

SafetyFast!

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VOLUME FIVE



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Welcome to Safety Fast! India. Welcome to the World of MG.



Hello and welcome to another issue of Safety Fast! India.

All of us at MG, would like to extend our festive best to all of you and wish you a very Happy Diwali. Hope you had a very safe, peaceful, and silent Diwali.

We are delighted to add to your festive joy by bringing another edition of the car magazine that brings motor enthusiasts together. Filled with our history, trivia, adventure and nostalgia, this edition is bound to take you on a ride into the world of MG like never before.

Till next time.

Happy Reading!



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For The Love of MG





The MG Tickford Rebuild Project.

— By Martin Curren



I purchased this car from Plymouth in 1968. It was my first car and I subsequently ran it until 1976 as my daily car. It was a runner when I bought it but it had no hood and only cycle wings on the front. I fitted full front wings and running boards and got a local trimmer to make up a rudimentary hood. The car was laid up in 1976, but I was always able keep it stored in the dry and hoped one day I would be able to restore it to its former glory. That chance came in 2010 when it became my first retirement project.



Between March and October 2010, I completely stripped the car down to bare chassis level. I repaired these bits myself and then had it shot blasted, primed and painted in satin black. I got a local engineering shop to make me up a new pedal shaft, drilled and tapped for a grease nipple so that could lubricate the pedals.



The rolling chassis was built up in the usual way for any T- type with the possible exception of the road springs which I took to Jones Springs in Darlaston and asked for them to be reproofed with an extra one inch lift to cope with the extra weight of the Tickford body.



The subframe on my car was badly corroded. I made up a wooden jig to keep the shape correct while I made the repairs. This frame provided the essential shape for the rear wheel inner arches and acted as a mount for the wood frame uprights for the bulkhead, the door posts and the wood over the rear arches.



The repaired subframe was then mounted on the chassis and the scuttle toe board and heel board fitted to ensure everything lined up. **The scuttle is unique to the Tickford, having an extra metal strip added around the outer edge making it slightly wider than the standard car.** I made up a new one in place of the single sheet of aluminium on my car. The complete installation, together with the original floorboards, fitted together pretty well.

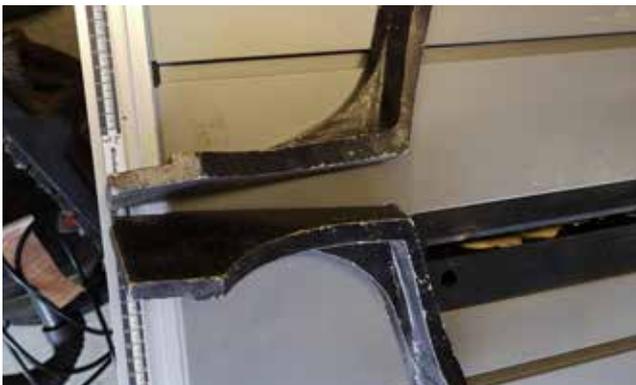


Progress then slowed down. The Tickford has two key brackets that form the curves at the back of the body tub bolted to the metal sub frame. However it took the best part of a year to get them made. I also got the alloy pieces that act as rear mounts for the subframe cleaned up – these also support the petrol tank.



During that time I also found a brass foundry in Telford that could make me some “pram irons” for the hood because these had always been missing on my car.

By now it was 2012 and I started on the body frame to create a new tub. Each door has another 8 pieces of wood. My car only had two pieces of the scuttle that were salvageable and two pieces of each door that could be used again. Fortunately I had enough to create patterns for each piece.



I assembled the windscreen to ensure the fit of the scuttle was right and would allow the opening screen to fit and seal properly. Quite a long time was then spent installing the winding window mechanisms into the doors to make sure they worked and would line up with the hood bows and door apertures.

The next job was to refurbish the hood bows. I also made new cant rails that swing over the tops of the doors. Once this was all done I fitted the radiator and headlight brackets so that I could check the alignment of the bonnet and front wings. Finally I made up new inner wheel arches at the rear from new steel since the old ones had almost rusted away. I made each out of two pieces spot welded together.



In 2014 I felt the body was ready to be skinned and I looked for a specialist. I was fortunate to find David Cale who runs Cales Specialists. He had not worked on an MG Tickford before but was confident he could do the job, based on the frame I had built and a variety of patterns and pictures that I had. I had to wait nine months for him to be able to fit it in but I'm glad he managed to get the swage line down each side lined up well with the bonnet tops. The bonnet tops are also unique to the Tickford, slightly wider at the scuttle and with a swage line down each side. This was all finished by November 2014 and the car trailed back home.



In the meantime I had stripped the engine down and thoroughly cleaned and inspected everything.

I asked Newman Cams to check the camshaft and see if it could be re-profiled. They advised that there was too much wear and strongly advised that I have a new one. This was expensive but I felt it was an important step in getting the engine running well. I also fitted new timing gears and timing chain. I asked Coventry Boring to ensure that the new camshaft would fit the old bearings properly.

This was all done by February 2015 and I collected all the parts and started assembling the engine at home. I had already fitted the original back axle which just needed new bearings and some shimming and I had completely stripped and rebuilt the gearbox which was simply very dirty inside. The only thing I did was fit a new front seal for the input shaft. The engine and gearbox assembly was installed and running by the end of 2015.



All these parts were cleaned up and checked for fit and about 80% needed to be re-chromed. I had the radiator surround repaired and re-chromed by S&T in Bristol but I opted to have all the other smaller parts done by Castle Chrome in Dudley. At this stage I also needed to get all the rubber parts, most of which came from the MGOCC but some, being peculiar to the Tickford, I sourced elsewhere. This included the seal at the top of the windscreen and the seal that goes around the windscreen frame itself. I also used them for the window channel felt used in the door windows. I also needed the special grommets that fit in the bulkhead to seal the wiper spindles. I thought Y type ones might work but Pete at the Club dug some out and they were the wrong size. He very helpfully pointed me in the direction of Paul Beck and they had what I wanted. They were also able to supply window winder handles very similar to the originals.



By this time we were into 2016 and I did a trial fit of all the body panels prior to painting



The car was originally a single-tone green (Apple Green, I think) but I decided to go for Duo Green which I thought would suit the car even better. Tom Wilson in the States was able to tell me that the two colours are Westminster Green (dark) and Almond Green (light). I got these mixed up in cellulose and opted to have a go at this myself.



There were three main jobs to do next to get the car finally on the road. This consisted of the wiring, interior trim, and the hood. I felt I could tackle the wiring and the interior trim myself but I would need a professional for the hood.





The interior light attached to the rear hood bow and a close up of the same. My car was missing the interior light and the late Derek Hopper had a spare one which I bought from him.



Once all this was complete I could drive the car on the road and, subject to dry weather since there was still no hood, I started to cover some miles and start running the engine in. I had also made a decision on my favoured professional to do the hood.

Apart from the seats and door cards my car was missing all the interior trim. There are trim panels around the rear of the car and there are carpets covering the rear wheel arches, the battery cover, the heel board, the transmission tunnel, the floorboards, the gearbox cover and the front side foot wells.

Taking these patterns as my starting point, I cut out the trim panels to fit the rear of my car and covered them in PVC to match the leather used for the doors and seats. I also cut out all the carpet pieces for the rest of the trim and sourced an MG heel mat from NTG. I eventually got these to fit well and took all the carpet pieces to Dean Russell for him to bind the edges, stitch in the heel mat, insert lift a dot fasteners for the floor carpets and make up a handbrake gaiter. The original foot well arrangement was a single piece of carpet each side stuck to the well and with a large pocket on the passenger side. I decided to alter this arrangement and carpet just the front part of each well, held in place by a vinyl-covered trim piece at the rear of each well with a pocket in each.





Finally I made up an additional vinyl-covered box cum armrest that sits between the seats on the transmission tunnel. As well as general storage, this houses two modern USB charging points directly wired to the battery with negative earth. This enables me to charge modern equipment such as phones if necessary.



This was all completed by the end of the summer of 2017 and I completed 600 miles by the end of the year and did an initial oil and filter change. The car then went into the garage to await the hood work.





