEW ZS EV

INDIA'S FIRST PURE
ELECTRIC INTERNET SUV

2021

419 km in a single charge. #ChangeWhatYouCan



STARTING AT ₹20,99,800

AC FAST CHARGER PROVIDED AND INSTALLED
BY MG INDIA AT YOUR HOME OR OFFICE

ENHANCED RANGE



419 km* in One Charge
(300 - 400 km in Most Conditions)

POWERFUL BATTERY



44.5 kWh Hi-Tech Battery
(Largest in EV Passenger Vehicle Segment in India)

HIGH GROUND CLEARANCE



Vehicle - 177mm, Battery - 205mm

ECOTREE CHALLENGE



Track Your CO2 Savings and Ranking

5 REASONS TO NOT WORRY ABOUT CHARGING

1. AC fast charger provided and installed by MG India at your home or office, free of cost.
2. Portable charging cable that comes with every car and can be plugged into any 15A socket+.
3. DC super fast chargers available at your nearest MG dealerships, 24x7.
4. AC fast charger available at MG dealerships, along key routes in satellite cities.
5. Road Side Assistance, available 24x7 in case of an emergency.



Scan to
#ChangeWhatYouCan



5

 WAY CHARGING
INFRASTRUCTURE

5

 YEARS/UNLIMITED
km WARRANTY

5

 YEARS ROADSIDE
ASSISTANCE

5

 LABOUR FREE
SERVICES

New ZS EV now available in 31 cities | Book now on www.mgmotor.co.in or Call +919311583547

AHEAD WITH AVIRA

MONOCOQUE CHASSIS



“

Hi, I'm AViRA,
THE INNOVATION MASCOT AT MG INDIA.

My name has two origins - In Tamil, AViRA is someone who is bright and brave, while in British, AViRA is perceived as helpful & strong-headed. This makes me a perfect amalgamation of what MG India represents - creating new experiences by futuristic innovation!

”



If you are driving around in a modern car like the MG Hector and wondering how it is so comfortable, then you need to thank the monocoque architecture. During the 1930s, just before the second world war, the Italian and the French made a startling revelation. They found out that if cars are crafted in the same way as ships and planes, then the cars become stronger and safer. The French called it the monocoque, or 'single shell'.

The monocoque architecture takes inspiration from an unlikely source - the egg.

Contrary to the number of eggs being cracked for breakfast every day across the world, an eggshell is quite strong, especially considering how little material is used in its construction. All of the forces on an egg are conducted entirely through the skin without utilizing any other structure. This ingenious feat of nature makes an egg a monocoque design.

Planes and ships are built in such a way that even the body panels become a part of the core structure, giving the vehicle the rigidity to withstand

more forces from the skies and the seas. But there are actually a lot of drawbacks to a monocoque design. They are hard to design, difficult to manufacture, and expensive, so most modern cars use a slightly watered down version of the monocoque chassis which is called the unibody construction.

Unibody stands for unit body or unitized body. In this application, major chassis structural support and crash-protection elements are welded, bonded or moulded into a single structural element.

This cage-like structure makes the vehicle more stable than a conventional ladder frame chassis, offers superior torsional rigidity and is cheaper to manufacture than a monocoque. So when cars started adopting the unibody architecture early on, manufacturers advertised the strength of their unibodies by pushing cars off cliffs.

