

SafetyFast!

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NOW IN INDIA

THE MG CAR CLUB LTD

VOLUME FOUR



MGMOTOR.CO.IN

WELCOME TO SAFETY FAST! INDIA. WELCOME TO THE WORLD OF MG.

Hello and welcome to Volume 4 of Safety Fast! India magazine which brings to your fingertips the latest updates from the world of MG.

We're happy to get your feedback and positive response to Safety Fast! India and we promise you that our intent is to see it not only growing but making a mark in your hearts. It also makes me happy to see that our readers are not just interested in our cars, but also the legacy, history, and the anecdotes from a brand that has beautifully blended motor sports and pop culture.

We recently launched our latest – the MG Gloster; India's First Autonomous Level I Premium SUV and introduced it to you all. With Next Gen Technology and first -of-its-kind features, this full-size SUV has been received positively by the MG family and adds to the MG stable. Its level-I autonomous features, space, 4x4 capability has captured the hearts of the SUV enthusiasts, techies, and car critics alike.

The MG India family also extends their condolences to the family of Don Hayter, MG's last Chief Engineer, who passed away on October 9. Hayter played a major role in the design of the MGB, a highly influential and innovative roadster that went on to become the best-selling MG sports car of all time. After the MGB, Don went on to work on other MG models including the MGB GT-based SSV-I safety car and the MGC GT race car. He was later appointed Chief Engineer of MG in 1973, where he stayed until the factory closed in 1980.

As we progress towards the end of this year, which has been unlike any other year so to say, I must appreciate your resilience, your help and contribution to the community causes and hope we can appreciate the ongoing and upcoming festivities with gratitude.

I wish you all a safe and happy festive season!

Until next time,

Rajeev Chaba
President & Managing Director,
MG Motor India

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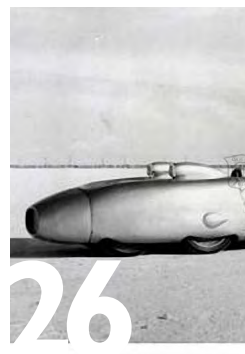
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MORRIS GARAGES

DESIGNED AT THE INTERSECTION OF AUTO-TECH AND INNOVATION. INDIA'S FIRST AUTONOMOUS LEVEL 1 PREMIUM SUV– **THE MG GLOSTER!**

Since arriving in India, MG has stood for many Firsts.

From India's First Internet SUV to India's First Pure Electric Internet SUV, you've driven the finest cars, experienced the first-of-its-kind technology and seen the latest from auto-tech innovation. So, our latest addition to the MG stable for India – the MG Gloster has best-in-class features, towering road presence, powerful 4x4 capability, luxurious interiors and technology you may not have experienced before.

GLOSTER is a companion who adapts and adjusts for you while you are on the road. When you take it for a spin it delivers more than thrills; its safety features actually look out for you. All it thinks is how you drive. What's ahead of you? What could be your next move? One could say that GLOSTER has just one thing on its mind. You. What would you call such a car? At MG we decided to call it the selfless car.






“






So, our latest addition to the MG stable for India – the MG Gloster has best-in-class features, towering road presence, powerful 4x4 capability, luxurious interiors and technology you may not have experienced before.

Here is what Gloster offers you in a nutshell:




Intelligent **4WD**

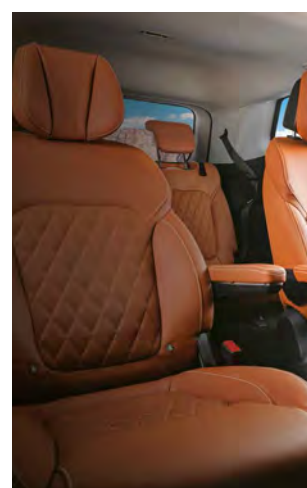
	Highest Power of 218 PS & Torque of 480 Nm
	Biggest & Tallest SUV [#]
	Seven 4X4 Drive Modes with ATS (Snow, Sand, Mud, Rock, Sport, Eco, Auto)

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	AEB (Automatic Emergency Braking)
	APA (Automatic Parking Assistance)
	FCW (Front Collision Warning)
	LDW (Lane Departure Warning & Blind Spot Detection)

Luxurious **CABIN**

	Plush Interiors & Unmatched Luxury with Spacious 3rd Row Seating
	Internet Inside with 70+ Connected Features
	Biggest Infotainment System with 31.2 cm (12.3 inches) Touch Screen



The Gloster with first-of-its kind features comes with a first-of-its-kind service plan.

Introducing MG Shield. A personalized, flexible and industry-first ownership assurance program that is built and customized around YOU. A flexible assurance program that gives you over 200 possible combinations to choose from, as per your needs, based on a broad range of parameters like kilometers run, ownership period etc.

When you buy the MG Gloster MY MG SHIELD gives you over 200+ customizing options that take care of your Gloster's servicing needs.



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Ownership
Experience.
Over 200+
Options.