The car has now done 2,500 miles. There have been the usual teething problems along the way but most of them minor. Two mechanical problems stopped me for a while, the first a failed condenser which cut low voltage supply to the distributor (fortunately I had a spare condenser) and second a broken pushrod which snapped clean in half. I was able to extricate the broken parts from the tappet chest and fitted a replacement with no serious damage done.

Compared to another ordinary TA I have fitted with an XPAG engine, the performance is stately but I am actually surprised how well it goes given the extra weight. There is less acceleration but once wound up it cruises along on A and B roads quite happily. It is snug inside and certainly not ideal for the taller person. It is OK for me at 5'10" but anyone much taller would struggle for headroom and legroom.

The seats will not go as far back as the standard car because of the rear wheel arches. That said, it is a very comfortable ride and with the hood up very warm even in winter with no draughts – quite an unusual experience compared to the standard car where I usually need extra clothing. There is a little more body roll but the handling remains good and feels safe. I think in many ways the TA MPJG engine suits the character of the car very well.

It has been a long road to getting her back on the road, at times definitely a labour of love, but over all it has been well worthwhile and I have enjoyed the challenges and the new skills I have had to learn along the way. If anyone is interested in even more details about the Tickfords I would be very happy to share more information with them. Finally, my thanks in particular to Bill Hentzen and Brian Rainbow for their help and encouragement during the rebuild project.





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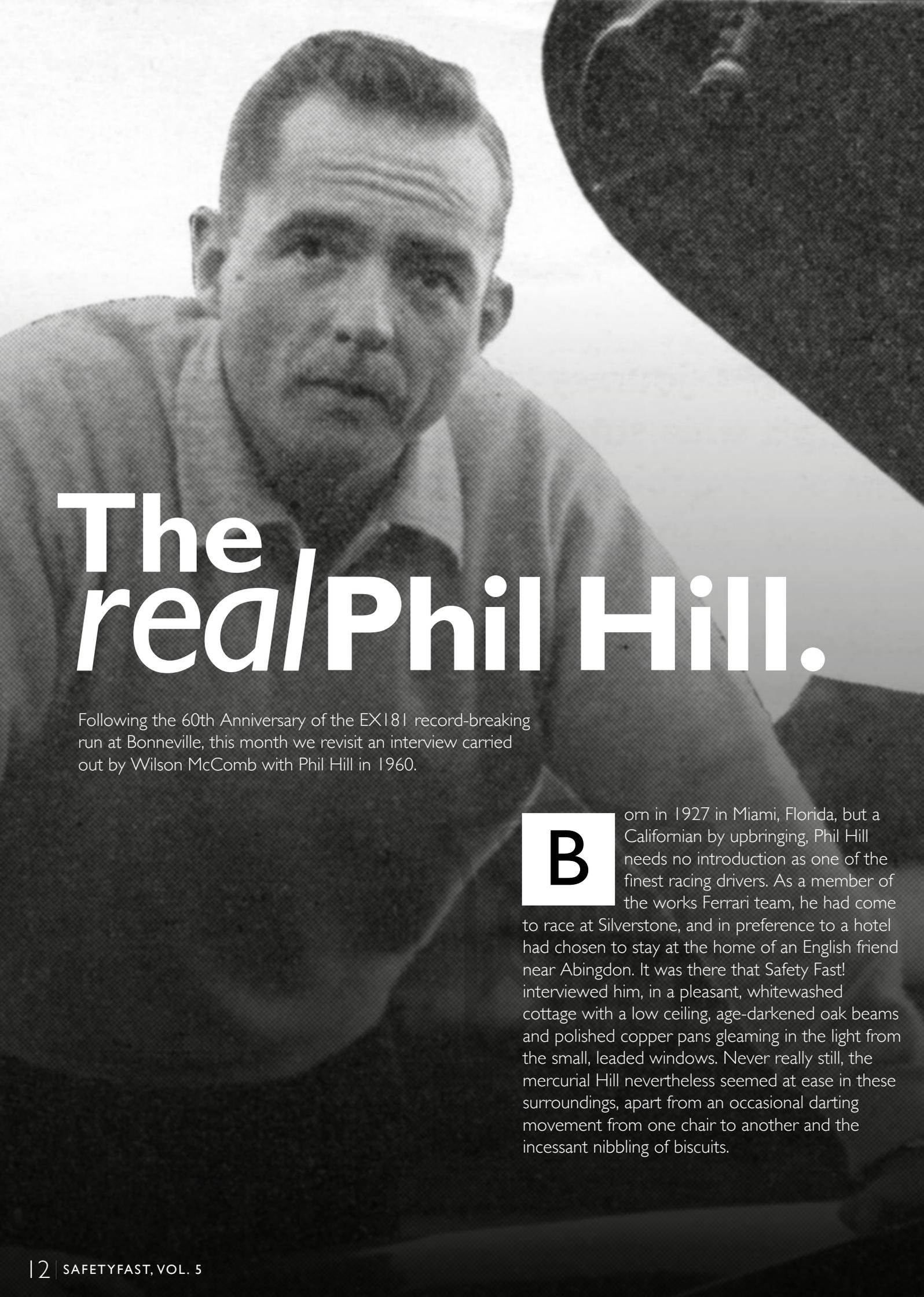
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The *real* Phil Hill.

Following the 60th Anniversary of the EX181 record-breaking run at Bonneville, this month we revisit an interview carried out by Wilson McComb with Phil Hill in 1960.

Born in 1927 in Miami, Florida, but a Californian by upbringing, Phil Hill needs no introduction as one of the finest racing drivers. As a member of the works Ferrari team, he had come to race at Silverstone, and in preference to a hotel had chosen to stay at the home of an English friend near Abingdon. It was there that Safety Fast! interviewed him, in a pleasant, whitewashed cottage with a low ceiling, age-darkened oak beams and polished copper pans gleaming in the light from the small, leaded windows. Never really still, the mercurial Hill nevertheless seemed at ease in these surroundings, apart from an occasional darting movement from one chair to another and the incessant nibbling of biscuits.

We put the tape recorder on the floor, switched on, and started asking questions:

The first car you drove was your aunt's Oldsmobile, when you were nine?

It wasn't my aunt, it was a friend of the family... Hey, don't put Oldsmobile – she wouldn't have had an Oldsmobile.

Anyway, that was your first drive. When you were 12 you bought a Model T for \$10.00?

Right. A friend had 12 acres of land down at Santa Monica Canyon, where I live. He also had a horse track, a four-mile horse track. He had a Model A and I had the Model T, and we used to charge around there.

Do you reckon that taught you anything?

I suppose so. That Model T would bicycle at the drop of a hat – they were dam' dangerous.

You left the University of Southern California and became a mechanic in a Los Angeles

garage. Full time?

About three years before that I became a part-time mechanic in the Packard garage in Santa Monica – I was working after school, and during summer, and that sort of thing.

You tried midget racing, and you just didn't like it?

It wasn't quite that way – I was very fond of midget racing, just for the identity of motor racing (it was my first experience of motor racing). I did have the opportunity to drive, but didn't consider myself a driver as far as racing was concerned. Three or four times, I guess, I drove. I showed great promise, but to tell you the truth, it frightened me to death.

Then you bought a 'TC' MG?

I did, but I didn't do anything with it. I drove the 'TC' to the midget races. I was working for the fellow who had the two midget race cars, seven days a week – going to races seven days a week, except that about every fortnight we had to overhaul the things, a complete overhaul in one day.





Why did you choose an MG?

About that time, it was the only thing that had any real attraction. It was the only different kind of automobile that was available.

What kind of impression did it make when you first drove the MG?

A terrific impression! This was something completely new to me. I had always been fond of old cars, particularly the veterans; we had a 1931 Pierce in my family – I always liked driving that thing because it had good manners – and, believe it or not, the MG was very much that way. It didn't have independent suspension, and it didn't have any of the vices associated with bad independent suspension – but much, much more – you know, it had performance in the handling department as well as sheer acceleration.

For how long were you content with its standard performance?

Not very long – but that doesn't reflect on the standard performance; it was just a matter of wanting to make it better if it were possible without doing anything bad to it – I mean, I wouldn't have thought of putting an American production car engine in it, like some people did.

Did you race it in standard form?