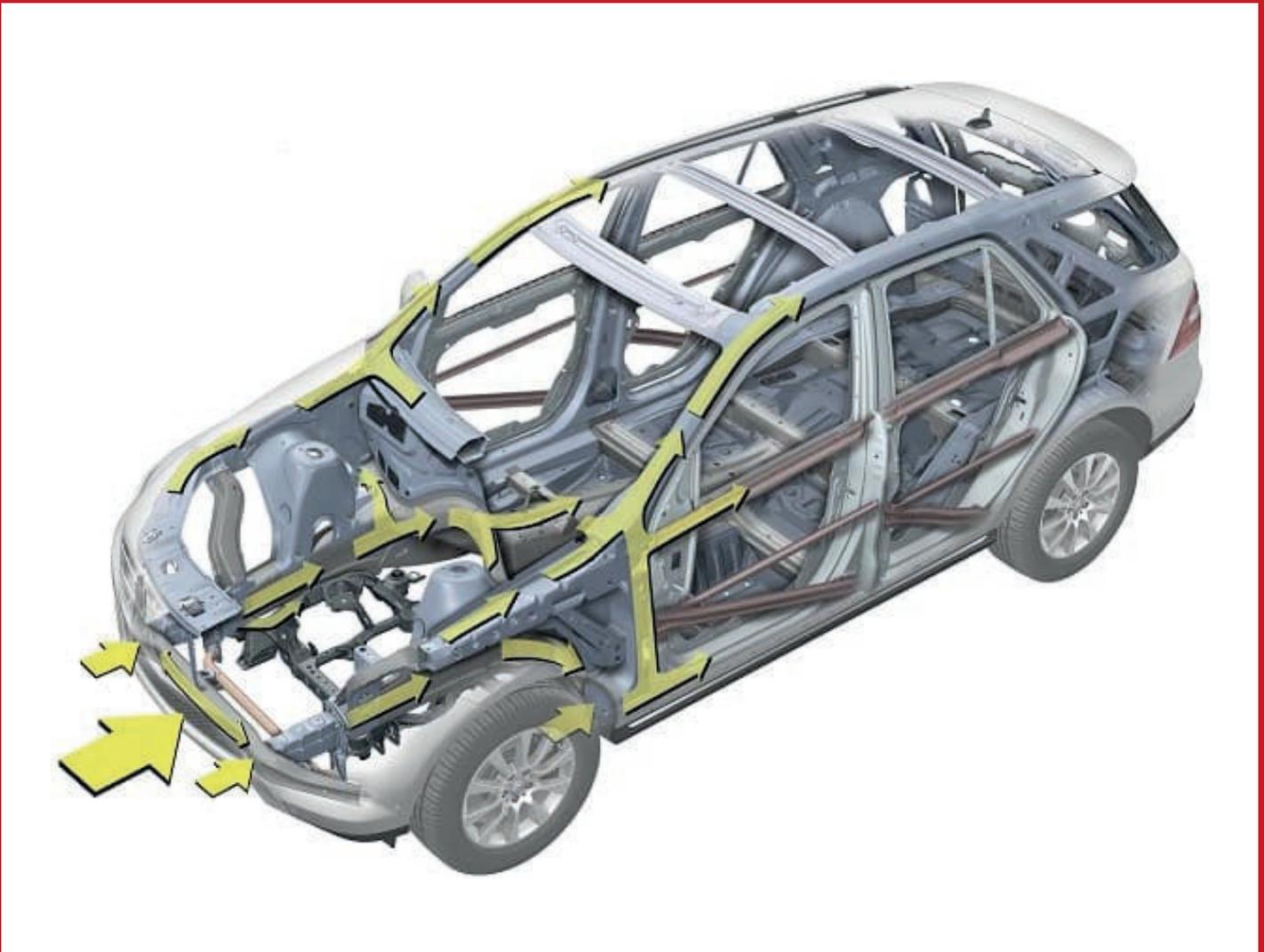
Unibody cars are also lighter, and thus offer more fuel efficiency. Some SUVs and

pick-ups use an evolved version of the unibody by welding what almost looks like a full frame underneath to add more strength while also reducing noise, vibrations and the harshness usually associated with utility vehicles.

However, the original monocoque design still finds its way into some special cars that are not mass-produced. Supercars use it to their advantage, which is weight, or the lack of it. A

true monocoque architecture is one of the key structural elements that makes a supercar astoundingly light and blisteringly fast.

Monocoque and unibody designs have changed the way we manufacture cars forever. They're right up there with innovations like the assembly line or the internal combustion engine or even the airbag, and definitely deserve a front row seat in the automotive hall of fame!