STANDARD OFFERING

3

YRS/1LAKH Km
WARRANTY

+

3

YRS ROAD SIDE
ASSISTANCE (RSA)

+

3

LABOUR
FREE SERVICES

+

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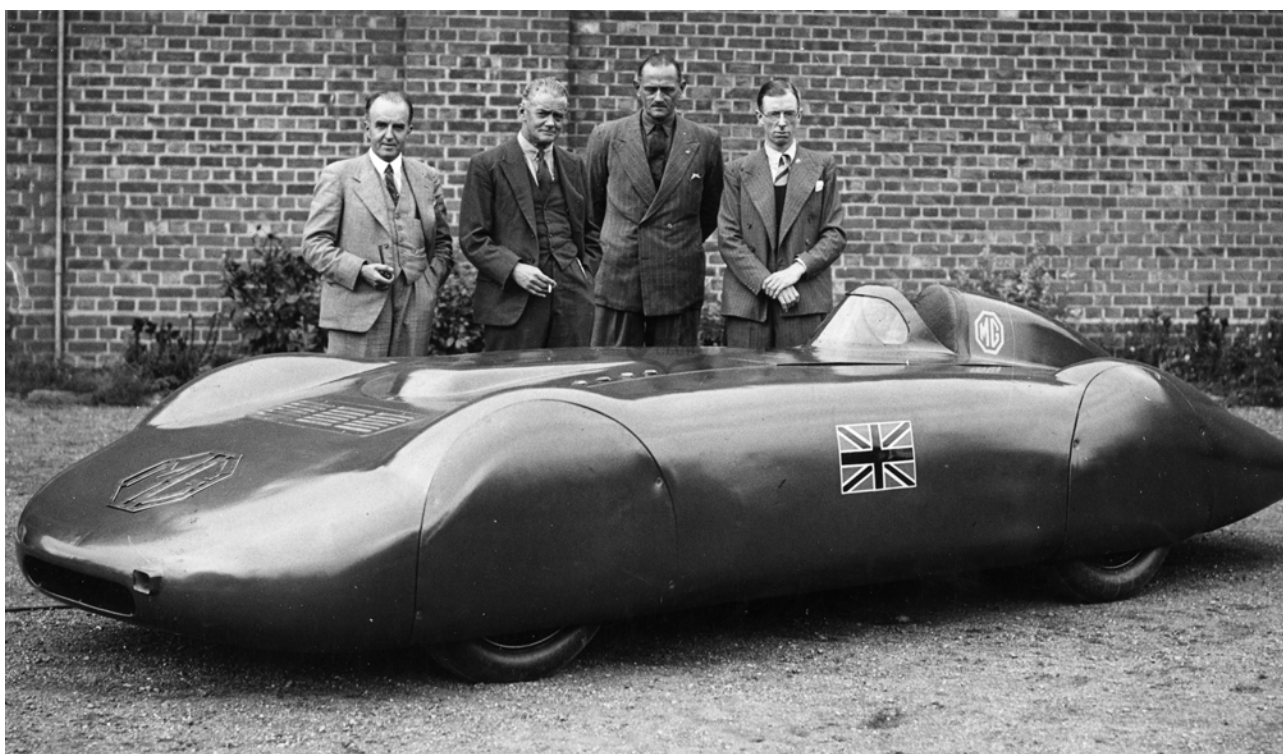
TO CUSTOMIZE YOUR
OWNERSHIP PACKAGE



*MY MG SHIELD gives you
over 200+ customizing
options that take care of your
Gloster's servicing needs.*

THE SPIRITUAL HOME OF MG

By Peter Neal



September 2019 marked the 90th anniversary of MG moving to Abingdon. The Abingdon MG factory was a hive of activity for the fifty years it occupied Abingdon, none more so than the first few years after the move...

Morris Motors, in August 1928, announced their brand-new baby car, the Morris Minor, with which they hoped to compete in the small car market with the highly successful Austin Seven. Meanwhile the boys at the Edmund Road factory in Oxford, had managed to get their hands on one of the experimental Minors from Morris Motors, stripped it of its four-seater body replacing it with a lightweight boat tailed two-seater fabric body on a wooden

frame, fitted a vee-screen, equipped it with cycle wings, louvered sill panels, MG badges on the wheel hubs and a scaled-down 18/80 radiator, turning it into a little gem of a sports car which they called the MG 8/33 Midget. The Midget brand would become synonymous with MG for the next 50 years. Displayed on the MG stand (their first ever) at Olympia alongside its big brother, at an all-up price of £175, it was an immediate sensation. Plans were

immediately drawn up for its manufacture, with production finally getting underway in March 1929.

The Midget would capture the imagination of the public to the extent that it would spawn a whole series of small sports cars that would become synonymous with the initials MG.

The increase in production at Edmund Road was already giving Cecil Kimber cause for concern, and with no room for expansion on the present site he began looking for new premises.