Just rallies and things, and timed trials on closed circuits. The first event I was in, the timed thing, was at Palos Verdes, California (it means Green Hills in Spanish).

Then you started tuning it?

Yeah. I actually had two 'TC's. I got one in November '47 and then in about two- or three-months I got this Nordec supercharger for it and had a good deal of difficulty with it.

Did you know about Stage tuning?

No, I guess there were no publications on Stage tuning then. The first MG I think I had only about four or five months, then I got another one exactly the same, black with red leather. On the second one I got a Shorrock supercharger, and that one we did a heck of a lot of messing around with.

I lowered the compression ratio and changed the combustion chamber shape a little. We put in larger inlet valves and left the standard exhaust valves, and used heavy springs all the way through. We ported out the inlet side of the supercharger and cast up another neck for it and put on an H.6 the first of the four-cornered S.U. carburetors, you'll have to check the figures- it's been a long time.

Did you do anything to the chassis?

I think we re-valved the shock absorbers a little bit – we did very little messing with it, actually. But the engine was fabulous on that MG. Really, the only thing bad you could say about it was it was a little difficult to find a plug that would take the range of the engine, because the compression ratio was down around 5.5:1 and the fuel consumption was terrible, but it was as smooth as glass, with no roughness or proneness to detonating. You could run it on regular gasoline, rather than benzole mixture, and it really put out under full-throttle conditions.

Did you ever check it on a bench?

We used a chassis dynamometer quite a bit with it. I don't remember what we got now, but it was about the go-indest MG out there. The reputation the car had was for being such a pleasant thing to drive – very, very smooth and a terrific willingness to rev. The supercharger was run faster than recommended and the pressure was up above 10 p.s.i., but it was more of a game than that because we ported it 'way out'. In fact, we removed completely the bolt that went through the port, and recessed the hole in the bottom of the port and used a streamlined nut on the inside – just cut the whole thing out.

Any trouble keeping the head on?

There wasn't really, because the b.m.e.p. was so low except under full-throttle operation. We had this great big copper spacer – I think it was 1/8in thick, a

big, thick copper spacer; every time we took it off it had to be re-annealed.

And that car gave you your first real race?

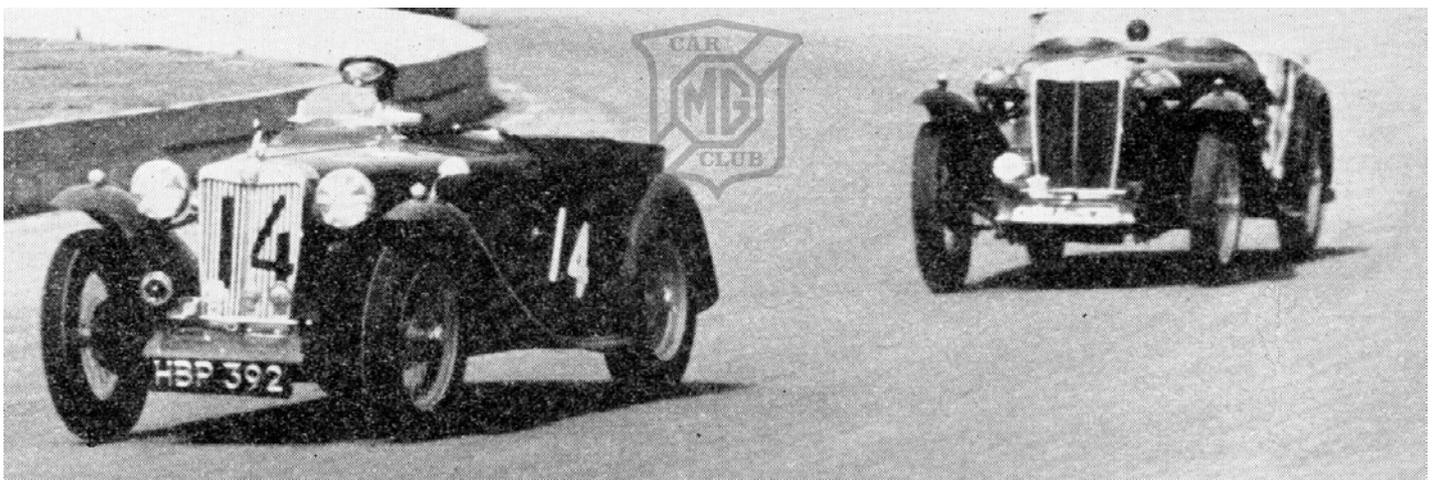
Yeah, at Carrell Speedway, Los Angeles – a 1/4-mile paved track. We were racing professionally – gosh, I made a lot of money with that thing. I think I made around \$500 the first time I ran. I won every race – I got the fastest qualifying time, won the Trophy dash, won the main event and also won one of the heats.

When was this?

In '49 – or was it? I'm getting mixed up with these years. I had that second blown MG quite a while, and we didn't do all the stuff all at once – we had the Shorrock supercharger on it first without doing the stuff, but ultimately all these things were done to it.

A friend and I had some trick stuff we did for this 1/4-mile racing – terrible things, really. We found we got a more uniform sort of grip with tyres that were all but worn out, and so we'd buy customers' tyres that were just about worn out and make some kind of arrangement to have them recapped for them, and that worked out beautifully.

Another thing we were doing was using beefed-up left front springs to keep the right rear wheel down, because they were clockwise circuits. But we had to make sure we didn't let the car sit for long that way, because it would take a permanent set – we had to keep it jacked up all the time off its wheels, and just before putting it on the grid, we'd let it down.



About this time you joined International Motors?

I joined International Motors the first minute I got the first MG – well, I got the MG in November '47 and within a month I was working for them. I went to work for them mainly so I could buy the supercharger at their cost!

How many races did you do with the 'TC'?

Oh, a dozen, anyhow, I'm sure – maybe more. Of course, we didn't have an awful lot of races in those days, it was in its infancy – we were just barely getting started.

A good deal of success?

Terrifically successful – in fact, it was considered about the hottest thing around at the time.

Make you feel good?

Yeah. Not as good as it should have, though, because I needed to think that I was developing as a driver, and the car was actually deserving – and getting – most of the credit.

You felt on top of it, though, didn't you? ... Did you ever feel it was ahead of you?

Oh, no, I never felt it was ahead of me, but still...

Did you feel that someone else would have made more of it?

No, I never would have admitted that, either, but at the same time I wasn't sure it was me and not the car.

And you never drove another one, so you weren't able to find out?

Well, let's put it this way: I knew that the car was about the best MG around, so...

Did you have any thought of turning professional?

Well, we were already automatically professionals. I think we had three races at Carrell Speedway and the crowd fell off pretty badly at the third one – they came for the novelty at first. Not enough people were making enough money, and a lot of the sports car types were not willing to put their MGs (most of them were MGs, that's mostly what we had) – well, it got a little stale for them in a couple of weeks, especially those who weren't being very successful. We had trouble fielding enough cars.

Did you drive MGs on the road much?

I drove that car on the road all the time, and in the end it got so I had to have a ring job every week. I mean, the bore wear was fierce, and every week we had to take the head off the thing and put a hone through it and put a fresh set of rings in, -nice soft ones that would come in in a few laps!

You were still happy with the road-holding, I mean, right-hand corners on full left lock didn't bother you?

Well, I didn't know any better. We did get into some trouble breaking wheels.





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Did you lighten the MG?

No, we weren't allowed to. We weren't even allowed to use smaller wheels on it.

Do you reckon that the 'TC' taught you anything?

Oh, I learned everything from it, really. I mean, all my early days of really driving a car that I knew was capable of being driven.

If you had to advise another young man who was quite determined, and you thought had the latent ability to become a racing driver, would you say 'Buy yourself a ...'?

Yes, a Sprite or an MG or a Healey or something – y'know, I would, definitely. I think that's the way to start, really.

Then you went to England?

Yeah, I was sent here by International Motors.

You arrived on New Year's Eve, 1949, and you were here for six months. Where did you go first?

I went to Ward End, Birmingham – the old Wolseley factory, now B.M.C. Tractors and Transmissions Branch.

What was the idea?

I was hired as a mechanic by I.M. and I had taken quite an interest in foreign cars and tending to these things, so I wanted to learn as much as I could about it. They wanted to make me a specialist so – gee! – I leapt at the opportunity.