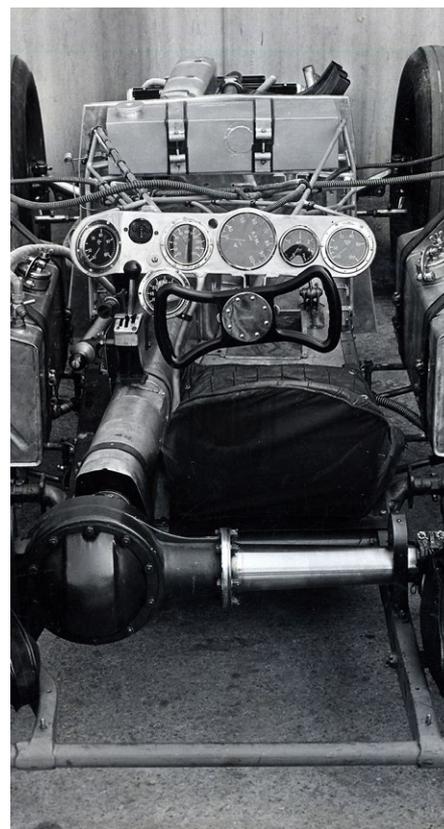


RECORD-BREAKING IN DESSAU, GERMANY

By **Günter Graskamp**, President MGCC Deutschland

In 1939, Major Alfred Thomas “Goldie” Gardner set several new speed records with a streamlined MG EX135 on

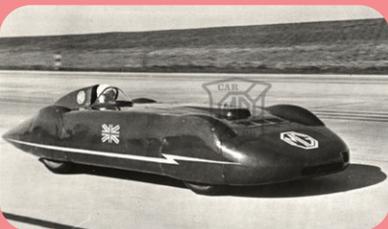
the German Autobahn near Dessau. Here is a review of those events based mainly on Gardner’s book “Magic M.P.H.”.



Background:

Bernd Rosmeyer of Auto Union, portrayed by the regime as a national hero, had broken the 400 km/h mark for the first time in 1937. The first international record week took place in May 1939, and MG participated with the EX135. Gardner was to set new records in class G (750-1100cc) on a road ideal for flat-out speed testing.

In the early hours of May 31 – Gardner's birthday – the usual warm-up operations began. This consisted of running up the EX135 at up to 4,000 rpm towards the turning point some 12 km away. On arrival, new wheels and special spark plugs were fitted. With the rev counter showing 7300rpm, Gardner reached the magic 200 mph. With new records for the flying kilometre (327.57 km/h), the flying mile (326.95 km/h) and the flying five kilometre (317.91 km/h), the first stage of the planned record programme was achieved.



In 1937 and 1938, several speed records were set on the new Autobahn at Frankfurt, Darmstadt. The Autobahn was used because many wanted to use Germany's best public roads for speed records rather than American salt lakes. In context, there was an expectation that the well-financed auto racing stables of Mercedes-Benz and Auto Union would triumph.

The aim was to attack the records in the next higher class of up to 1500 cc. For this, the MG team had brought a honing machine with them. This enabled them to take just 2.5mm out of each of the six bores with the engine in situ. The engine capacity increased from 1,087cc to 1,105.5cc, making the car eligible to compete in class F. This work was carried out in the barracks of the local motorised police.

However, during re-assembly, a crack was found in a camshaft bearing housing across a stud hole. As there was no spare, the MG mechanics went to the Junkers aircraft factory nearby. The British team had already received a phone message stating that if help were needed, the Junkers engineers were at their disposal, even though they were busy preparing for the next war! Two hours later, the repair was completed to perfection.

On Friday June 2 at 6.00am, the MG was ready to race on the Autobahn again. With the engine re-bored but not run-in, Gardner attempted new records. After his first run, however, he underestimated the speed of his car and only brought it to a standstill with full braking. This resulted in a worn nearside brake which was removed, meaning that





without front the brakes, there was now only one braked wheel. Nevertheless, Gardner set new class records: the Flying Kilometre at 204.3 mph (328.77 kmh), Flying Mile at 203.9 mph (328.07 kmh), and fthe Flying 5 Kilometres at 200.6 mph (322,869 kmh).

As soon as the record-breaking was finished, two trucks appeared from one of the official parking spaces, both fully-loaded up to the roof. As soon as they were in position, they were unloaded by half a dozen Germans and in no time

there were two long tables on the Autobahn with goodies to eat and drink. The mayor of Dessau and other officials then appeared and within a short time, everyone was enjoying a magnificent lunch. This was followed by short speeches of congratulations and good wishes.

Some of the MG team then drove to Berlin, guided by Bobby Kohlrausch's mechanic and found out that "Berlin was not that bad". As a thank you for the hospitality and assistance, MG advertising boss George Tuck invited German motor racing officials (ONS), the police and Junkers, in the name of the Nuffield Group, to lunch at a lakeshore hotel at Würlitz. The party continued on boats on the lake until late in the night. A few weeks later, WWII began.