As well as heading up his own car manufacturing company, Kimber was still nominally responsible for

the Morris Garages. This side of the business had also continued to expand, bringing with it its own set of problems. As a result the Morris Garages had leased (with an option on the freehold) an unused part of the Pavlova leather works at Abingdon-on-Thames for the storage of used cars. Kimber decided that in spite of the extensive renovations that would be necessary, this site, with its large and relatively new factory building, would be the best solution for his expanding car business. Edmund Road could then be utilised as the used car centre for the Morris Garages group. With the renovations completed, the move to



Abingdon took place over the final months of 1929, with an inaugural luncheon being held on January 20 1930 attended by the great and the good including, of course, William Morris. Kimber had no difficulty in persuading his management team to make the move to this new location. Headed up by works manager George 'Pop' Propert, ably supported by Cecil Cousins overseeing production as well as the experimental shop, there were the likes of Ted Colgrove looking after sales, Messrs. Maynard and Vines taking care of purchasing, George Tuck responsible for publicity, with John Temple taking care of the service department. Somewhat surprisingly, most of the workforce also opted to make the move in spite of being offered alternative jobs at the nearby Morris works. H.N. Charles, who had been assisting Kimber for some time on all matters technical, now joined the Abingdon management team as Chief Draughtsman. At the other end of the scale was a promising young mechanic, who had transferred from the Cornmarket workshops, by the name of Syd Enever who was put to work assisting Reg Jackson in the experimental department.

The very fact that Kimber was building cars of a sporting nature made them attractive to those individuals who wished to take part in competitive events. For example an 18/80 was prepared at Edmund Road for Francis Samuelson to use in the 1929 Monte Carlo Rally. This was followed by the same factory preparing three Midgets for the Earl of March, Leslie Callingham and Harold Parker to drive in the JCC High Speed Trial at Brooklands that June.

With the renovations completed, the move to Abingdon took place over the final months of 1929. Thanks to these new models, and with the F-type Magna sales picking up, Abingdon managed to sell some 2,376 cars in 1932, whilst making a healthy £25,000 profit

All three drivers gained gold medals on that occasion, as did two privately entered M-types.

Charles's first job when he arrived at Abingdon was to produce a road racing version of the 18/80 to be known as the 18/100 (sometimes referred to as the Tigress). The body styling was reminiscent of the racing Bentley of that period (a marque that Kimber had always admired). Its first outing was to be the

Brooklands 12/12 (24 hours over two days) in May 1930, in the hands of Callingham and Parker. A couple of hours into the race the engine ran its bearings and had to be retired. However, five Midgets were prepared for the same event with special bodies and revised camshafts. The cars ran faultlessly for the 24 hours and went home with the team prize. The factory followed this success by marketing a Double Twelve replica at £245. The 18/100 however failed to find a market with only five examples eventually being manufactured. This was not altogether surprising, given that the price had crept up to £795 at a time when the country was experiencing a serious economic depression.

It can be seen from the foregoing that Kimber was rapidly being drawn into the motor racing scene. This was compounded when a young racing driver by the name of G.E.T. (George) Eyston, colleague Ernest Eldridge (a one time World Land Speed Record holder) and fellow Cambridge graduate Jimmy Palmes approached Kimber in the summer of 1930 with the proposal to build a special car, using the Midget engine, with which to attempt to achieve 100mph with a 750cc. Charles was already working on a new

design of chassis frame which had a three inch longer wheelbase and was listed in the Project Register as EX 120. This was made available with Kimber's blessing for Eyston's record breaking project and Cousins was instructed to make Reg 'Jacko' Jackson available to build up the special car in conjunction with Eyston's team.

In the meantime H.N. Charles and his colleagues had been busy back at the factory designing a racing version of EX120 to be known as the Monthéry Midget or C-type. Remarkably, in the space of just two months 14 of these cars had been virtually hand built and readied for the Brooklands Double Twelve race meeting. The 12/12, in common with most of the races at Brooklands at that time, was run on a handicap basis and at the finish five C-types occupied the first five places. The Monthéry Midget would gain many more successes on the race track but more importantly its simple but effective chassis design

would form the basis for all future two-seater MGs up to and including the TC. Available from October 1931 the D Type and sophisticated F Type both sold steadily but neither would repeat the spectacular success of the original Midget. To be fair this was the year in which the great depression had reached its height and even the M-type only achieved half of its previous year's sales. With sales of the M-type falling off rapidly, Kimber reasoned that a new two-seater, following more closely the specification of the C-type, might be the shot in the arm that was desperately needed. August 1932 saw the unveiling of the new Midget, designated the J2. Interestingly, an open four-seater and a closed salonette were offered on a similar chassis and designated J1 Midgets.

Thanks to these new models, and with the F-type Magna sales picking up, Abingdon managed to sell some 2,376 cars in 1932, whilst making a healthy £25,000 profit. In the October of that year Kimber introduced an MG with a new six cylinder 1087cc engine based on the current Wolseley Hornet unit; output was, however, a disappointing 38.8bhp. Its best feature without doubt was its pre-selector gearbox, controlled, not from the steering wheel as was generally the case, but from a gear lever style remote control on the gearbox. Designated the K-Magnette, it was available initially with a four-seater pillarless saloon body. Although quite an attractive car with its long, sweeping wings and sliding roof, this new MG was not a resounding success and it was quickly followed in February 1933 by long and short chassis two- and four-seater open versions. These too failed to capture the imagination of the buying public, influenced to some extent, maybe, by their somewhat high prices. The range was relaunched later in the year with a larger (1271cc) engine but these too only managed to find a handful of customers. Earlier in the year Kimber (and Morris) had been persuaded by Earl Howe and his good friend Count 'Johnny' Lurani to build three special road racing cars to be entered as a team in the 1933 Mille Miglia. A great



