



MGA REGISTER eNEWSLETTER

September 2022

WORLDWIDE CIRCULATION: 1050

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<http://www.mgcc.co.uk/mga-register/>

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The **eNewsletter** is not a publication exclusively for MG Car Club members in the UK. The Register sees it as a shop window on the world of MGA ownership aimed at encouraging readers to join the MG Car Club in the UK and Europe or an equivalent organisation overseas. We welcome all readers, and all contributors.

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Editor's Notes – Summer 2022 Weather boosts Classic Car Events

With the hot, dry weather, the last couple of months have seen a lot of Classic Car events around the country, and very few last-minute cancellations as result of unplanned downpours.

The excellent weather of recent 3 months has given ample opportunity for "top-down" motoring, and it has been good to see a lot of classic cars out on the roads and at organised events.

You can read about some recent events (the ones that readers have sent to me!) in the following pages, along with plans for future events. My thanks to Newsletter readers who have sent me those reports and pictures.

The season is by no means over, and we also have news of further events planned for the final months of the year, plus early plans for 2023. I hope to meet some of you at those events.

Looking forward, if you have news and photos on any recent events, or information on future events, please forward them to me for inclusion in future eNewsletters.

I am pleased to report that once again we have some more NEW contributors to the eNewsletter this month, - Please keep your contributions coming – Everything is welcome. Next edition will be issued during the first week of November 2022.

Brendan Leach

Editor – MGA Newsletter

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News and Recent Events

Reports on Recent Events

MGA Day 2022 – Quainton, 7th August 2022

MGA Day 2022 was held at the Buckinghamshire Railway Centre at Quainton, near Aylesbury, HP22 4BY, on **Sunday 7th August 2022** (www.bucksrailcentre.org), and was blessed with beautiful weather all day

Here's a report on the day from **George Dutton**:

Back after a two-year gap, MGA Day was held on Sunday 7 August at the Buckingham Railway Museum, Quainton near Aylesbury. The railway first came to Quainton in 1868 in the form of the Aylesbury & Buckingham Railway. Stopping passenger services ceased in 1963 with full closure in 1966 leaving just a single line between Aylesbury and Calvert Junction on the Oxford – Bletchley line. Today the site is run entirely by volunteers who made MGA Register members very welcome at their excellent and reasonably priced café plus a ride on the train as many times as you like for just £6.00.

Total attendance was 45 MGAs and 3 cars driven by our friends from the Magnette Register, who somehow managed to park in the shade on what was a very hot day. The rest had to find shade under the small gazebo which served as the MGA merchandise shop. Shop manager Graham Eke reported excellent sales.

Of the 43 cars, 12 were coupes including 3 Twin Cams which was higher than normal. Of the 33 roadsters, 3 were Twin Cams. Examples of the less common MGA paint shades always catch the eye at shows, this time it was Glacier Blue with 4 roadsters on display. Warren Kennedy's "fastback" MGA conversion, first seen at Silverstone in June, provided a talking point.

It's pleasing to report that significant number of members had come to an MGA Day for the first time to make contacts or to seek solutions to technical questions such as "I've bought an MGA in boxes; how do I know if there's something missing?"

The trophy for "Car of the Day" was presented by George Dutton to Ken Clay's Glacier Blue roadster. Thank you, Jill and Graham Eke for finding a great place to hold MGA Day and for making the sun shine.

Our thanks to all who sent me photos, to Car Of The Day judge **George Dutton** and to all who came along, and our congratulations to winner **Ken Clay** and to organisers **Jill and Graham Eke**.



Henley Traditional Boat Festival – 15th July 2022

My thanks to Register member **Ian Phelps**, and to Abingdon Works Centre member **Richard Martin** for their reports on the Henley Traditional Boat Festival.