THE OFFICERS OF MGCC INDIA

MG Car Club is one of the world's oldest car clubs. It was formed in September 1930 in England by the then MG owners to celebrate MG cars. 90 years on and the same spirit is being kept alive by the Indian Chapter of the MGCC. The MG Car Club India (MGCC-I) endeavours to bring together proud MG owners from all across the country to be a part of an exclusive and close-

knit community that shares a common bond- the love for their MGs.

The MGCC-I is currently present in 12 centres across the country and is constantly expanding. It is a club by the owners, of the owners and for the owners, which is why MG owners of any particular city are the office bearers of that city and responsible for the

functioning of that centre. Each of these centres has a well-defined structure of roles and responsibilities, including three core officers - Chief Experience Officer, Culture Operations Manager and Chief Curator. The officers work along with MG Motor India and MG dealerships to organise experience drives, get-togethers and activate community support, when required for their centre.

LET'S MEET THE MGCC-I OFFICERS:



Lucky Valecha
Chief Experience Officer, Ahmedabad



Mukesh Mulani
Culture Operation Manager, Ahmedabad



Ankit Vora
Chief Curator, Ahmedabad



Sandeep R K
Chief Experience Officer, Bengaluru



Anupam Chatterjee
Culture Operation Manager, Bengaluru



Dhananjayan Jagadeesh
Chief Curator, Bengaluru



Sankalp Vohra
Chief Experience Officer, Chandigarh



Vikas Rana
Culture Operation Manager, Chandigarh



Arsh Singh
Chief Curator, Chandigarh



Srinath C
Chief Experience Officer, Chennai



Chirag Jain
Culture Operation Manager, Chennai



Sunil Malhotra
Chief Experience Officer, Gurgaon



Prashanth Kumar Karre
Chief Experience Officer, Hyderabad



Nitin Bana
Culture Operation Manager, Hyderabad



Suresh Ravi
Chief Curator, Hyderabad



Ashutosh Vyas
Chief Experience Officer, Jaipur



Alop Mehta
Chief Curator, Jaipur



Md Hasan
Culture Operation Manager, Kolkata



Amitabh Bose
Chief Curator, Kolkata



Suryaveersingh Bhullar
Chief Experience Officer, Mumbai



Hitanshu Vyas
Culture Operation Manager, Mumbai



Agnihotri Akshita
Chief Curator, Mumbai



Prasad Rasne
Chief Experience Officer, Pune



Jitendra Soni
Culture Operation Manager, Pune



Vinita Krishna Tripathi
Chief Experience Officer, Vadodara



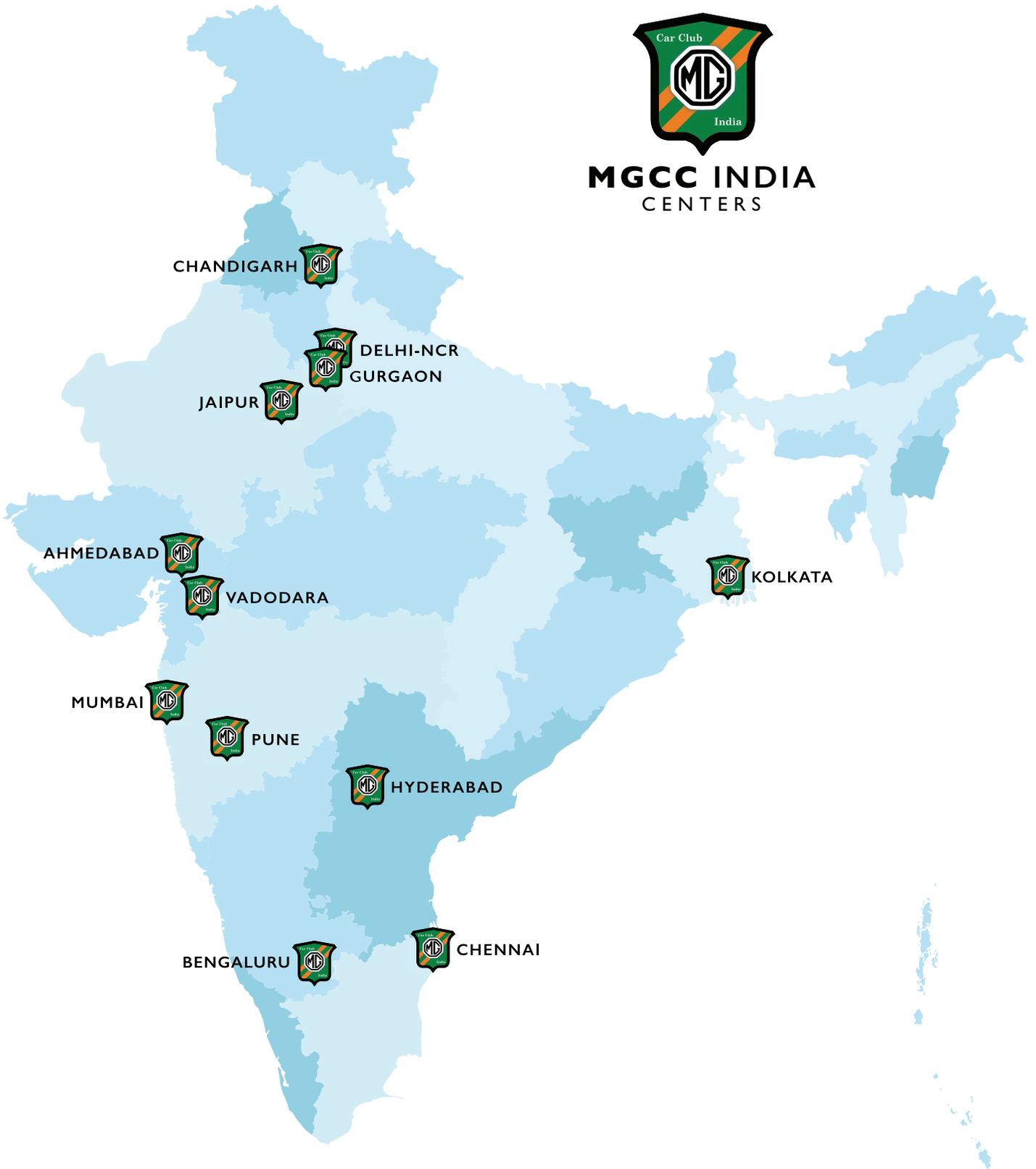
Nilon Jayendrabhai Patel