I went to S.U.'s – I was there for a month. I got to know S.U. carburettors pretty dam' well. I got all kinds of stuff. Peter Swatman (he was then service manager there) he gave me his complete set of S.U. needles that he had when he was an apprentice, when he was on the road – great boxes loaded with needles – I took them all home.



And from there to Jaguar; from there to Rolls-Royce, and then down to MG at Abingdon?

I was there about a month working with Alec Hounslow and Henry Stone (in Development Department). It gave me a great thrill to come to Abingdon. They were just in the process of working on Goldie Gardner's car – gee! that was really thrilling to me, 'cause y'know we heard a lot about that at home. I learnt an awful lot.

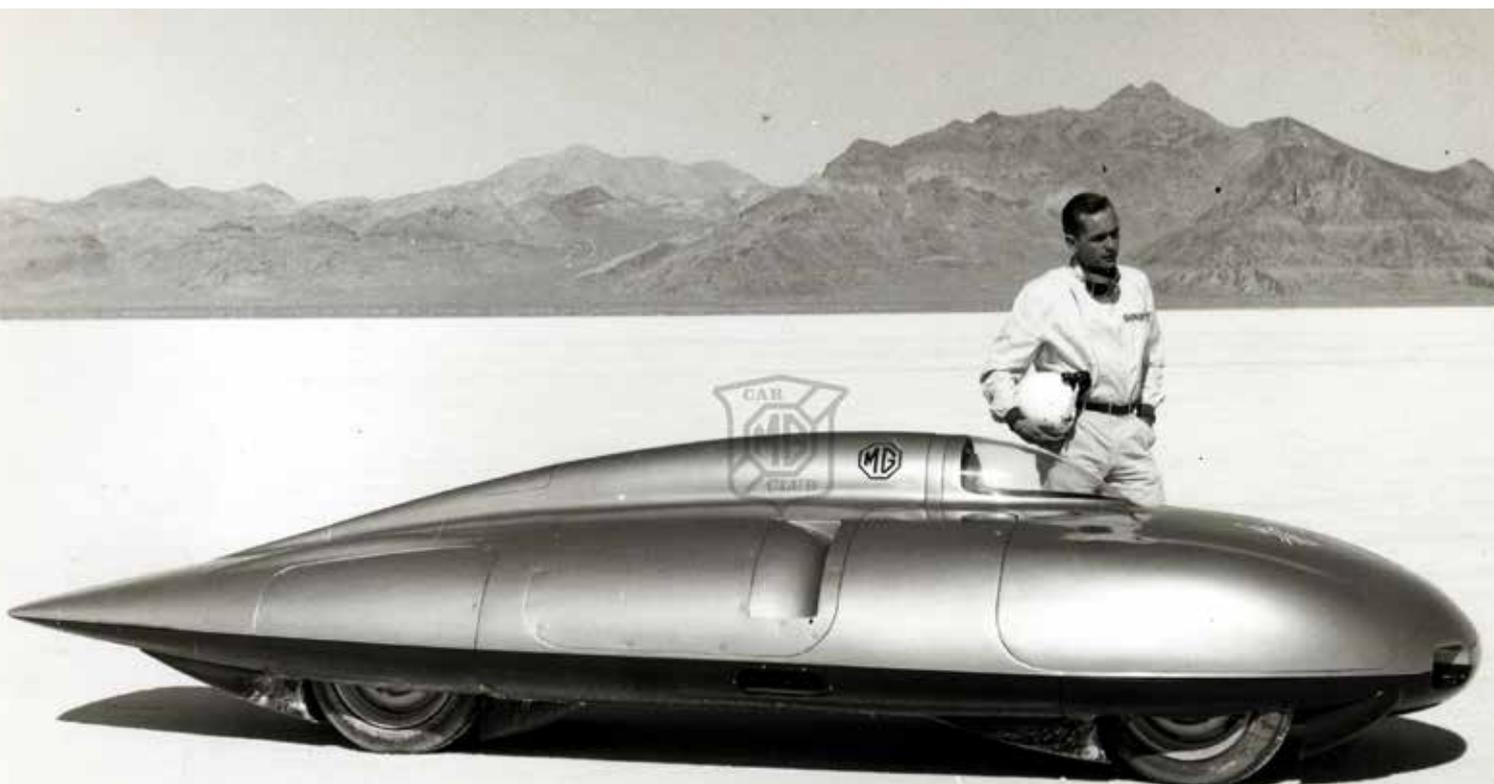
It's about ten years since America was introduced to sports cars-when the 'TC' MG arrived, because we can't count the pre-war years in the States – and now, today, we have what we've never had before, American drivers of full Formula One G.P. calibre. Do you see any connection between those two facts?

You mean the reintroduction of the sports car to the States? Oh, they're tied right together – without the one the other would never have happened, of course. Just curiosity wouldn't have allowed an American to come over here and be successful. It was the fact that we did have this interest.

At first it was quite a rebellious group that indulged in it. Before the war it was even more rebellious, I suppose, but it was then carried on by the wealthier types, in the east, particularly. There was a little bit of road racing in the east that most of us were unaware of, in the 'thirties – the Collier brothers, they used to race MGs, and also there was Eddie Lunkenheimer... Anyhow, it was the post-war boom that did it.

And from there we went on, this Phil Hill being an immensely interesting person when once you've got through a rather hard outer shell. We discussed the public's attitude to motor racing:

(... it cheapens the whole thing – these funny little cars with their funny little drivers may be racing, and it may be safer than we thought, but still, speed kills and anybody that does it purposely must be mad...); the underlying significance of it: (There are two ways of looking at motor racing. One is from the driver's standpoint, and the other, and I think the more important, is the altruistic pursuit of improvement to a machine); and we became so completely absorbed that a long time went by before we looked down at the tape recorder, and there it was, still buzzing vainly away with an empty input spool because we'd gone right through two reels and we were still talking...





The future is Electric.

A

ir pollution is currently the biggest challenge the world faces today; making a negative impact on our surroundings, and us.

According to the World Health Organization's (WHO) recently released list of most polluted cities globally, it appears that if we rank cities on the basis of average annual PM 2.5 concentration for the year 2016, 14 of the 20 most polluted cities are in India and all of them are situated in the northern part of the country.

While there are multiple reasons behind air pollution ranging from explosive growth in vehicular population to the incessant use of dirty fossil fuels by industries to unrestrained constructions to crop burning in agricultural states etc, it is ultimately up to us to take whatever steps possible to change what we can along with government initiatives.

Adoption of electric vehicles is more and more seeming to be a one of the new and innovative approaches to conserve areas from air pollution.

E-vehicles produce zero direct emissions, which not only helps in improving of air quality but also reduce emission of gases. However pure electric vehicle penetration has remained quite low in India so far. This has been largely driven by critical hurdles like high upfront purchase price of EVs, non-existent public charging infrastructure, and low levels of investments in EV manufacturing.

This seems to be changing in recent years. The policy on 'Faster Adoption and Manufacturing of Hybrid and Electric vehicles' FAME-I in 2015 and FAME-II in 2019 have in some ways been instrumental in successfully creating an initial but nascent market. Today many major car makers have an EV in their portfolio and are challenging myths around range anxiety and charging infrastructure. MG ZS EV is one such vehicle leading this challenge. With zero emission and zero noise, it is symbol of our commitment towards greener and smarter mobility. It is designed for those who want the advantage of a zero-emission car, without compromising on style, safety, comforts, luxury, and strengths of an SUV.

It possesses a 44.5 kWh battery which is the largest in passenger vehicle segment. There is a warranty of 8 years/1.5 lakh km that comes with this battery. Considering the size of the battery, the ZS EV can go up to 340 km on a single charge making it a convenient ride for both inter and intra-city travel. While the initial entry cost of buying an EV may seem higher to buyers but in the long run, EVs have been far cheaper than their ICE counterparts. The cost of ownership and maintenance of MG ZS EV is the lowest in SUV segment and its running cost comes to about less than Rs. 1/Km.

Since the government is committed towards reducing air pollution, it has introduced many policies to boost e-mobility. Most crucial among them has been the zero registration and zero road tax policy on purchase of electric vehicles by many states in India. This policy has been beneficial in bringing the initial adoption cost of EVs further down.

