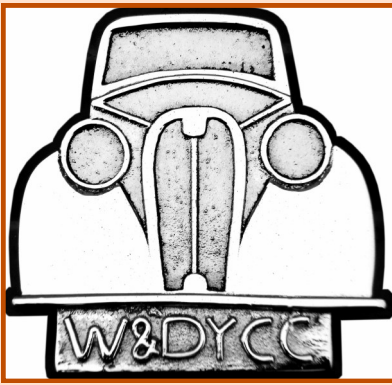


CHAIRMAN'S NOTES



Our **Club Lunch is on the Saturday 13th June** from midday at The Plough, Leigh and this lunch is one of our main Club events in the year.

This month's newsletter had to be produced rather quickly with the two car events Jenny and I are attending. Our main feature article has been copied from the MGCC magazine, safety Fast. I have also included an update below on the progress of Peter Nash's Morris 8 Series E which hopefully might be seen at one of our summer meetings.

Don't forget to check the website for last minute information, or the Facebook page, which can be found at <https://www.facebook.com/profile.php?id=61577133185397>.

**June
2026**

THE FAMILY FRIENDLY CLUB

**WALLINGTON & DISTRICT
YESTERYEAR CAR CLUB**

Peter Nash's Car

Peter couldn't resist sharing these pictures with me of the Morris 8. It has various remaining problems, water leaks, sticking brakes, battery not charging etc - but - it's moving under its own power for the first time in 40-odd years! and apparently drives "like new"!



The car is being worked on by a garage in Byfleet and will hopefully be fully roadworthy by this summer. The car was one of the cars featured in our recent Morris 8 Series E article.



Drive-it-Day 2026

As mentioned in the May newsletter, I organised a Drive-it Day Run for my MG Car Club Natter from Bocketts Farm Park Leatherhead, through Abinger Common and across to Gatwick Aviation Museum. On the way, we passed the Austin Healey Southern Counties Car Club partaking in a treasure



hunt in Charlwood.

We had good support with an entry of 26 cars which included Brian Minchin and Sue in his A40 Somerset.

We were blessed with a lovely day and all the cars were parked with the back drop of the Avro Shackleton. The museum provides an interesting selection of aircraft and aircraft engines, a timeline display and museum room of Gatwick airport, a cinema room showing films about the Shackleton and the RAF crews that flew it.



One of the highlights for me was the tour at the end of the day of the Shackleton with a guide who was an engineer on these aircraft who regaled several interesting stories about the aircraft and the crews that flew them.

Car Events and Dates:

Events being held in April in our area:

2nd June - Club Natter Night, The Surrey Oaks at Newdigate

6th June - Four Counties Gathering, Bletchingley Arms, 9.30am

13th June- Club Lunch, The Plough Leigh

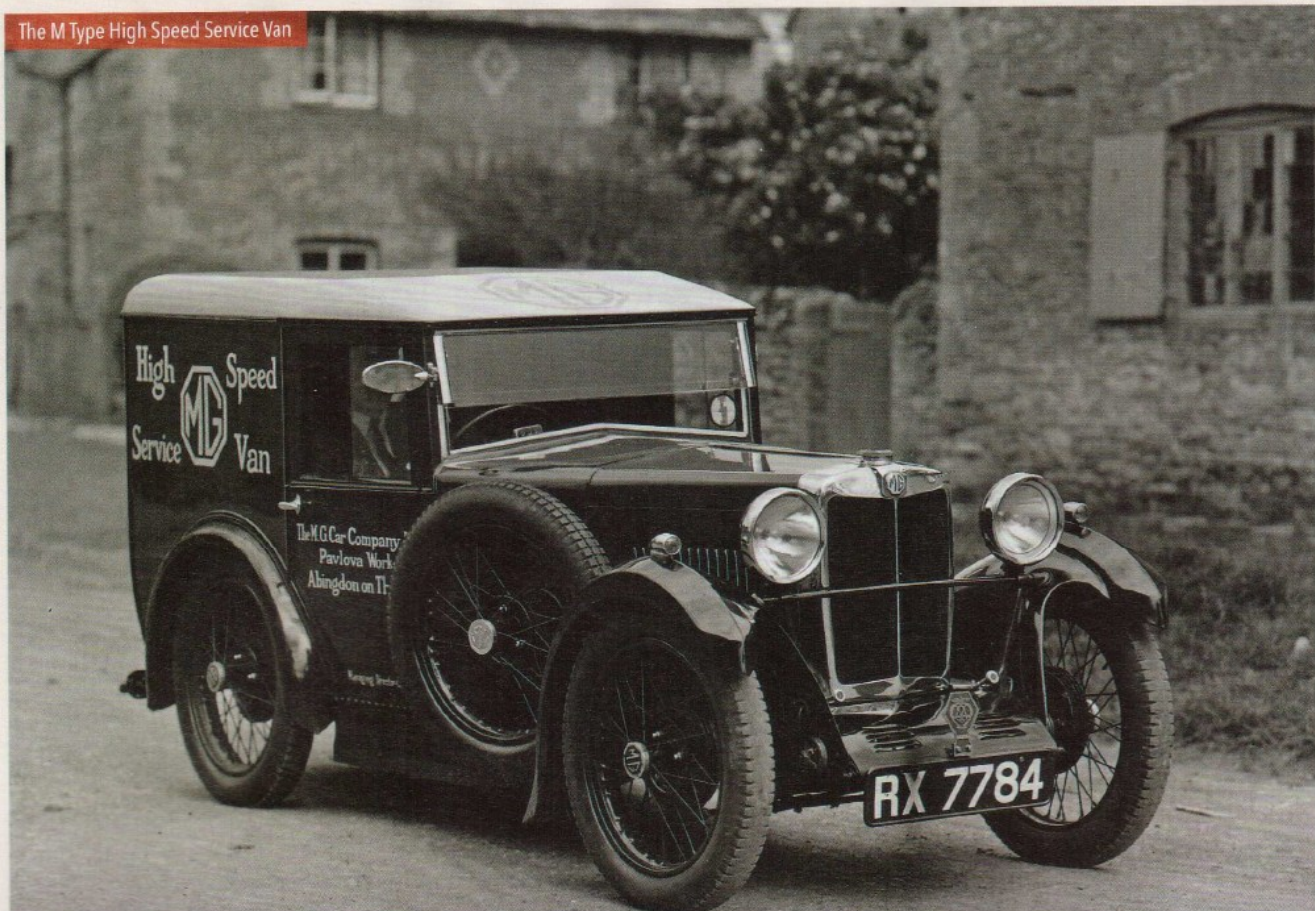
14th June-SVVS lunchtime meet The Surrey Oaks, Newdigate.

20th June - Four Counties Gathering,

**The next natter is on 2nd June, to be held at
7.30pm, The Surrey Oaks, Newdigate RH5 5DZ**

FROM THE ARCHIVE

The M Type High Speed Service Van



ABINGDON'S FIRST PRODUCTION VAN

WORDS: PETER COOK

I am currently digitising the Club's MMM production archives, a mammoth task. The archive is extensive for a number of reasons. It covers the period from 1929 to 1936 when there were numerous models, but mainly because the factory not only made cars and needed to deal with guarantee claims, but it also serviced and repaired MGs including repairs for accident insurance settlements. From what I can tell, post WW2 repairs, servicing and insurance work was conducted by a factory-approved dealer network. Given the size of the MMM archive, 'From the Archives' is likely to be a series of articles, given the presence of still-remembered names and unusual circumstances and correspondence.

The MMM archive is organised by model and chassis number, so the first part of the overall task has been to digitise the 'M'

Type Midget files. It is worth pointing out that Kimber House has such a large collection of chassis files only because, when the factory was being closed - and contrary to management instructions - Mike Allison and some other employees and Club members spirited out of the factory as many files as they could. Once Kimber House was eventually established as the Club HQ in 1990, the MMM as well as other files were moved there permanently.

While the files are organised by chassis

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

Name Mr. M. D'Orly Carte.
(State Rev., Mr., Mrs., or Miss)

Address 6, Derby Street, London, W.1.