Here's **Ian's** report:

It was a very hot day at Henley on Saturday 15th, the middle day of the Traditional Boat Festival. Too hot for the WW1 fly past (the glue was melting?) but just right for the Amphicars, Duttons and various military river going cars and carriers to try their propellers. It was lovely to see MGs on display among the cars on show. I didn't see any signs for the riverside entrance so my MGA was in the main car park along with a few other classics not on show. I'll know better for next time!



Scottish MGA Day – 31st July 2022

Scottish MGA Day 2022 took the form of a road tour from Perth, towards Pitlochry, then eastwards along the south of the Cairngorms to Kirriemuir and Glen Clova. Return from Glen Clova was via Alyth and Blairgowrie.

Here's organiser **Paul Dean's** report:

Scottish MGA day 2022 was a delightful success for the 18 participants and their ten MGAs who all started from Perth and completed the interesting morning run through the Angus countryside to arrive for lunch at Glen Clova. It was particularly special as we had a dry run for the first time in over three years and no COVID restrictions to hamper our plans, The skies were cloudy but atmospheric, the heavy showers eluded us and we had some very pleasant Scottish sunshine too!

We started with the customary 10 for 10.30am meet in the Compass Café within the Tiso's Outdoor Pursuit Shop just off the Perth bypass, a good place to get extra waterproofs if they had been required! The café did us proud.

Leaving the car park we headed almost immediately on to the A9 to head North. We left this dual carriageway in less than 2 miles taking to good A and B roads to cross the lovely River Tay at Calpath and follow it to the old town of Dunkeld with its Telford bridge and its Cathedral. From here we headed towards the fruit growing centre of Perthshire and the town of Blairgowrie, after passing the Scottish Wildlife Centre at Loch of the Lowes. No one spotted the Ospreys that nest here. On leaving Blairgowrie the A93 turn off confused a few navigators but they all managed to quickly regain the route up toward the Glenshee Ski Centre. Well before the ski area we headed East across minor, but interesting and scenic roads to pick up the B951 South East to Kirriemuir. Fortunately we had moved the event from Saturday to Sunday as on the Saturday there had been a parade of 400 motorbikes in Kirriemuir remembering a lost friend. From here we headed North into Glen Clova towards the southern edge of the Cairngorms Mountains National Park. The Angus countryside provided a delightful route with plenty to see being the heartland of Scottish seed potato growing and having many lovely areas of Scots Pine forestation, large areas of which were sadly damaged by Storm Arwen last January.

Our lunch venue was the beautifully situated Glen Clova Hotel and all cars arrived safely. The staff catered for us well and the car park is large so we were able to line up together for good photos and lots of chat. The plan to go well stocked up with parts proved worthwhile as one car had lost a brake light and another owner needed to replace a plug. We knew the morning run was on the long side and the enjoyable lunch was leisurely, so we scrapped our planned end of run 'tea stop' and cars headed off on the planned afternoon run before peeling off in all directions for home or hotel. Over the years we have had teams from the US and Denmark and this year the **Ingles** kept up the tradition, having come over the water from Northern Ireland.



Photos show the 10 participating cars (8 plus 2 late arrivals), most of the drivers and passengers alongside the cars of Paul and Joanne Dean and Peter Long, and an "action shot" of some technical discussions.

MG Events in North America during 2022 and 2023

I am pleased to report that member **Dave Nicholas** has been promoted to the newly-created (unpaid!) post of North America correspondent for this Newsletter – That's the thanks he gets for sending me news from across the water!

Here's Dave's news of forthcoming 2022 events:

The next US Vintage Racers event will be held on Sept 20-22 at Put-In-Bay, Ohio, a historic racing venue on an island in Lake Erie. <https://www.pibroadrace.com/> This year the event will feature **MG vs Triumph**. This iconic track was first raced one weekend a year from 1952 to 1959. Note that because of the island being a tourist destination, the event happens from Tuesday to Thursday. For a great video look at the venue, enjoy this video.

<https://www.youtube.com/watch?v=JiPmkIDZNL0>

Looking forward to 2023, the (US) MG Vintage Register is already planning for the MG Centenary, and a showpiece of those celebrations will a race weekend at the historic Lime Rock racetrack at Lakeville, Connecticut, between 3rd and 5th of September 2023.