Most often, the EV discussion veers around the charging infrastructure and about who will be responsible and when will this come up in India.

While government is supporting in developing the charging infrastructure in the country, we also remain committed to our customers in dispelling this charging anxiety. We have launched a 5-way charging infrastructure to provide a solution to our ZS EV owners.

- 1. AC Fast Chargers*** - AC fast charger provided and installed by MG India at your home or office, free of cost. 80% charging in 6-8 hours.
- 2. Portable Charger With Your Car*** - Portable charging cable that comes with every car and can be plugged into any 15A socket. 80% charging in 16-18 hours.
- 3. DC Super Fast Chargers*** - DC super fast chargers available at your MG dealerships, 24x7. Up to 80% charging within 50 minutes.
- 4. AC Fast Chargers at MG Dealerships*** - AC fast chargers available at MG dealerships, along key routes in satellite cities.
- 5. Road Side Mobile Assistance*** - Road side assistance for mobile charging support, available 24x7 in case of an emergency.

Not just our solutions, we have also joined hands with eChargeBays, Fortum, Delta and Tata Power to further expand the charging infrastructure in the country. With this network of charging grids, driving with MG ZS EV becomes completely hassle free.

Therefore, there are today wide varieties of benefits to those making the switch to ZS EV. Lower maintenance costs, environmental stewardship, and leading a change are all compelling reasons to go electric with one's next car.

#ChangeWhatYouCan.

ZS EV

INDIA'S FIRST PURE ELECTRIC
INTERNET SUV





Hassle free drive with Charging Stations across all key city routes in India*

North



West



South





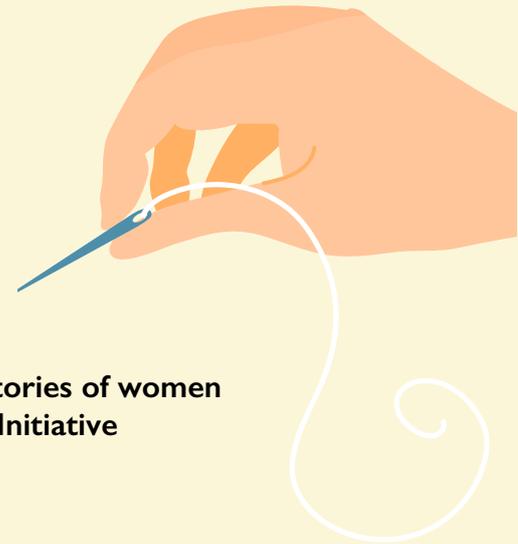
Labour of love from our community.

At MG, Community is one of our core pillars and acts as the foundation for everything we do. Our aim is to partner and contribute to initiatives that can uplift the lives and families of lesser privileged.

Project 'Prerna', a Sustainable Livelihood Program for Women, is one such initiative. Through this project, we have partnered with Baroda Citizen Council and are conducting free skill development workshops on cutting and stitching, hand embroidery, and creating home decors, handcrafted jewellery, bags, hand-painted.

'Prerna' aims to support economically less-privileged women of age groups of 16 to 45 from urban slums through vocational training. It also aims to revive traditional art and handicrafts by training and encouraging budding artisans through our program for women.

The project will not only provide livelihood for these women but will support them in fulfilling their dreams of providing for their families.



Here are a few stories of women from the Prerna Initiative

Minakshi Raval, 48 Years

I am getting old but my daughter is very young. We were blessed with her at a very late age but we remain committed to fulfilling her dreams. I wanted to connect to a vocational course so I could make a little money for my daughter.

Nisha Yadav, 17 Years

After the integration of the higher secondary education, my passion to learn tailoring brought me to the vocational training centre interview. The vocational training helped me to stand on my own feet. I would like to continue tailoring even after my marriage. I will set up my own tailoring centre and boutique in future, so that a lot of women could become self-reliant.

Renuka Solanki, 42 Years

I not only took care of my family, which includes, my husband and my 2 children, but also had the courage, determination and will power to go achieve my dreams as well as my son's dream. From day one of the interview, I expressed a lot of interest and enthusiasm in learning advance stitching. I had the passion to do something for myself as well as my family. My son is studying MBBS and my husband and I need to work double shifts to support our children's dream.

WORLD OF 

DREAMS unpaused

The pandemic in the last 9 months brought everything to a halt and put everyone's dreams, wishes, and plans on pause. With people sheltering at home and withdrawal from usual environments and daily stimuli had left many with a dearth of inspiration, a lack of connection.

This sparked an idea. While everyone was waiting with bated breath for the pandemic to die down, we decided to give 4 sets of people from varied backgrounds a chance to fulfill their one dream that they had put on pause, while exploring some gorgeous landscapes on the way in a completely safe road trip with Hector Plus.

We partnered with Tripoto to capture their journeys and equipped, tech-connected Hector Plus became their perfect companion, providing adequate space for imaginations to run wild. While two sets of protagonists went to Kerala and the other two went to Goa, on a journey to finish their favorite projects; unpausing their dreams.

We saw the popular indie band 'When Chai Met Toast' coming together and



travelling to the fishing village of Kumbhalangi to get inspired and finish a song that they had left unfinished.

'The journey with MG was pleasant and a much needed break for us. We loved every bit of driving MG around. It was a much needed break after sitting at home for more than 6 months due to the pandemic and we all got to travel together after very long' said the WCMT team after their journey.

We also saw a father and son pair, Subodh and Sidharth, both painters from Goa who took advantage of this time in lockdown to travel together to discover and create art with their different styles. Their journey with Hector Plus was nostalgic and reminiscent of the older days.

In another journey, we met the visual artist Vimal Chandra who despite living in Kerala all his life could never explore it. He took his love for art, photography and illustrations into the outdoors of

the backwaters of Kerala to get inspiration for his next project. "The journey has been special for me as I got a chance to visit these places in Kerala and was able to create stories and memories. Hector Plus represents style and elegance for me" remarked Vimal.

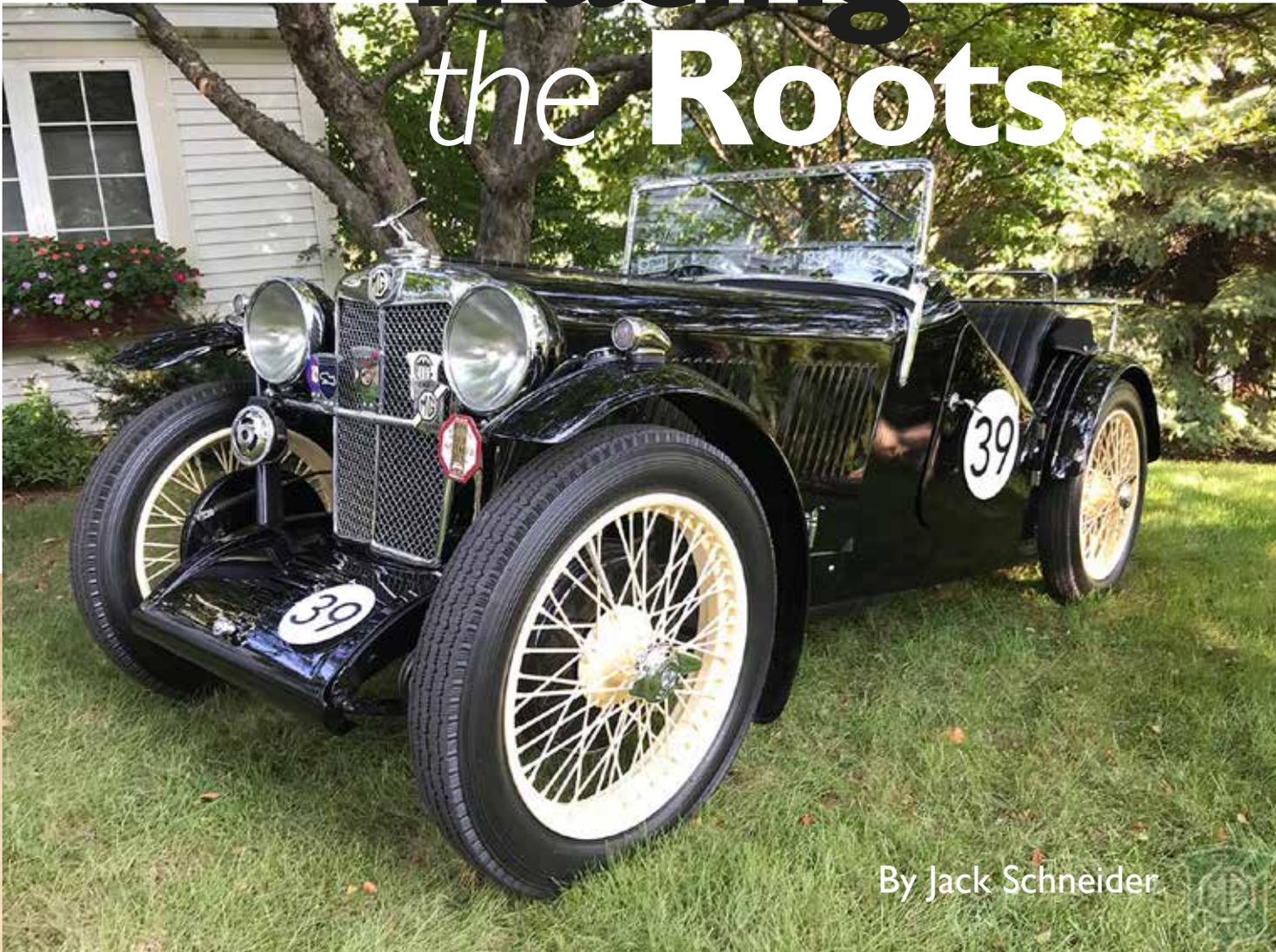
At last, we met the mother daughter duo of Aisha Ahmed and Rukhsar Rehman, actors in Mumbai who while living in the same house found themselves living in different universes. They decided to take a mother daughter bonding trip to Goa and rediscover each other's interests.