Date of Purchase 14th January, 1930.
(i.e., date on which you took delivery of car from the Dealer's Showrooms)

Name and Address of Dealer from whom car was actually purchased Messrs. University Motors Limited, 7, Hertford Street, London, W.1.

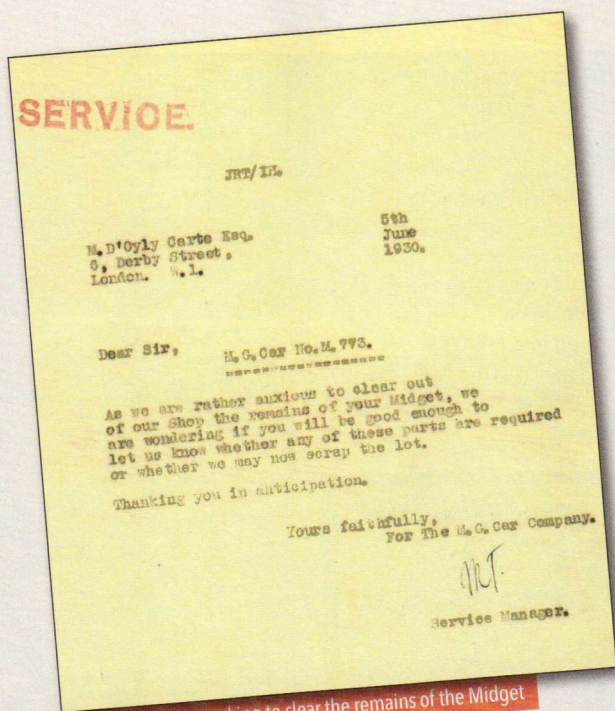
MAKE	MAKERS' CAR NUMBER	ENGINE NUMBER
*48/80 M.G. Six Sports Two-Seater	-	-
*18/80 M.G. Six Sports-Tourer	-	-
*18/80 M.G. Six Sportsman's Saloonette	-	-
*18/80 M.G. Six Sports-Four-Door Saloon	-	-
* 8/55 M.G. Midget Sports Two-Seater	-	-
*Strike out that which does not apply.		
	773	523A.

The makers' car and engine number will be found on the plate which is fixed to the metal dash underneath the bonnet.

The first owner of M773

number, the first document to be found is the identity of the purchaser, their address, and date of purchase. Most names don't mean anything today, but some do stand out as prominent, and

FROM THE ARCHIVE



Copy of the letter asking to clear the remains of the Midget

an assessment for repairs, and that an insurance engineer would be expected to visit soon. On May 7, MG Service Manager Mr JR Temple wrote to the insurance assessor stating:

'We beg to inform you that the above car (M773) reached our works yesterday afternoon, and as soon as possible we shall strip the chassis and prepare an estimate. We would advise you that this car is very badly damaged indeed, and it will have to be completely dismantled.'

The damage was surprisingly extensive, and involved not just the expected damage to bodywork, lights, radiator etc, but included bell housing, distributor and starter, and possible damage to the crankshaft. By May 19 the estimate for repairs was sent to the assessor and the total repair bill was stated as £132-12-4, with an estimated repair time of three weeks. To put the cost in context, when the Midget was launched at the 1928 Motor Show the retail price was shown as £175; in late 1930, after some notable sporting successes, the fabric version for 1931 was listed as £165. We do not have the assessor's or the insurance company's correspondence, but from what transpired later it is clear that M773 (GC 499) had become an insurance 'write-off'.