Here's the story of Lime Rock, which I have taken from the MG VR Newsletter:

From The Editor :

Volume 40 #7

I realize that September 2023 is a long way away. However as MG racers and enthusiasts we need to start planning and thinking now on our planned celebration of the 100th anniversary of the MG marque.

Those of you who know the environment at Lime Rock Track would agree it is a perfect place for a celebration. The track was literally born by an MG TC driven by a young Jim Vaill and his friends cruising around the family's gravel pit. The track opened in 1957 and the layout has changed not at all. The setting is more a park than a racetrack. Green hills where spectators watch from lawn chairs of on blankets.

The Historics have been one of America's premier vintage events for over 40 years. There is no racing on Sunday at Lime Rock, instead it is a celebration of the automobile with a concours and car show aptly named Sunday At The Park. A perfect blend for our MG's to compete on an iconic track and to be seen by thousands at the show.

We are planning on at least one race that is all MG's. Should we have enough pre war and T series, they would have their own event. We will have a big MG 100th BBQ in the paddock on Sunday during the car show and hope to have plenty of art, parts, pieces and history for sale and on display all weekend.

We – You need to start planning now. I'd like to get an idea of how many of you and your friends will come to Connecticut next Labor Day. Not a solid commitment, but an email from you to me that says Yes, I want to be there. Along with that please let me know what MG you will bring, will you race or will you put the car in the show or just bring it along as part of the gathering.

Thanks. Let's make this the grandest MG celebration of all.

WHY LIME ROCK?

We're celebrating the history of our marque and what better place than to hold it at one of America's most historic racing venues. Add to it that it's a 3 day Holiday weekend with Sunday being all about cars complete with a concours and show plus time for a huge MG social gathering. Read a bit more about Lime Rock's history;

Jim Vaill never drove a race car. In fact, he spent much of his time in vehicles that couldn't reach 20 mph. Growing up on a farm, Vaill's full-time ride was a tractor. He later ran a bulldozer in the gravel pit owned by his family.

One day in 1955, Vaill and a few friends made some tracks with an old MG. They had no idea they were carving a piece of history.

"We took turns beating that poor little car to death," Vaill said.

It wasn't long before the place began to resemble a racetrack. Vaill didn't realize it until some strangers approached him about building one. The "people from the SCCA" were, in fact, some of the most famous racing figures of the day, including Briggs Cunningham, Sebring winner Bill Lloyd and Gaston Andrey.

Having never considered the idea, Vaill was intrigued. Two years later, he turned Lime Rock pit into Lime Rock Park.

The track's first event was an SCCA drivers school on April 20, 1957. The track had to be re-paved after the 152 cars entered tore it up. It took three days and every dump truck in the area to fix the asphalt surface for the first real race.

Still, the first program ran on schedule. A crowd of 6,660 watched eight races on April 27. Walter Cronkite was among the drivers.

Ten years later, Peter Revson held off Mark Donohue in the first SCCA Trans-Am series race at Lime Rock.

"That was the turning point in the track," said Jim Haynes, who ran Lime Rock for more than 20 years. "We went from just a club track to actually promoting a major race. We obtained sponsorship from Schaefer beer and then the track took off."

In and out of court

When Vaill built the track, he used an aerial photo to determine the configuration. The distance was supposed to be 3 miles.

But the project was scaled back after some equipment disappeared in the 1955 flood, delaying construction for about six months.

"That wiped us out, all our machinery," said Vaill. "It was quite a hassle. I saw one truck get buried and I never did find it."

Vaill sold stock to offset the losses, forming the Lime Rock Corp. Most of the financial support came from operators of local businesses, who believed the track would help them.

"They lost every cent," Vaill said. "Me too."

Vaill tried to defend himself in court after being sued by the shareholders. Among those involved in the suit was track director John Fitch.