These 4 journeys explored some breathtaking landscapes but also explored the idiosyncrasies of relationships that come with traveling with family members, friends, and loved ones on road trips. These journeys helped unpause dreams, inspired people and helped them discover themselves and re-discover their loved ones and their favourite places. Truly the stuff for memories!

Watch these journeys here: bit.ly/3oclbqv



Tracing the Roots.



By Jack Schneider

Kathryn and I purchased J2023 in 2002. At that time, a minor racing history of the car was rumoured to have existed. However, there was nothing known to be documented.

As with the majority of 1929-1936 MG Midgets, Magnas and Magnettes, an original factory file is stored at the MGCC Kimber House headquarters in Abingdon-on-Thames, Oxfordshire, England. Mike Allison, an employee of the MG works and stalwart member of the MGCC and Triple-M Register, rescued the

records, and stored them until they could be safely donated to the MGCC. These records have been made available to us as MG MMM owners. I have accessed, and have copies of that file.

On receipt of this card, duly completed, we shall be pleased to forward a Certificate of Guarantee and Instruction Book.
(It is particularly requested that the name be inserted in block capitals, and your kind attention to this will be appreciated.)

Name MR E.A. EASTWOOD
(Name, Esq., Mr., Mrs. or Miss)

Address BREYDON, BERYL RD., NOCTORUM, BIRKENHEAD.

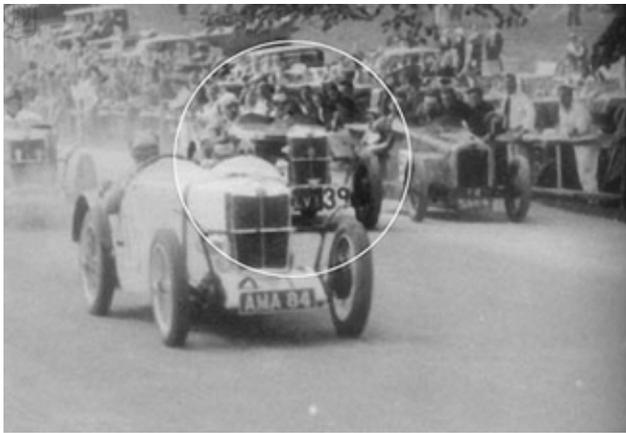
Date of Purchase 26/10/32
(i.e., date on which the first delivery of car from the Dealer's Showrooms.)

Name and Address of Dealer from whom car was actually purchased
Newton Motor Co
Liverpool, Liverpool.

| MAKE | MAKER'S CAR NUMBER | ENGINE NUMBER | YEAR | MODEL |
|-------------|--------------------|---------------|------|---------|
| M.G. Six | - | - | - | - |
| M.G. Magna | - | - | - | - |
| M.G. Midget | J2023 | H4 538A | J.2. | Midget. |

The maker's car and engine number will be found on the plate which is fixed to the dash underneath the bonnet.
Oalmore Depot

Another Triple M stalwart was Mike Hawke, a 50+-year owner and racer of MG J Types. During his years, he did exhaustive research on the MG J Type. He attempted to identify known history for any and all J Types that had been raced throughout their existence. In 2007, he published his first book, "75 Years of the J2 MG". Records of J2023 appearing in this book are of the car and original owner, Mr E A Eastwood, racing at Donington Park on May 13 1933. This was the second ever motorcar race event held at Donington. The event



was the Second Race Meeting of the Derby & District Motor Club (D. & D. M. C.) first race of the day. In the race photo, J2023 is circled. It is the number 39 car. Visible is a portion of UK registration number LV 1162. In the book there are also details and results of Mr Eastwood racing the J2 at the Southport Beach Races.

26 | SAFETYFAST, VOL. 5

WINS
26th Nov. 1934.

MG Wins Six out of Seven Events at Ballybannon Hill Climb
(Northern Ireland, June 10, 1933)

A Standard Supercharged J3 M.G. Midget won five events and made fastest time of the day.

| | | | |
|------------------|------------------|----------------|--------------|
| 507 c.c. Class | J. S. C. Cupples | H.G. Midget | 31 m.p.h. |
| 530 c.c. Class | Visor Ferguson | J3 H.G. Midget | 42-11 m.p.h. |
| 530 c.c. Class | Visor Ferguson | J3 H.G. Midget | 39-08 m.p.h. |
| 530 c.c. Class | Visor Ferguson | J3 H.G. Midget | 44-08 m.p.h. |
| Unlimited Sports | Visor Ferguson | J3 H.G. Midget | 62-66 m.p.h. |
| Unlimited Racing | Visor Ferguson | J3 H.G. Midget | 62-58 m.p.h. |

SIX FIRSTS

ONE SECOND

TWO THIRDS

| | | |
|----------------|-------------------|-------------|
| 500 c.c. Class | H. H. Gladley | H.G. Midget |
| 500 c.c. Class | P.H. Fleming, Jr. | H.G. Midget |
| Handicap Class | G. F. Antroley | H.G. Midget |

(Other is official certificate)

Sent to the Publicity Department of the R.G. Car Company Limited, Abingdon/Thames, Berkshire. Export Department: Brooklands House, W. Potters, London, W.1.