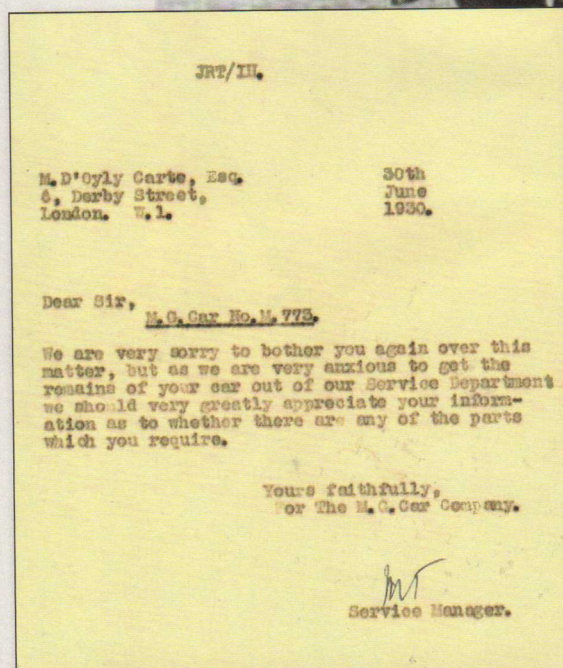
Perhaps rather oddly, on May 28 the factory received a package from MDC which contained the following, among other items: a radiator muff, a rev counter

cable and head, two electric horns, a spot lamp, an oil can, a bag of tools, and a box containing plugs etc. All the items were likely kept separate from the Midget and may be regarded as spares, or in the case of the spot lamp and the rev counter, items which it was intended to fit to the car at some point. But given what later transpired, sending the items to Abingdon may after all have made some sense. MDC seems to have taken the insurance payout and switched his allegiance to another marque, for by June 5, matters became clearer as MG wrote to MDC as follows:

"As we are rather anxious to clear out of our shop the remains of your Midget, we are wondering if you will be good enough to let us know whether any of these parts are required or whether we may scrap the lot. Thanking you in anticipation."

Abingdon does not appear to have received a response, for Mr Temple wrote again on June 30:

"We are very sorry to bother you again over this matter, but as we are very anxious to get the remains of your car out of our Service Department we should very



Copy of the penultimate letter, asking to remove the remains of M773

greatly appreciate your information as to whether there are any of the parts which you require."

Unfortunately the archive files - with few exceptions - contain only the

correspondence, both external and internal, issued by the factory. Owners' letters are rarely included, so to an extent it is somewhat guesswork in many instances as to what actually transpired, but in this instance it is clear that MDC did not respond to MG's request to make a decision on what was left of GC 499, for on July 15, nearly six weeks after the first request, Mr Temple wrote for the third time:

"We would refer you to our letters of June 5 and June 30, wherein we asked you if there were any parts of the above Midget which you required, or whether we might scrap the lot. We do not appear to have received any reply from you, and unless we hear within seven days we regret we shall have to dispose of the remains of the car, as we wish to make use of the space which these now occupy."

We might assume that this letter got no response, or at least an unhelpful response, as the badly damaged, stripped down Midget did not leave the factory. Over three months after the final letter, George Probert, the General Works Manager, issued an order for repairs on

October 28, stating:

"Rebuild chassis (773) for works use. All old material to be used wherever possible and when replacements are needed apply first to Experimental Dept. and Unit Shop etc. for surplus used material. Costs are to be kept to a minimum."

Chassis 773 (GC 499) was now referred to as 'ex-D'Oyly Carte'.

GC 499 was resurrected as a complete functioning vehicle, but not as a Midget and not as GC 499. A works order for repairs on May 13, 1931 now described chassis 773 as a 'Midget Van', and although the chassis number remained the same, the registration number was now RX 7784, indicating that, although a works van, it needed at times to travel on public roads.