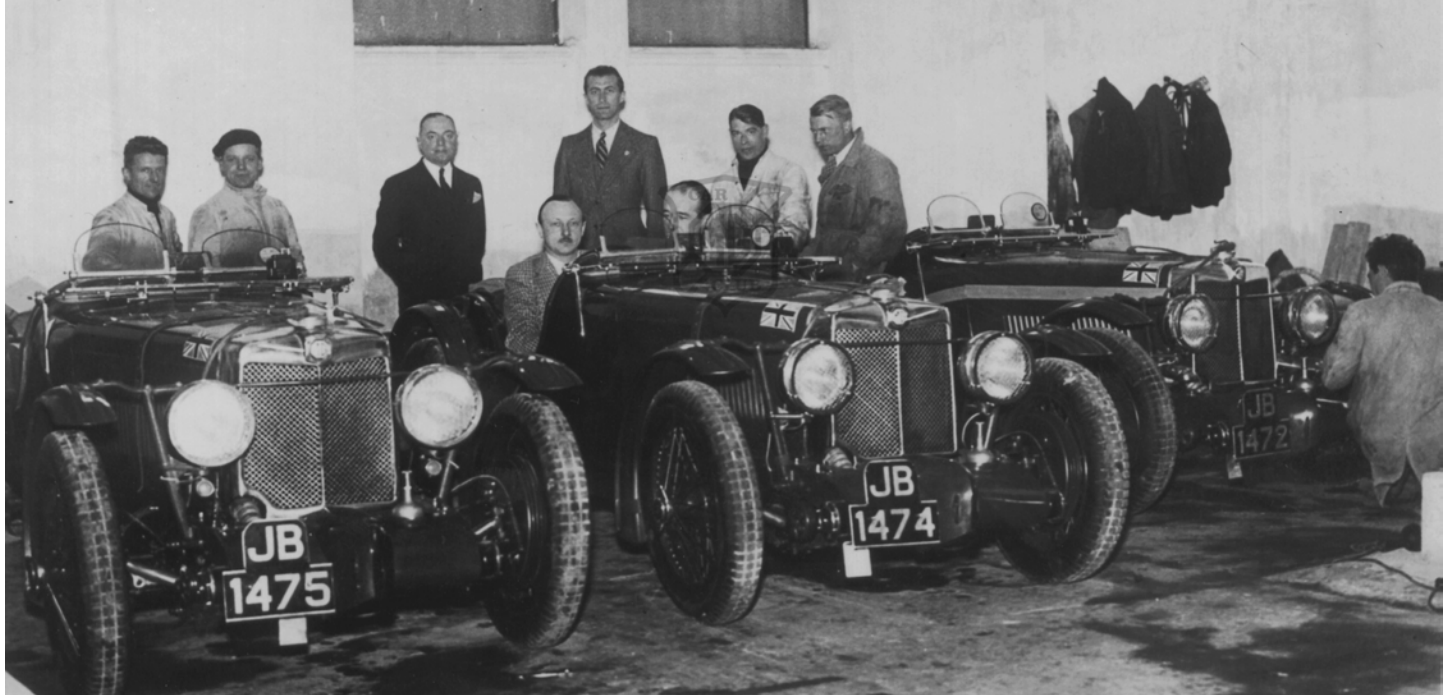
deal of pre-race testing was done over the actual course, which paid off handsomely with two of the cars finishing first and second in their class. Although the third car failed to finish, MG were nevertheless awarded the team prize, having outpaced, and more to the point outlasted, much of the opposition. These were of course the famous supercharged, 1087cc K3 Magnettes about which so much has been written. Now that the K3 was available, Eyston was keen to move up a class and got the boys at Abingdon to build him a new record breaker based on the 1100cc engine and a K3 chassis. Looking like a scaled-up version of EX127 it was officially known as EX135, but its distinctive brown and cream striped paintwork earned it the title 'Humbug' after the popular sweet of that name. On its first outing at Montlhéry in October 1934, Eyston duly secured six records in class G. Although this would be Eyston's only outing in this

car, EX135 would become even better known (and take many more records) in the hands of another driver,

At the beginning of 1933 the Abingdon factory had updated the Magna range with the four-seater now designated the L1 and the two-seater the L2. Visually the main change was the use of the swept wings from the K-type. Under the bonnet, however, was to be found a new version of the K-series 1086cc power unit. This was a much improved version of the Wolseley Hornet engine which had been completely redesigned by Charles and his small team and actually gave more horsepower than its 1271cc counterpart. Whilst steady sellers, these cars sadly did little to really excite the buying public.

At the 1933 Motor Show Cecil Kimber announced a new two-door saloon on the L-type chassis which he called the Continental Coupe. Describing it as an 'ultra-fashionable town carriage in the best French style for the discriminating motorist', it in fact proved to be the joker in the pack and because of its styling remained extremely difficult to sell.





The end result of this plethora of models that had been marketed by the company in 1933 (some 14 or 15 in all) was that the MG Car Company ended the year having sold a reasonable amount of cars but had slipped into the red once more, albeit by only a small amount. The reality, however, was that it had been the ever-popular J2 that had accounted for almost two thirds of these sales, thereby just about keeping the Abingdon factory's head above water.