Culture Operation Manager, Vadodara



Vishvesh Vachhrajani
Chief Curator, Vadodara



MGCC INDIA CENTERS



Every MG owner is entitled to be a member of the MGCC-I family via their local centre and can apply to be an officer for that centre. If you want to be an MGCC-I officer, reach out to us on our social handles.

50 YEARS & COUNTING

By **Martyn Morgan Jones**. Photos by **Gez Hughes**.

Few, if any, marques have generated such enthusiasm, loyalty, and sheer pleasure of ownership as MG. It's a truly special marque. Only

a few couples can have owned, cherished, and regularly used their MGs for as long as John and Donna Beesley have.





Sporting Choice

John, a long-time member of the MGCC, bought SGO 27, a 1938 MG TA in 1968 when he was very young, while courting his girlfriend at the time.

Fortunately though, as well as having fallen for John's charms, Donna quickly fell for the delights of the two-seater MG and the wedding plans were soon back on track.

'I was particularly drawn to the idea of a two-seater MG'.

More than just being, John became so smitten by it that he went on the hunt and tracked down SGO 27, a 1938 TA.

He has since restored the TA back to near original... with the exception of the 16 inch rear wheels and engine. Indeed, it was the XPAG that was a

major factor in his decision to buy, due to it being more robust, as well as being an engine that responded to traditional tuning methods such as gas-flowing and bigger Carburettors.

"Intriguingly, the paperwork stated that SGO 27 had been registered in 1955 which, for a 1938 car, was a bit odd. This prompted him to investigate and he discovered that it had previously been given a German registration. He subsequently spotted that the chassis plate had additional information over stamped in German. Further research revealed that his TA had been built as an export model and sent to Germany from new. MG exported a lot of cars to Germany pre-war."

“

John and Donna continued to use the reinvigorated TA as their daily driver, which was absolutely fine when there were just the two of them... but, not long after, they welcomed the arrival of the first child, Tim.

Fast Forward

SGO 27, domiciled in the UK since 1955, became John and Donna's daily driver. What's more, as John had envisioned, the trusty XPAG engine was soon the subject of a number of upgrades, many of which came about thanks to John's association, and friendship, with Gerry Brown of T-Type racing fame.