| Chassis | Reg. No | Activity |
|---------|-----------|--|
| J2005 | JB 552 | Ran by Alan Hess, editor of M.G. Magazine until the end of 1955. Was it his company car which he had to give up when he left to edit the new B.R.D.C. magazine Speed? Extensive trials programme in his hands during 1932-53 including the Land's End, Exeter and Gloucester Trials. No history known after ownership by A.W. Mason in 1935. |
| J2007 | JB 553 | Works demonstrator. Trialled by J.R. Temple, who seems to have had a choice of J2s to drive. No news of this car since 1934. |
| J2009 | HY 6904 | Sold by E.A. Cannock, Keynsham to George Padfield of Kelston. George had been known to play a trick on his passengers of placing an unwrapped bar of chocolate on the passenger's seat. When it melted, producing a brown stain, he would say, "I did not know my driving scared you so much". No news of this car since 1946 when it lived in Hull. |
| J2010 | TV 7827 | Sold by C.H. Truman & Co. Ltd. of Nottingham to S.W. Arthur who competed in the 1934 Cotnam-Trophy trial then, fired with enthusiasm, bought P4051 and sold the J2 to his friend H.J. Berry who continued to trial the car until 1936 since when there has been no news of its fate. |
| J2012 | XJ 5030 | Sold by Bull House Garage, Brighton to G.H. Stagers. Gained 1st. Class Award for T.W. Williams in the 1936 Blackpool Rally. No news of the car since. |
| J2013 | QJ 9021 | Sold by Fred Stagers Ltd., Ardwick to Harry Radford after a spell as an agent's demonstrator. The first car to be fitted with semi-DD S.U. carburetors. A letter from John Thornley says that this modification was to allow easier access to the sparking plugs. The latest known owner is Colin Humphreys. |
| J2014 | CG 2531 | Sold by K.B. & F. Keeping & Sons, Milford-on-Sea to the Hon. Mrs. J. Heygate who is believed to have been the mother of John Heygate (later Sir John), author of Motor Front, the account of continental travels in F-Magna #1151. Mrs. Heygate opened her letters to Abingdon with "Dear John" or "Dear Cecil". No news of this car's whereabouts today. |
| J2016 | Not known | Sold by Ritchies of Glasgow to C. Widdie who used her in Scottish Sporting Car Club trials in 1932 and 1935 and came 35rd. in class in the 1935 Royal Scottish Automobile Club's Scottish Rally. Last heard of in 1965 having an 803cc Morris engine in the ownership of P.J. Harvey who has become most reticent. |
| US 4406 | | Sold by Western Motor Co. Glasgow to T. Stanley Weston who had an intensive and successful trials programme until December 1935 when he bought P80543 and continued his winning ways. With the J2 he won the following Scottish Sporting Car Club trophies: the Alexander Trophy, the Highlander Challenge Trophy and the Yeans' Trophy. The car was last known to be with Nigel Kennedy of Benshan in 1947. |
| J2020 | UG 1871 | Sold by Applewards of Leeds to W.H. Hazbani. Competed in the 1934 Buxton and M.C.C. Sporting Trials (two of the toughest on the calendar) with E. Ainsworth. When with Brian Heath in the early 'eighties had a B.M.C. "W" series engine and hydraulic brakes. Later with John Joyces of South Peterborough who is replacing that engine. |
| J2022 | QJ 8066 | Sold by P.J. Evans of Birmingham to Charles Crabbe who competed in trials such as the Brighton-Bee, Abingdon and Coltrane in 1934 and 1935. Later the registration was changed to UG 8871 which, just to confuse matters even more has been misquoted as WG 8071. News with Mike Ellis. |
| J2025 | LV 1162 | Sold by Newham Motor Co., Liverpool to E.A. Eastwood who raced at Donington and Southport in 1935. At the Southport Sand Races he gained a total of three first places at the July and September meetings. Casa 1980 the car went to the U.S.A. where it is now with Jack and Kathryn Schneider, having the reported local reg. no. 17750. (Photo page 61) |
| J2024 | JB 659 | Fitted with a 750 c.c. supercharged engine for E.S. Priestwich to enter the January 1935 Monte Carlo Rally from which he retired. There is good evidence that this car was, in effect a prototype J5 (the fitting took place in September, 1932 before J5751 build was started). It then had a complete strip and overhaul at Abingdon before going to Ulster with Victor Ferguson who gained the Craigavon Hill Climb successes advertised on page 39. Later, in September, he gained further success at Craigavon. In the publicity, it is thought that J.S.C. Cupples was driving J2304 and H. M. Gladley J0476. The whereabouts of this car is not known but any traces are probably to be found in Ireland. |
| J2028 | FM 7565 | Sold by Grosvenor Motor Co. Ltd. Chester to G.A. Scragg. Owned and insured in the late 'thirties by Colin Vincent, owner of Automobilia Museum, St. Austell, Cornwall. Present whereabouts of this car is not known. |

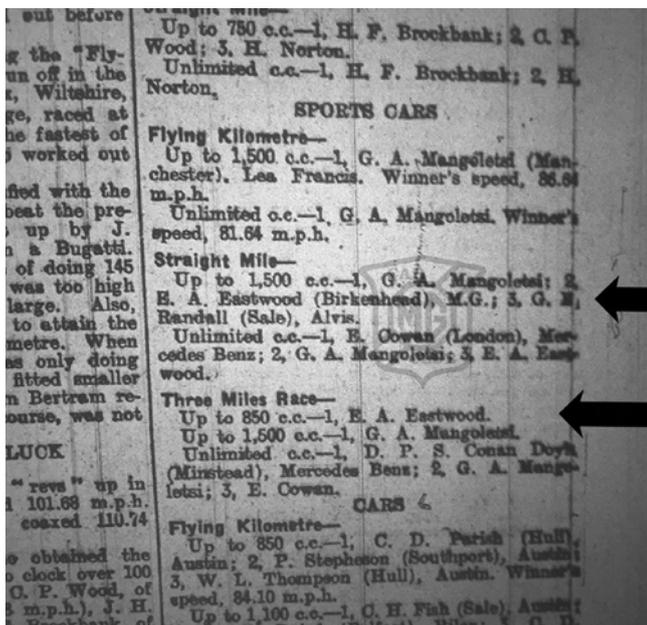
Opposite Page Advertising J2024's successes. Note that the Works calls the car a J5. There is a probability that, when it was first assembled with a 750 c.c. engine in September 1932 it was, in effect a prototype J5.



The Austin, car number 52 in the Donington race, did not finish. It flipped over on a turn on the back part of the circuit. According to my information, both driver and rider were not seriously injured.



Mike Hawke published a follow-up volume to the first book, "How They Ran". Listed in this book are further race records for the Donington event and information and statistics for the Southport British Beach Racing Club races that Mr Eastwood and J2023 participated in.



Motorsport magazine in the UK is a monthly publication. In it, at the time, race event reports and statistics appeared. I have obtained both actual magazine articles and a compilation book of the magazine report articles. Included in these is the report of the May 13 1933 D. & D.M.C. club race event.



In July and August 2018, assistance was offered to my fact-finding efforts. Brian Kelly, a fellow North American MMM Register member (NAMMMR), along with a friend of his in the UK found a few Southport Visiter newspaper articles reporting the Southport races and identifying J2023 and owner/driver, Mr E A Eastwood, participating during July and September 1933.





In September 2018, I travelled to England with three fellow NAMMMR members and one modern MG friend to attend the Beaulieu International Autojumble and The Goodwood Revival. At Beaulieu, I located a correct period Royal Automobile Club (RAC) mascot/badge, as can be seen on the radiator of J2023 in the Donington May 13 1933 race photo. Issuance of this King George V, RAC badge was 1930-1953.



Following these events we travelled north towards Liverpool, Birkenhead, Southport, and Donington. During previous trips to England I had visited MGCC in Abingdon, and during one of those visits I had acquired the MGCC factory file for J2023 which gave the home location of the original owner, Mr E A Eastwood of Birkenhead. The address only included the house and street names.

So began a scavenger hunt to try to find the house. Having the old address, we went to a local post office in Birkenhead to ask assistance in locating that address. Houses typically no longer carried names and were now numbered. Postal employees directed me to the nearest potential street crossroad and said that we should simply look up and down the street in hopes of finding the house.

It didn't take long. Some houses still carry plaques with the previous names, but also their current numbers. The current homeowner, Peter, happened to be in his front drive heading out for a morning stroll. I introduced myself and explained the reason I had just appeared on his doorstep. I was welcomed and invited to look around to take photos if I liked. He mentioned his wife Margaret was in the back garden if I would like to also look around the back. I met her at the back gate and was invited through. This was only after a younger woman, later found to be the couple's housekeeper, introduced my presence. I heard: "There's an American out there!" I was invited "through" and introduced myself. Between Peter and Margaret and our group, we spent a good hour and a half sharing all sorts of stories. The front door of Peter and Margaret's house, still bearing the Breydon name.

Next, our group made its way a short distance to Southport. We located the Southport Visitor Bureau, also library and museum. We inquired to get information and the location of the former racing location. A gentleman there pulled out an area map and pointed to the location on the beach area where racing formerly occurred. Driving to the identified beach area, we looked over the sea wall and I immediately identified the actual race area. I have found images and videos online of old races at Southport and the actual area was easily recognisable.