Obviously aware that the two-seater Midget was the company's bread and butter and fully realising that the J2 couldn't go on forever, Kimber announced its successor in March 1934. One major problem with the J2 had been its rather vulnerable two bearing crankshaft. It liked neither sustained high rpm nor too much load at low speed. Broken crankshafts were becoming something of an embarrassment at Abingdon so chief designer Charles and his Wolseley counterparts came up with a brand new three bearing 847cc engine which, whilst giving marginally less horsepower than its predecessor, was a much sturdier and thus more reliable power unit. This new Midget, to be known simply as the P-type, slightly larger than the J2 and a little more comfortable, had lost nothing in the looks department and at £222 represented excellent value for money.

This new Midget was quickly followed by a new Magnette, the N-type, which in effect replaced both the K Magnette and the L-type Magna. With a new and rather more sophisticated chassis frame and sporting the redesigned KD engine, it represented good value at £305 for the two-seater and £335 for the four-seater.

1934 also saw the launch of the Q-type two-seater racing car. An amalgamation of many K3 and N-type components, it sported a supercharged P-type engine reduced to 746cc fitted with a pre-selector gearbox. The Zoller supercharger enabled the engine to give some 100bhp in standard trim (using special fuels) and it's something of an understatement to say that the car became rather more than a handful when driven at high speed!

1934 had been a better year for the MG Car Company, having produced an £18,000 profit, most of which had been derived from the 'P' and 'N' types. However, Kimber and his Chief Designer, Charles, could ill afford to rest on their laurels as they would soon find themselves facing mounting pressure, not just from their competitors, but also their masters in the upper echelons of the Morris organisation. That however must remain another story for another day.



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

DRIVE
her
BACK
— **SEASON²**



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.

MG CARS: BRINGING OUT THE ARTIST IN YOU SINCE 1924. THANK YOU FOR YOUR #DOODLESOFMG

MG has a legacy that beautifully blends history and pop culture. It has been an inspiration behind many a story and sometimes art.

Here's a gallery of some of the beautiful doodles that artists have created as love and tribute for MG.