John and Donna continued to use the reinvigorated TA as their daily driver, which was absolutely fine when there were just the two of them... but, not long after, they welcomed the arrival of the first child, Tim.

New Arrivals

Typically, the arrival of a first child is normally a time when a man shrugs off the mantle of youthful impetuosity, steps up in terms of maturity, and bids farewell to his sports car.

Well, there is no questioning the fact that John certainly

stepped up to the mark. Yet, rather than parting with the TA, he kept it, albeit with Donna's blessing. "It made sense to keep the TA," mentions Donna, smiling. "We'd had so much fun with it, and we both appreciated that it would be useful to have a second car. Keeping the TA wasn't really an issue,

yet finding an affordable, interesting and practical family car certainly was."

"One Sunday morning, and rather unexpectedly, an acquaintance of ours turned up," recalls John. "He'd been visiting the local scrapyard. Whilst there, he spotted a Magnette which was waiting





in a queue to be taken in for scrapping. It belonged to two lads who'd planned to take it banger racing. Apparently, the lads' fathers, who'd got wind of their intentions, stepped in and curtailed their plans and ordered them to scrap the car instead. Anyway, this acquaintance of ours reckoned that the Magnette deserved a better fate than to end its days in the jaws of a crusher. So he offered the lads £20, which they gladly accepted.'

"However, having bought the Magnette, he wasn't really planning on keeping it, but he knew of my MG interests, which explained his visit. Donna thought it would be an ideal family car. So did I. A deal was struck, £25 changed hands, and we became the proud owners of RRK 579, a 1957 Magnette ZB with just 82,000 miles on its odometer.

Up and running and in daily use, the Magnette represented money well spent and, despite the heavy steering, Donna revelled in its excellent handling and lively performance. John, who also thoroughly enjoyed driving the Magnette, was keen to unearth its history, and began scrutinising the log book.

"I noticed that the previous

“

At last, I had the time to devote to the Magnette's restoration and make good on the promise I made to Donna all those years ago,

owner happened to live in the next town. Looking in the phone book, I was able to track him down, and I arranged a visit," remembers John, fondly. "A friendly old man, and former bank manager, he was delighted to learn that his car was safe in the hands of an enthusiast. Apparently, he had reluctantly let the young lads take it for what he knew to be certain destruction.





“He not only chatted about the car at some length, he handed over a full box of every bill, and service history records. These revealed that in addition to the annual services, it had been treated to three new clutches and two rear axle oil seals. He also gave us all the handbooks and owner’s paraphernalia that comes with a new car!”

Return to Sender

“It was dawning on me that I was never going to find the time to restore the Magnette,” confesses John. “So, I sold it to a chap in Grimsby. He paid me £1,000. This price included a good number of spares. He actually worked for a restoration company and it was his intention to restore the Magnette. Even so, we really didn’t want to part with it.

“Feeling rather emotional, just as he was about to leave, I said that if, for any reason, he didn’t get around to doing the restoration, or got fed up with the Magnette, would he please give me first refusal. He kindly agreed.

“Lo and behold, two years later he rang and asked if I was interested in buying the Magnette back. I was! So was Donna. As soon as possible, just in case he changed his mind – Nick and I travelled to Grimsby and brought the Magnette, and a host of spares, back home. At the time, I was still intent on doing the restoration.”

Promise Kept

John was intent on restoring the Magnette, but still far too busy, which helps explain why it spent the period from 1992 to 2006 lying dormant. Except, on this occasion, it resided in a disused chicken shed instead of a friend’s garage. Thankfully, in 2006, with retirement looming, John was able to get enough spare time to remove the Magnette from its roost and start the long-awaited and much-promised restoration, a restoration that would gather even more pace in 2008, the year in which John bid goodbye to the classroom and retired.

“At last, I had the time to devote to the Magnette’s

restoration and make good on the promise I made to Donna all those years ago,” says John.

“I began the restoration by stripping the body shell bare and then had it dipped and phosphate-coated at SPL in Dudley. Subsequent to this, I took it to John Shorten, Magnette guru and manufacturer of Magnette body panels, who repaired the body shell to as good as new, retaining as much of the original bodywork as practical, and the car was expertly repainted locally, in its original Smoke Grey.