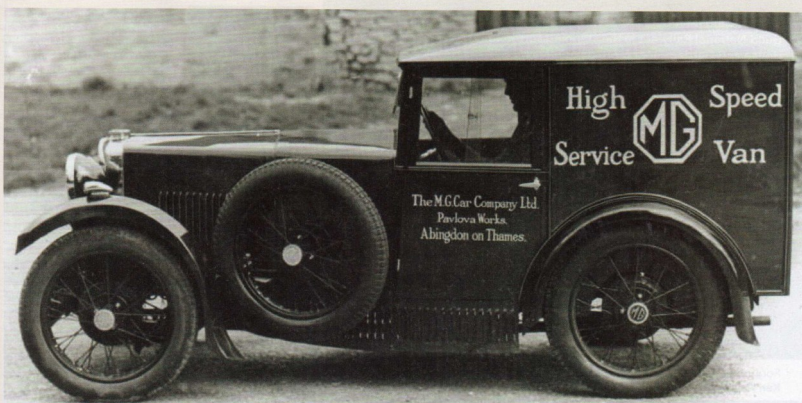
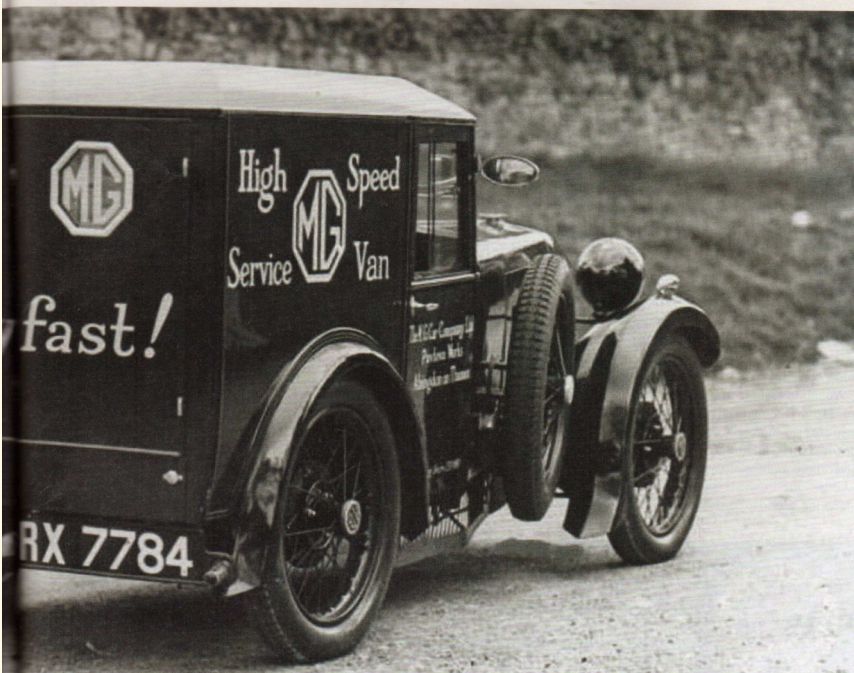
The file shows that RX 7784 underwent many repairs typical for a 1930 Midget, with the last factory document indicating that it was still in service on May 11, 1933. In March 1932, chassis 773 was involved in another accident, but the file does not

ORIGINAL TO BE GIVEN TO OWNER		ORDER FOR REPAIRS		No 1714	
CUSTOMER: The M.G. Car Company ADDRESS: Abingdon-on-Thames		DATE: <i>28/10/31</i>		CLASSER NO. 773	
TYPE OF BODY	ENGINE NO. 523	REGISTRATION NO. GC 499	SPEEDO READING	ESTIMATED CHARGE	
OWNER'S NAME AND ADDRESS: M. G. Car Co <i>(ex D'Oyly Carte)</i>		INSURANCE CO.		BRANCH	
DETAILS OF WORK REQUIRED <i>Rebuild chassis for Works use. All old material to be used wherever possible and when replacements are needed apply first to Experimental Dept. and Unit Shop etc for surplus used material. Costs are to be kept to minimum.</i>					
CASH or CREDIT					
DELIVERY TIME		DATE		OWNER'S SIGNATURE: <i>per Mr Probert</i>	
ORDER TAKEN BY: <i>WPT</i>	SERVICE ORDER NO.	NOTE: CHARGES FOR REPAIRS TO PROPRIETARY ARTICLES ARE GOVERNED SOLELY BY THE DECISION OF THE MANUFACTURERS			