#DOODLESOFMG

Doodle Credit: fab_rajat

#DOODLESOFMG

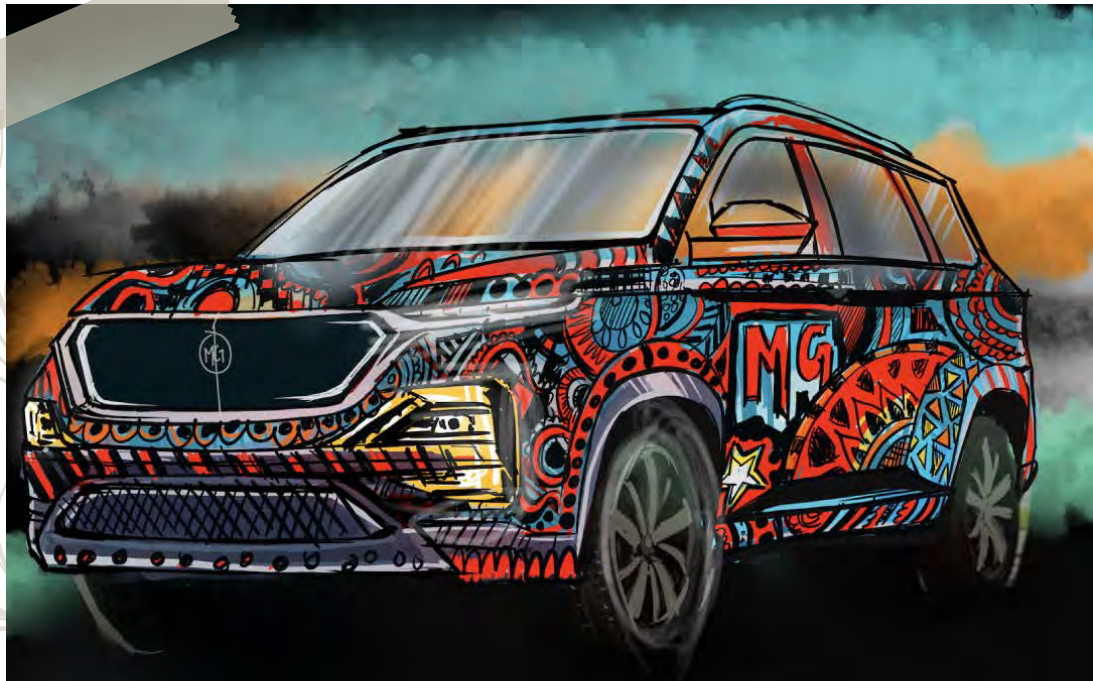


Doodle Credit: medha_bandyo



#DOODLESOFMG

Doodle Credit: being_deep



Doodle Credit: smiley_person_josh

#DOODLESOFMG



Doodle Credit: the_kalakr_devi



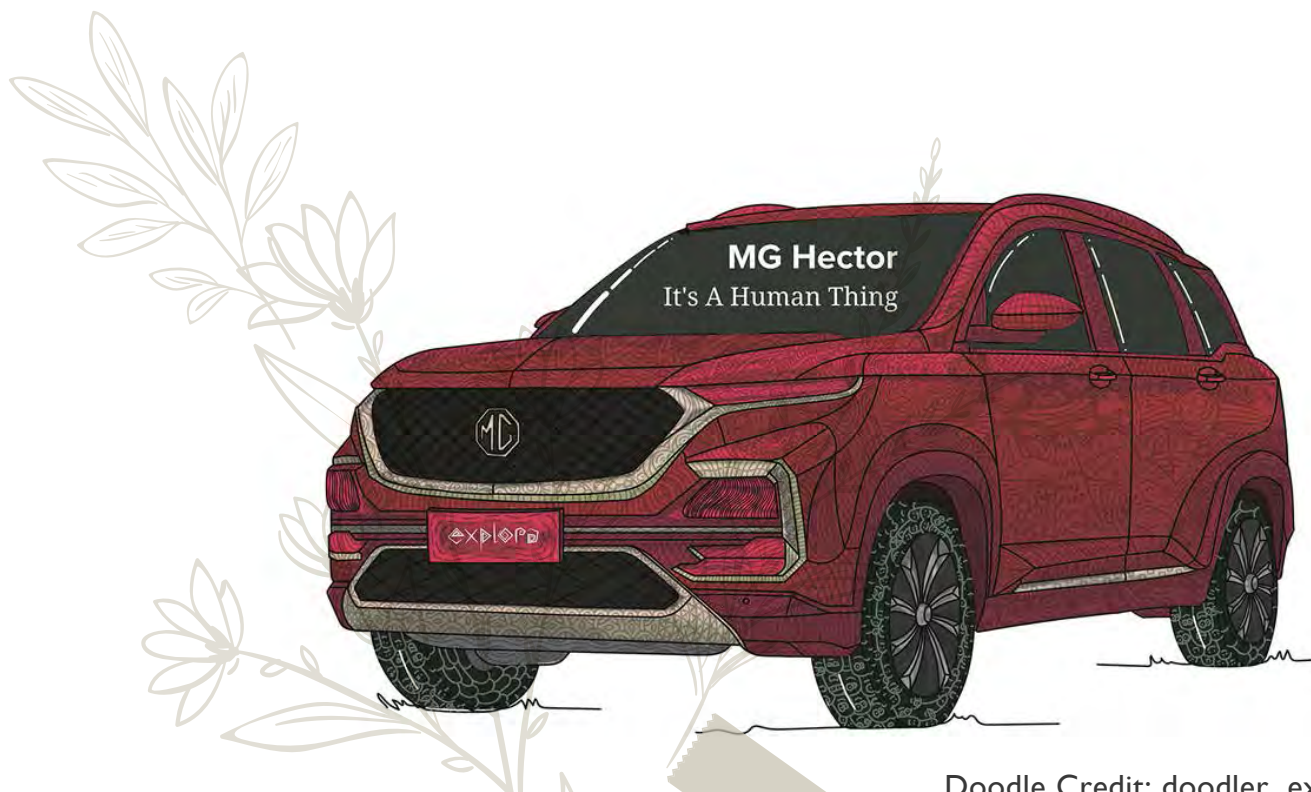
#DoodlesOfMG



Doodle credit: carchitra

Doodle Credit: carchitra

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Doodle Credit: doodler_explora

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Doodle Credit: thenight_monkey

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Doodle Credit: neha.doodles



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**IF YOU HAVE AN
INNOVATIVE IDEA, WE HAVE
THE PLATFORM TO HELP
YOU MAKE IT SUCCESSFUL!**





MORRIS GARAGES

DEVELOPER PROGRAM AND GRANT

Innovation – the more said about it, is less. After all, tech giants and global brands of today are all demanding and working on their products and services with the objective to deliver on innovation. We, at MG, believe that's not far from truth even for auto-tech companies like ours, aimed to deliver and launch innovative products in the Indian market but also foster an environment of innovation, collaboration and faster developments for better products, designed and tuned for the Indian roads. The MG Developer Program & Grant is one of MG's initiative, developed keeping the same goal in mind. It encourages developers and innovators, to build new applications and experiences, useful and needed innovations, in-car technology that will help India and car owners.

After a successful Season 1, Season 2 has been initiated to accommodate emerging technology and if you have an idea, we have a platform to help you make it big. The innovations in auto-tech could fall under any of the following for your idea to be considered:

EMERGING TECHNOLOGIES:



- Blockchain Technology
- AI and Machine Learning
- Voice Activation and Recognition

OFFICE AUTOMATION



Automation process, ease of business

SOCIAL IMPACT



Recycling methods, clean energy solutions, paper/water/electricity/energy conservation, sustainability

INNOVATION IN THE TIMES OF COVID- 19



Social distancing, remote monitoring, employee health tracking

AUTO TECH AND MOBILITY SOLUTIONS:



- Autonomous vehicles – Concepts, AI tech, sensors and control, communication, tracking and monitoring
- Connected mobility and telematics - Developments in telematics, diagnostics, V2V and V2X, safety management, entertainment & productivity related applications and connectivity under low signal conditions
- Navigation Technologies - Technologies to improve maps, route planning, maps, sensors and vehicle tracking

ELECTRIC VEHICLES



- EV and components - Solutions that would make electric vehicles better, new concept vehicles and more
- Batteries and Management - Solutions to develop and improve batteries and their management. eWaste recycling and management, enhancing the life of batteries, new materials
- Charging Infrastructure - Solutions for effective and efficient infrastructure for India