"If it was a great success and people were making money, no one would have complained," Fitch said. "As it was, something happened and some of the shareholders didn't like the way things were going."

Neither did the Lime Rock Protective Agency, a small but well-financed group of residents who often complained about the noise.

"There were several suits," Fitch said. "There were people from New Milford to Great Barrington [Mass.] that tried to put the track out of business. Every year, there was a suit. At least one. We spent a lot of time at the courthouse in Litchfield."

It took a toll on the track's finances. It got worse in 1959, after a court order barred racing on Sundays and limited the schedule to 10 unmuffled race weekends a year.

"I love talking about my fiascos," Vaill said. "I'm glad I built it and I'm glad it turned out in spite of the fact of losing everything. It's a fantastic track now."

Owners & Managers

Jim Haynes, president and general manager of Road America in Elkart Lake, Wis., gained control of Lime Rock in 1964, purchasing a majority of stock after the minority shareholders sued Vaill.

Five years later, Haynes sold the track to shipping magnate Harry Theodoracopulos. Haynes managed the track until Theodoracopulos sold it in 1984 to a group of investors led by current owner Skip Barber.

The deal made sense to Barber, who started his racing school at the track in 1975. What he didn't know was how much he would have to invest in the facility.

"When I say the infrastructure was run-down, we turned the air conditioner on here and then needed a whole new electrical service for the place," Barber said. "Flush the toilet and you needed a whole new septic system. It was just like that, one thing after another. You hear about pouring money in the ground? We did."

Grass was planted. The dirt road leading to the track was paved. So was the track, thanks to a fund-raising effort by race fans. It cost just as much to pave the paddock area last year. Barber estimates spending \$3 million for upgrades. A good chunk was spent on the bridge that allowed fans to cross the Salmon Kill River and walk above the track to the infield.

A racing paradise

At once historic and modern without a hint of a grandstand, Lime Rock Park is fan friendly in the extreme. A beautiful park in the truest sense, even those who are not motorsports fans appreciate what Lime Rock Park has to offer.

Under Skip Barber's ownership, Lime Rock was serviced by two major multi-million dollar renovations. The first was in 2008, when the entire track surface was repaved and a number of safety elements were brought to the latest standards. Crucially, the project was engineered with an intention not to change any aspect of its original track design and layout, making today's final look of the circuit similar to its initial one. The second major got renovation underway in late 2014 to celebrate Lime Rocks 60th anniversary in 2017. Millions of dollars were invested in upgrading every part of Lime Rock that is not the racing surface itself – spectator areas, walkways, paddocks, restrooms, gardens, ponds, and landscaping. In 2021, after 37 years of ownership, Skip Barber announced a new ownership structure for Lime Rock Park.

Lime Rock Group, LLC, comprised of General Partners Charles Mallory, Dicky Riegel, and Bill Rueckert, and a group of private investors, have assumed control of the historic road racing circuit in Lakeville, Connecticut.



So, after more than 60 years of its existence, Lime Rock Park is a renewed modern racing facility, but in fact, it is the same old historic Lime Rock as it was in 1957.



LIME ROCK PARK IS FULL OF MG HISTORY. THE TOP PHOTO WAS TAKEN AT LIME ROCK IN 1958 AND WAS A PRINT AD NAMED "OCTOGON ON THE BATTLE LINE". THE BOTTOM PHOTO WAS TAKEN AT LIME ROCK IN 2007. WE NEED TO SHOOT A THIRD IN 2023 FOR OUR 100TH - BE THERE WITH US
PLEASE EMAIL ME AT MGVR766@GMAIL.COM
AND LET US KNOW IF YOU WOULD LIKE TO COME TO THE MGVR 100th AT LIME ROCK

There's more!!