Letter from Probert instructing that M773 be rebuilt for works use

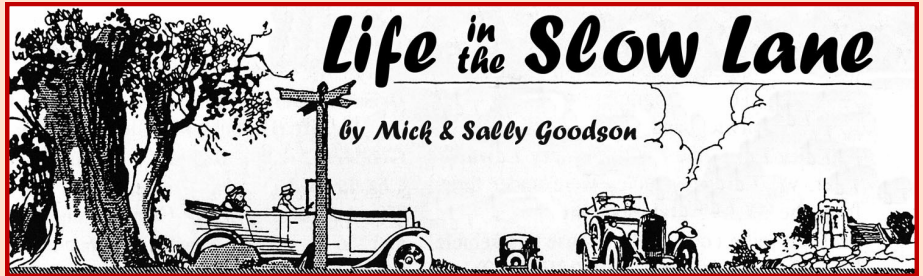
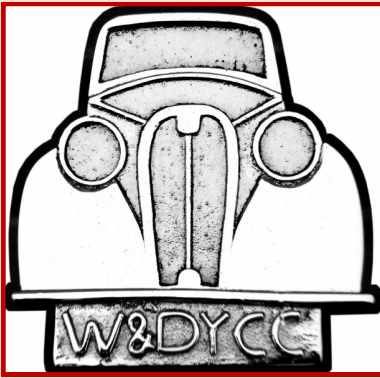
indicate culpability.

MG's brief foray into van production was unplanned, and a response to a set of circumstances of somebody else's making but as with many MG factory stories, the staff made the best of the circumstances they were faced with at the time.



This article appeared in the May 2026 edition of the MG Car Club Safety Fast Magazine. Apologies to MGCC members, but with my impending car club trips to the Midlands and Dordogne in France, I am struggling for time to edit the newsletter. I thought the article would be of interest to the wider Club membership.

The MG Car Club has a lot of archived records from both Abingdon MG works, including vehicle manufacturing files, competition records, etc. With thanks to the MG Car Club and the articles author Peter Cook.



THE FAMILY FRIENDLY CLUB

June 2026

**WALLINGTON & DISTRICT
YESTERYEAR CAR CLUB**

It was a small but select gathering at the May noggin at the Royal Oak at Brockham. I was the last to arrive and was surprised to see everyone sitting outside. It turned out that the publican had installed a family of meercats in a cage in the back garden as an added feature. This kept us outside until it got too cold and we went inside!.....**PETER NASH** updated us on the progress of the restoration of his Morris 8. He had acquired a spare wheel which he took to the restorers to fit a new tyre to. The car is currently having new brake linings made up and it will soon be ready for a road test to show up any other items that might need attention. He is hoping to have the car returned to him sometime in June..... **JOHN & JENNY MORGAN** had been busy. John had organised a run from Leatherhead to the Gatwick Aviation Museum on Drive-it-Day with the MGCC. It was a pretty run through Abinger Hammer, and 26 cars of various ages took part but mainly post WW11. There were several new displays in the museum, and it ended with a fascinating tour of a Shackelton Bomber. They used the MGB and the run proved the car should be okay for the trip to Dordogne which will be about 1500 miles. The Midget was used for lunchtime MGCC meetings and a run. As was mentioned last month the MGB and TC have had their steering tracked using Gunson Trackrite. The steering was subsequently checked with an optical alignment tool, but no further adjustment was needed..... We were pleased to see **BRIAN WALTON** at the meeting. He updated us on his Austin. After not having much luck over the past two years you will be pleased to hear that it is now running well apart from one blocked carburettor jet.....**KEITH & SANDRA CHARIE** could not be at the meeting as they were someway on a cruise in the Mediterranean. Before they went, they were able to use their Healey together with **SALLY & MICK GOODSON** on Drive-it-Day to drive down to the Milk Churn near Horsham. A very pleasant run finishing with eating delicious assorted cheese on toast, a speciality of the café.....**PHIL SOWRY** had no new news but was still working on sorting other people's cars out.....That's it for this month, hope to see you next month on the 2nd June at the Surrey Oaks at Dorking.



The Royal Oak pub has a family of Meerkats in the pub gardens and this provided a lot of amusement for the start of our May natter meeting.

**The next Natter is at The Surrey Oaks,
Newdigate, 7.30pm Tuesday 2nd June 2026**

Chairman - John Morgan 07802 770025; Secretary - Brian Walton 0208 645 0809;
Treasurer - Mick Goodson 01737 210965; Membership - Sandra Walton 0208 645 0809
Web Site: www.walliescarclub.co.uk