CUSTOMER EXPERIENCE



Applications and solutions for entertainment, information, gaming and comfort, rewards and loyalty programs, insurance management, productivity features, advertising and promotion opportunities using on board technology, in car payment solutions

CAR-BUYING EXPERIENCE



Experiential sales enhancement solutions, lead management, vehicle finance (fintech) solutions, dealership experiences

The program offers a unique opportunity for innovators and developers to work directly with MG Motor and its technology partners to bring solution to market quickly. The consortium behind the program shall provide

- Specialised, high level mentoring, relevant to practical development of the solution
- Business plan and modelling
- Provide testing/ lab facility where possible
- Access to a grant. Ranging from Rs 5 lakhs to Rs 25 lakhs on a case to case basis*
- And more

The program has been brought together by MG India in partnership with technology leaders Cognizant, Adobe, SAP, Unlimit, Map My India and TiE – Delhi NCR. It is open to external developers (students, innovators, inventors, start-ups and other tech companies) as well as internal teams of intrapreneurs at MG Motor and partner companies. If you have an idea that can potentially change how we drive or interact with the car, you can apply at <https://www.mgmotor.co.in/world-of-mg/events/mg-developer-program-grant-2>

For more details and the process understanding, check out the details on MG India's website.

**Award of grant would be at the sole discretion of program jury, based on their evaluation, on a case to case basis.*Terms and conditions applicable.)*



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		AC FAST CHARGER AVAILABLE AT MG DEALERSHIPS, ALONG KEY ROUTES IN SATELLITE CITIES.
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MG AND THE WORLD LAND SPEED RECORD

By Dave Rowley

Up until 2012 my knowledge of MG was that of a famous British automotive marque and a few young aerospace colleagues who drove MGB GTs back in the 1960s and 1970s, and then my involvement 20 years later with the British Aerospace (BAe) employee car purchase scheme where the MGF was a very much sought-after model. MG came back into my world when I moved to South Africa to launch the Bloodhound education programme after developing the project in the UK.

A well-remembered figure in the annals of MG history is Captain George Eyston who set three new World Land Speed Records (WLSR) in his car Thunderbolt between 1937 and 1939. Previous to his WLSR success he raced supercharged MGs such as the Magic Midget and the K3 Magnette, as well as being the inventor of the Powerplus supercharger used on MGs. Who can ever forget the MG EX181, known as the 'Roaring Raindrop', and driven by Stirling Moss (later Sir Stirling) in 1957 on the Bonneville Salt Flats to capture the Class F record at 245mph.

In 2007 a certain Richard Noble OBE, former holder of the outright WLSR, came into The Royal Academy of Engineering (RAEng) asking for help to obtain the EJ200 jet engine from the Ministry of Defence (MOD) for his next attempt at the record with driver Squadron Leader Andy Green once again at the controls. The UK had held the record for the previous 20 years, firstly with Thrust2 (603mph) and then with ThrustSSC (763mph) that was the first ever car to exceed the speed of sound. Richard was aware that there were record contenders in the USA, Australia and New Zealand, all looking to take the crown away from Great Britain.

After signing a non-disclosure document for Richard, he outlined his new project BLOODHOUND SSC, a car with a design speed of 1,050mph (1,690km/h) that was to be powered by the EJ200 jet engine plus a hybrid rocket system partnered with a 550hp racing engine used to drive the rocket motor fuel pump! Richard's request was for us to develop an education programme that would release the EJ200 from the



“

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MOD. The big issue faced by the UK government was the shortage of young people wishing to become the scientists and engineers of tomorrow, and that was also a target central to the Academy's aims. For me, BLOODHOUND SSC provided an opportunity to bring lots of STEM (science, technology, engineering and maths) school initiatives together under one banner coupled to a very exciting project that could be the vehicle to inspire the next generation. Most of us, both young and old, are fascinated by speed!

Using NASA and satellite technology to examine many thousands of potential locations worldwide, we identified a 12-mile dried lake bed in the Northern Cape of South Africa. Hakskeen Pan was our number one choice for a race track and the Northern Cape Provincial Government was enthusiastic and gave their full backing for the use of the pan that would hopefully also provide economic benefits to one of the poorest regions of South Africa. The pan is close to the borders with Namibia and Botswana with no industry and few opportunities for employment. There was no fresh water supply to the many small dorpies (villages) surrounding the pan, with bore holes providing brackish water to the inhabitants, their small holding animals and meagre crops.

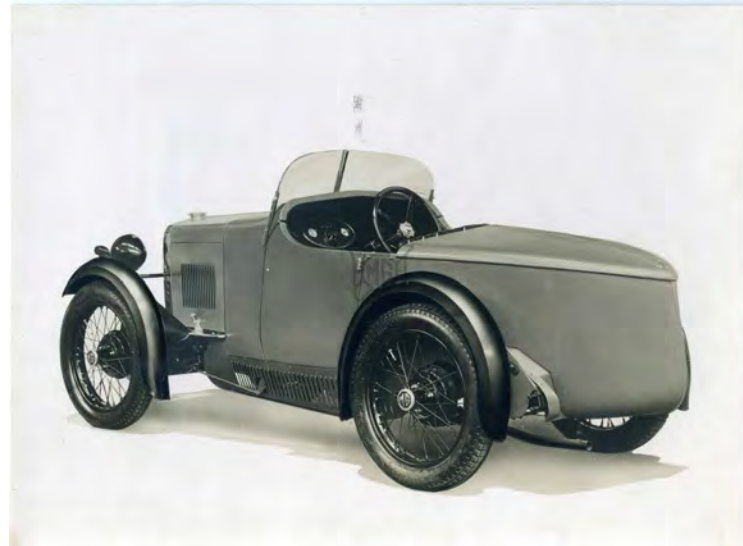
In 2011 we were invited to speak at Scifest Africa, the