“With the structural work completed, and paintwork done, I could begin the reassembly, a job that was made much easier due to the fact that I’d purchased a car roller. It beats lying on a cold workshop floor any day. Highly recommended!”

Local Knowledge

Although John went through the Magnette’s mechanicals with the proverbial fine tooth comb and, where practicable,

“

Lo and behold, two years later he rang and asked if I was interested in buying the Magnette back.

refurbished rather than replaced, he didn't elect to rebuild the B-series engine, and with good reason. As alluded to, one of his neighbours (and a good friend) is Gerry Brown.

"Gerry's forte is building and tuning engines, MG engines being a speciality," says John. "As I've mentioned, he previously helped me with the XPAG in the TA. Although I can rebuild an engine, I decided to take the Magnette engine, a five-bearing MGB unit that I'd previously acquired, to him. Not because I wanted it tuned as such, although it was in fact mildly tuned, but because I'd seen the meticulous way he worked.

"On the rolling road, it produced just over 100bhp at the wheels, which makes for a quick Magnette. It's very tractable, too. Even though I've made a few changes to the Magnette's specification, I'm keen to keep everything looking original, so I've detailed the underbonnet area so that it looks, as near as possible, like a factory original. The engine is mated to a five-speed type nine gearbox. Again, looking inside the car, you wouldn't know. I've also fitted an uprated front anti-roll bar, supplied by the Magnette Register.

"It was always a great driving car, but it's so much better

with the five-speed gearbox and uprated anti-roll bar."

In for the Long Haul

Considering that the Magnette spent a lot of its former life in stasis, by contrast, the past few years have been very active ones. Adventurous too.

"We've done a number of MGCC events and trips," enthuses Donna. "Some have been trips abroad, including the MGCC European Magnette event in Southern Germany. The Magnette performed faultlessly. It's a comfy car to cover long distances and it can certainly keep up with modern traffic as it will cruise all day at motorway speeds. Plus, it's very practical, easy to get into, and can accommodate a lot of luggage."

The Magnette is certainly doing the lion's share of the Beesley's classic motoring. That's not to say that the TA has been mothballed. Far from it, in fact. The two are almost umbilically linked and often appear at local shows together.

"Buying the Magnette in the early seventies enabled me to take the TA off the road and strip it down to its chassis and overhaul everything," elaborates John. "I did this, when I could find the time, over a four-year period. Those years were the only ones when the car was inactive. From the mid-seventies onwards, it's



“

It was always a great driving car, but it's so much better with the five-speed gearbox and uprated anti-roll bar.

been in regular use and has been to most of the MGLive! events.

"As does being part of the MGCC, and its T-Type Register and Magnette Register. This has been such good fun, and so beneficial, and long may it continue. The Club is like a big family. Donna and I are proud to have been members of the Club for such a long time and were thrilled to be invited to Abingdon to celebrate 50 years of membership. The icing on the cake, really."

MGCC-I DRIVE FOR A CAUSE



The MG Car Club India is a club of MG owners, for the MG owners and by the MG owners, formed with the objective of bringing together motoring enthusiasts across the country.

Enabling exciting experiences every time is the brand purpose of MG. While driving an MG is a great experience in itself, we constantly strive to create MGCC community events and activities for our MG owners that fuel this purpose.

Recently, one such event was organised by the MGCC-I Chennai centre. As part of the **Miles that Matter**, an initiative where the owners not just drove as a collective but did good as a collective too, 41 MG owners in their 23 MGs



drove together to raise funds for blind people in association with the Agal Foundation. The owners themselves contributed towards the cause.

Speaking on the occasion, an MG owner and Chief Experience Officer of the MGCC club in Chennai,

Srinath, said, "It feels great to have contributed to the cause of supporting blind people while getting together for an experience with MG. MG as a brand is committed towards diversity and community, and this is the reason why I chose to buy an MG in the first place."

Nothing gets our heart pumping more than knowing we have done a little good around us.

This photo gallery captures the spirit and the smiles all around.

“

It feels great to have contributed to the cause of supporting blind people while getting together for an experience with MG. MG as a brand is committed towards diversity and community, and this is the reason why I chose to buy an MG in the first place.