The very next weekend is the Watkins Glen Vintage GP which includes the all-MG Collier Cup. This would make a wonderful trip for The MG Faithful. Attend Lime Rock, enjoy the Berkshire mountains then take a very pleasant few days to go less than 300 miles (direct is just 4 hours) to the Finger Lakes and wine region of New York State and finish at the birthplace of sportscar racing in the US. Two iconic American race tracks, some of the most scenic areas and two MG events with lots of amazing vintage cars.



**PARTING SHOTS from the MG VR:
Get ready for Lime Rock 2023**

MG and Triumph Weekend 2022 – 19th to 21st August - CANCELLED

Sadly, the planned combined MG and Triumph Weekend at Stafford Showground which had been scheduled for the weekend of 19th to 21st August was cancelled.

After the great success of Malvern in 2021, hopes were high that this would be another great event, with the additional dimensions of Anniversary Celebrations for both the MGB and the TR Series in 2022.

But the simple fact is that by 24th July ("4 weeks to the event") advance ticket sales had been particularly low, with fewer than 700 tickets sold, which meant that without a dramatic late surge of sales, or a very large number of visitors turning up "on the day" the 3 organising clubs were facing substantial £ losses on the event.

The decision to cancel the event was undoubtedly the correct one – But what does this lack of interest tell us about the future of events like this?

1. Is there a future for National events like this?
2. If so, then what would tempt YOU to go to such an event?
3. Is there a future for marque-specific events, like MG and Triumph days, or even MG Live? Or do you prefer non marque-specific events?
4. Is the future simply about more "local" shows and events? These days, many "local" events are professionally organised and quite well run. At one end of the scale, organisations like the Rotary Club recognise that a display of a couple of hundred old cars is a good way of bringing paying visitors into their fund-raising events, and at the other end of the scale, local enthusiasts simply display their cars in the park on a Sunday. And all this within 20 miles of home, often with no booking required.
5. What sort of events would you like to see organised by the MG Car Club (that's Kimber House, the Centres, the Registers, and the Groups)?
6. And specifically, what type of events would you like to see your Register organise?

In these days of on-line trading, large shows like Malvern and Stafford are expensive to support for the major traders, which means that what traders are in attendance are often those selling used parts, where it is essential for the buyer to see and touch the parts before buying. – But those traders tend to have very small budgets.

Conversely, MGA Day at Quainton, which was almost entirely a "social" event with no commercial input, sideshows, or sponsors, was quite successful albeit on a much smaller scale, and on a single day rather than a weekend. Notably, there was no significant up-front, fixed cost for the organisers beyond their time in planning the event.

Please let me know your thoughts on the future of shows and other events like touring weekends (MG or MGA-specific and otherwise), and I will write a summary of those responses for the next edition of the Newsletter.

Future Events

MGB 60 – Sunday 25th September at Gaydon

Just a reminder that the 60th Birthday Celebrations for the MGB will be held at Gaydon on Sunday 25th September. See <https://mgb60.com/> for full details.

MGA Autumn Tour – Chichester 30th September to 2nd October

The major MGA Register event for the final quarter of 2022 is our Autumn weekend, based in Chichester over the weekend of 30th September to 2nd October.

We have 48 cars entered so far, - but we still have a couple of rooms available. –

See the Tour Details on page 13 of this Newsletter, and if you wish to enter then:

- Make your room booking with the Hotel on 01243 817400 quoting reference GA001286 or MG Car Club, and
- Complete the Tour Entry Form which is attached to this Newsletter, and return it to organisers Graham and Jill Eke along with a cheque for £35 (£40 for non MGCC Members) to cover Tour costs.

If you ARE already on the Tour List, you should have received the first Tour Bulletin from the organisers by e-mail on 22nd July. (And if you have not received that Bulletin, then you are probably not yet “on the Tour!”)

If you wish to confirm that you are on the Tour (and not just having a weekend in Chichester!) contact the organisers at jillgraham@btinternet.com asap.

Importantly, the MGA Register AGM which was adjourned in April will be re-convened at this event, at 5.00 pm on the Friday evening (timing designed to ensure the discussions are concluded reasonably promptly!).