South Africa national science festival that attracted over 70,000 school children from all over the country, held annually in Grahamstown in the Eastern Cape. My week at Scifest showed that the need to promote the importance of science and engineering careers was as important in South Africa as the UK. Realising we needed to do more in South Africa than just race the car, I headed to the country in October 2011 to set up the Bloodhound education programme and work across all nine Provinces.

Arriving in Grahamstown I was contacted by the MG Car Club (MGCC) who had a great relationship with Andy Green following his ThrustSSC 1997 record and lecture tour around South Africa. Receiving an invite from the Club to deliver a presentation at one of their Noggins in Pretoria, I flew up from Port Elizabeth and headed to the event in a hire car from Oliver Tambo Airport. Astounded by the members' magnificent MG cars and engineering knowledge of their owners who also offered great support for our project, I was however surprised when asked if I had an MG in South Africa and had to admit that I was not even aware that MG cars were still available! Club chairman Norman Ewing said: "OK, we'll take you to see Craig Lanham-Love, managing director of MG South Africa tomorrow and get you a car." Amazingly

that meeting happened and after explaining what our plans were, I was offered a top-of-the-range new MG6 fastback wrapped in the blue and orange colours of Bloodhound that would enable us to deliver our education programme over the next two years. We ended up completing over 200,000km in two and a half years and visited every Province in the most photographed car in the country. Just travelling from our home near Kimberley to Gauteng Province (J'burg and Pretoria) was a round trip of over 1,000km and that journey was made numerous times to meet the British High Commission, government agencies and major companies.

We made many friends from the MGCC and were offered accommodation around the country by their members in exchange for Bloodhound project updates, plus we got to attend many MGCC events feeling part of the Club family. Our MG car was handed over to us at an MGCC event at the Blue



education programme in South Africa. We then launched the Bloodhound Project in South Africa under the UK Government's GREAT Campaign, promoting engineering, innovation and education. The GREAT Campaign emanated from the prime minister's office and was then quickly taken up in the UK, and then the project and its education programme was promoted around the world. Travelling around South Africa we were often flagged down by car enthusiasts and the police, not for speeding, but requesting photographs and project posters. We often took the project from

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Water Centre in Johannesburg in June 2012 where we were surrounded by many outstanding Club member cars.

The challenge was then to take the model, worth £1,500, plus all our luggage and kit including the driving experience safely around the country. Therefore the next step was to obtain a tow hook and trailer and all this was done thanks to the tremendous support of the British High Commission who provided funding and 100% commitment to the

our home in Magersfontein (35km outside Kimberley) to Hakskeenpan, a distance of 700km and on a couple of occasions we were accompanied by Andy Green who wanted to see the pan and thank all the locals who were involved in working to make the track flat and free of any protruding obstacles. Over five years, 300 local people were engaged in removing almost 16,000 tonnes of stones and rocks from the track that covered over 22 million square metres, an area equivalent to 250 football pitches. All this was done



by hand using basic tools on an alkali playa lake bed where the temperature could often exceed 40°C. And why was Hakskeen Pan chosen? Very simply because it floods most years during their summer rainy season (December) to a depth of approximately one metre and then dries out very hard and flat in six weeks with a crusty top surface. This provides the perfect surface for high speed runs using solid aluminium wheels that rotate at 60 revolutions per second, developing 50,000 rotational g-force. Other previous world land speed track locations have not seen any significant rain for over a decade and are therefore severely rutted and mechanically unsafe.

Our MG6 was a most reliable car and only required a replacement battery, new tyres and was extremely comfortable considering that many journeys, such as to Cape Town, were over 1,000km taking 10 hours. Traffic was very light and the roads quiet; to have a break down would have caused many problems. The ever-present potholes were however a big and deep problem, especially at night, and we also survived a side swipe from a mining lorry that hadn't retracted one of its crane legs as it overtook at 100km/h on a busy road. Our survival and staying on the road was down to our MG's stability at speed. We had to return our MG6 after two and a half years, as a major British automotive company came on board as a sponsor. When we returned to the UK in 2016 we searched for a four-door hatch car, and after being involved with the launch of the MG3 in South Africa we purchased one because we liked the shape, size and cost, plus it was a thank you to MG for their support for our Bloodhound project in South Africa! Since 2016 our MG3 has completed 40,000 miles of trouble-free motoring, most of this has been in Europe as we live on our Dutch barge Kotare, cruising the inland waterways of France and Belgium and wintering in Bruges. We head back to the UK to see family several times each year and get our MG3 serviced by MG AE Wilcox and Sons in Wickwar who supplied the car and have provided magnificent customer support ever since. Our next car will most likely be the MG ZS, perhaps even the electric version.

VOLUME FOUR



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