THE THIN BLUE LINE

BY COLIN GRANT AND ANDY KNOTT



METROPOLITAN POLICE MGC WGJ 208GV

Back in 1967, as a young 16 year old, I was employed as a police cadet, stationed at the then-Berkshire Constabulary's Abingdon Police station. Being a keen motorcyclist and having a passion for cars, especially MGs, (well, my Dad was working at the MG factory) I befriended the traffic patrol officers and was fascinated by their stories of fast chases in pursuit of law-breakers.

After one fast pursuit, the poor old Westminster expired

and the car had to go away to the police garages for a lengthy repair. This meant they had to be equipped with a loan car. They were hoping it would be another Westminster, so you can imagine their surprise, and my delight, when an MGB GT turned up in full Police trim.

But that GT had always stuck in my mind as, for the time, it looked amazing in its police trim, being white in colour with police written on the doors, had a front spotlight, a Pye FM radio that was fitted into the glove box, blue flashing light fitted on the roof and, if memory serves me well, it also had

a Winkworth bell fitted. The rear seats had been removed at the police garages as this enabled most of the necessary equipment to be carried that could be needed when they were called upon to attend an incident. This included reflective traffic cones, folding accident signs, a first aid kit, blankets, a spade, a broom and, on occasions, radar speed detection equipment. So with these memories in the back of my mind it was a pleasant surprise for me when Nigel Guild, of MG Specialist Former Glory, rang and asked if we would like to drive a special Police MG that he had in stock.

The car in question was an MGC, registration WGJ 208G. In 1969, the Metropolitan Police ordered this car, together with 18 others, over a three-year period, to be actively used as unmarked traffic cars, utilising their powerful engines to catch and surprise those not obeying the law on our roads. This car had been completely restored to a high standard, with excellent attention to detail, and had been fully verified by the Historic Police Vehicles Register and also had a Heritage Certificate. The cars were sometimes known by the patrolmen as “roller skates” because of their ability to break away if accelerated quickly, in the wet.

They were also equipped with calibrated speedos which were checked after each shift on a rolling road for accuracy, and if out, it would mean the speeding tickets handed out that day would be cancelled. Most of the MGCs supplied had manual gearboxes, but some were equipped with automatics. The cars had a two-man crew, so in the event of arresting a drunken motorist they would have to radio for back-up and wait for a patrol car or van to pick up the arrested suspect. The cars were loved by the young patrolmen who would drive with the hood down. WGJ 208G looks like any other sixties MGC. That is until you went to the rear of the car and

saw the Police sign. So you can understand people’s surprise when they saw MGC in their rear view mirror giving them a run for their money, only to be pulled over and booked. The interior also looked very standard until, of course, you opened the glove box. Underneath the bonnet it again looked standard, albeit with a chrome rocker cover and pancake air filters. The car came with steel wheels fitted with chrome hubcaps. Out on the road, the first thing that struck you was its smoothness and its ability to pull away, seemingly in any gear and at any speed. The torque from the six-cylinder engine was just amazing.

“

WGJ 208G looked like any other sixties MGC.

That is until you went to the rear of the car and saw the Police sign.





There was a mixture of sweeping bends and a few long straights which were ideal for getting a feel for the car. As I owned a modern MG TF, I found the steering to be on the heavy side but soon got used to it. The understeer did take a bit of getting used to and I did have a couple of minor moments when going into bends. But once you were aware, you made allowances and drove accordingly, and it became a joy to drive.

Of course this car was about power, which is why the Metropolitan Police chose it, and it didn't disappoint. With its 145bhp, 2912cc six-cylinder engine capable of 120 mph, it

was ideally suited to its task. I found overtaking slower traffic to be a breeze, although being used to modern brakes, I had to increase my normal brake pedal pressure to gain the same effect. The car's ride was excellent even over uneven surfaces and undulations in the road. The gearbox I found to be a pleasure to use, with the overdrive operating incredibly smoothly.

But my test drive came to an end all too soon and I reluctantly handed the keys back to Nigel. He informed me that the car was now sold but he had just taken in a Police MG-BGTV8 that was up for sale... tempting!!

My experience had been one of nostalgia, bringing back memories from another era. I didn't pursue my career in the police and left after three years, deciding it wasn't for me, and took up a career in office equipment instead. But the experience of driving a well-sorted MGC, particularly with the history of this one, really made my day and I won't forget in a hurry.

Our thanks go to Nigel Guild of Former Glory for the opportunity of driving this car. Nigel can be contacted on 01844 281222

VOLUME EIGHT



MGMOTOR.CO.IN