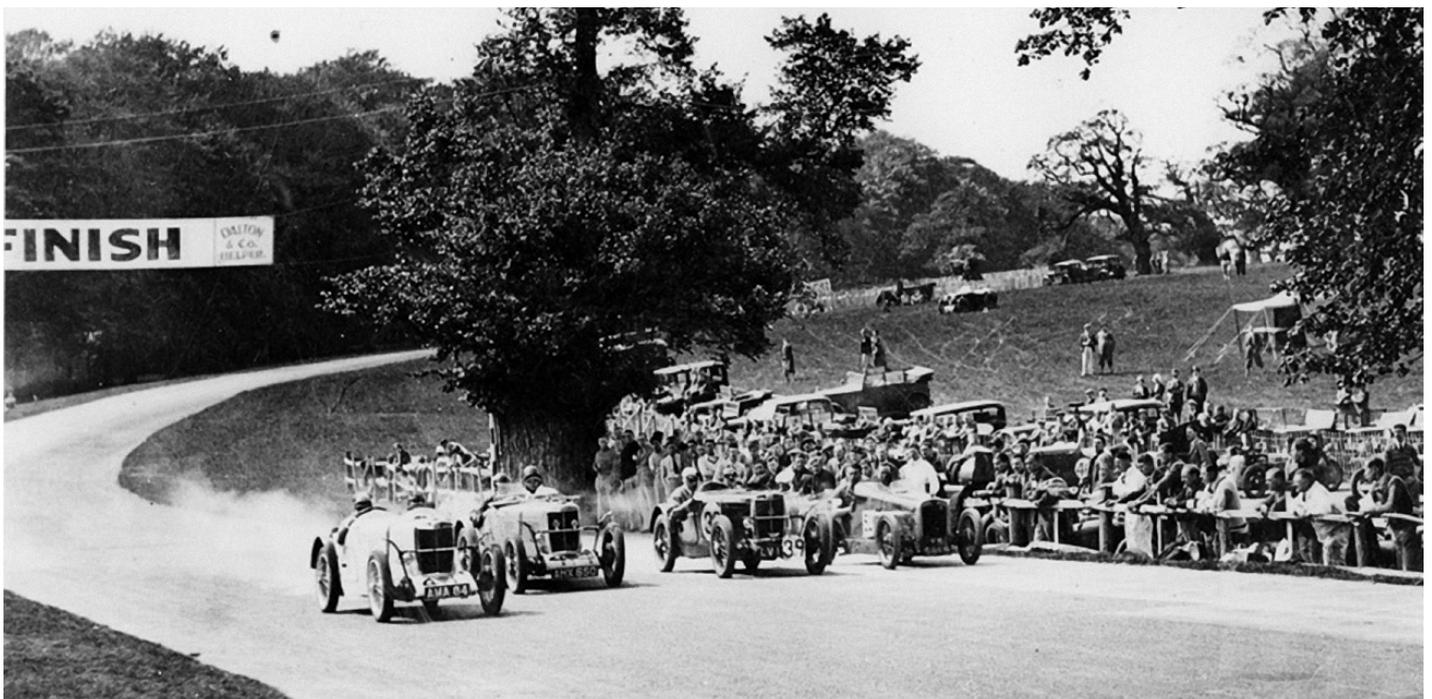


Since returning home after this trip, I was lucky enough to find and acquire a period correct Southport British Beach Racing Club mascot/badge. These are extremely rare pieces. I have only ever seen photographs of two others from private collections and automobilia auction results. This is the other badge visible on the grille of J2023, during the May 13 1933 Donington race.

I continue the search, in an attempt to locate additional Southport race reports. The Southport British Beach Racing Club mascot/badge.

We next visited Donington Park Race Circuit, near Derby. At the Circuit museum, I spoke with a couple of representatives. I also brought along the 1933 race photo to talk about. It was mentioned to

me that there is a local gentleman writing a book on the history of the Donington track. I was given his contact information and urged to contact him, as he might provide additional information pertaining to my J2 history and that of the Derby and District Motor Club. After touring the museum, we ventured to the track area. It was a vehicle test day which included a variety of different, late model performance cars. We made our way through the paddock area to the grandstand. From the grandstand adjacent to the Start/Finish line, I oriented myself to where the 1933 race photo was taken. The grandstand is on the inside of the track and the 1933 photo was taken just opposite, outside the track, from where I was situated. The curve approaching the Start/Finish is the same, seen from both vantages.



I have since contacted the gentleman writing the Donington history book, currently in the final steps of publishing. He and I will be in touch again very soon. He did mention the 1933 race photo is a two-page spread in the book.

This was an amazing trip. I couldn't have imagined the discoveries made about the history of the J2 that, at the time of purchase, was only rumoured to have had some history...

It is our MGs that bring us all together. It is the people that keep us together!

In today's interconnected world which is rapidly moving towards globalization, embracing diversity and a multicultural environment are important for a host of reasons.

Today, diversity shapes the world around us, and the world of business as well. At MG India, diversity is not only an important part of our operations but also is one of the four foundational pillars of the brand in India. The sharing of values, new ideas and having a multicultural, inclusive environment is the goal at MG India.

As part of our vision of building a diverse culture, we believe women need to be in the driver's seat to bring this change and steer us forward.

Amongst many initiatives launched with this purpose in mind, one is Drive Her Back - the unique employment program that enables experienced, qualified women to return to the workplace keeping the gap years aside. Drive Her Back is one-of-its-kind returnee-ship program that aims to create a diverse talent pool of women professionals

who may have had to go for a break on their career path due to various personal reasons and are now ready to get back to the workforce.

The one year programme with MG India enables these women to join back work with various departments in MG, upskill, bring themselves up to speed and after one year of intense training and work on live projects, be hiring ready. With Season 1, MG saw 16 talented professionals and wish to scale up only further with Season 2 of Drive Her Back. If you are or know of women with minimum of 2 years work experience and 6 months of work break who wish to come back to the workforce but may not be able to find the right opportunities due to gap years bias, apply or ask them to apply or refer them to <https://www.mgmotor.co.in/drive-her-back-2>.

MG remains committed to Diversity in workforce, bridging the gap and being an equal opportunity employer.

A CAREER BREAK SHOULDN'T PUT A BRAKE ON HER AMBITIONS. DRIVE HER BACK, SEASON 2 IS HERE!



DRIVE
her
BACK
SEASON 2

LAST DATE TO APPLY: 30TH NOV, 2020



For the love of MG.

by Grace Pease

I bought my MGB GT, Bertie, nine months ago and although we have an age gap of over 20 years, it's definitely true love.

I'd wanted a classic car for as long as I can remember. Mum has a Triumph Stag so girls and classic cars must run in the family. I've always submerged myself in car culture, caring far more about what cars were in a film than the actors and actresses, and gluing myself to 'Top Gear' on a Sunday night.



“ I knew I had to own a GT, as I love its quintessential British ‘cool-ness’ and surprising practicality. ”

Grace Pease - 1972 MGB GT Automatic



I'd been looking for over a year until I came across Bertie, an automatic, the rareness of which only made him more appealing! There were only 1,285 automatic MGB GTs produced and this only makes Bertie more special to me. The same Borg-Warner Type 35 3-speed box was fitted to a huge assortment of cars; from the Jaguar XJ6, to Volvos, Fords, and Chryslers.

I'm hoping to take a mechanics course to carry out basic maintenance on Bertie, but I'm enjoying learning as I go. I think it's so important, particularly for young women, to feel a part of the car scene, especially with classics as it's a very male-dominated scene. I like the surprised look I get from people when I tell them what I drive, and I love the looks from other road users when I pass by, especially the flash of the lights from other classics.

Bertie and I frequently attend classic shows in the south where I enjoy spending the day surrounded

by other classics and having conversations with other enthusiasts. I also represented Bertie at the Classic Motor Show at the NEC, where it was so lovely to meet other young members. I have a few plans for Bertie, including a new engine soon, but ultimately, I'd like to keep him as original as possible and only add a few modern conveniences when I have the money while studying at University! One thing is for certain –

**...I'm never
selling my MG.**

VOLUME FIVE



MGMOTOR.CO.IN