The MGA Register Committee is anxious to ensure the greatest possible level of participation from the membership – it is YOUR committee!

AGM Agenda:

1. Apologies for Absence
2. Approval of the minutes of the AGM Adjourned 23rd April 2022.
3. Matters Arising, and Consideration of Reports
4. Election of Officials and Committee
5. Any Other Business

We have 3 important roles to fill:

In April 2022 Edward Vandyk volunteered to stand as **Chairman** for 1 year or a maximum of 2 years.

Similarly, in April George Dutton offered to fill in as **Secretary**, but only until this reconvened AGM.

Our **Webmaster** has also indicated his intention to stand down when his current term of office ends.

Details of these roles, and the help that will be available to candidates, can be seen in the **Help Wanted** article on page 16 of this Newsletter.

A nomination form for any of the Committee posts is available in the **News** section of the MGA Register Website.

Without volunteers, we do not have a Register!

Autumn 2022 MGA Register Tour – LATEST NEWS

Graham and Jill Eke advise us that:



MG CAR CLUB, MGA REGISTER AUTUMN TOUR 2022 CHICHESTER PARK HOTEL, CHICHESTER, WEST SUSSEX 30th SEPTEMBER – 2nd OCTOBER 2022

Have you booked your place on the Autumn Tour? If not you will miss out on an opportunity to see where the Repair Shop is filmed at the Weald and Downland Museum. You will also miss a visit to an iconic racetrack where the oldest car club in Britain will be holding its Track Day. There is plenty of choice for those of you who belong to National Trust and some wonderful gardens to visit for the horticulturalists amongst us. There are still a few rooms available at the Chichester Park Hotel, so check out the MGA website, it could be the last opportunity of the year to catch up with your MGA friends.

The Chichester Park Hotel will be our base for the Tour. The hotel is an independent family run hotel with leisure facilities, spa bath, sauna and solarium. Situated on the outskirts of the city of Chichester it is an ideal base for discovering and exploring the county of Sussex. From stately homes, to breath-taking beaches, the South Downs National Park with its rolling hills, harbours and market towns, - it is one of the UK's most diverse counties. 50 rooms have been reserved for us, and we still have a few rooms available.

The booking details are as follows:

Friday, Saturday, Sunday rates will be the same and include Gala dinner on Saturday.

Dinner, Bed & Breakfast £140.00 double per night. £105.00 single per night

Gala Dinner only for people staying elsewhere. £45.00 per person.

Entry Details

The hotel requires a minimum of 2 nights booking.

A deposit of £50 per person will be required.

The Hotel will collect full charge for the weekend 4 weeks before event.

Cancellation policy as follows:

- Up to 8 weeks prior to the event – 100% deposit refunded (Too late, already!)
- 4-8 weeks prior to the event – deposit non refundable
- Less than 4 weeks prior to the event – 100% charge of total cost of the booking

To make your booking please contact the hotel on 01243 817400 quoting reference GA001286 or MG Car Club.

Please complete and return the attached Entry Form to: The MGA Register Organiser, Graham Eke, by post, not forgetting to include your Entry Fee cheque. Thank you.

These tour details and entry form will also be available to download at

<https://www.mgcc.co.uk/mga-register/events-in-2022/autumn-tour-30-september-2-october/>

NEC Lancaster Insurance Classic Car Show – 11th to 13th November 2022

Held at the National Exhibition Centre near Birmingham, this is probably the largest National Classic Car Show in Britain, with over 3000 cars on display and over 300 Classic Car Clubs exhibiting, including MG Car Club. It also has a large range of suppliers of parts, tools, equipment, and memorabilia exhibiting.

The exhibition covers no fewer than 6 large halls of the NEC.

By booking in advance, there is a £4 discount on entry tickets for MG Car Club Members, - use discount code **N22CC113**.

See www.necclassiccarshow.com for more details.

Future Events – 2023.

MGA Spring Tour 2023 – Lakes to Mountains, 19th to 21st May 2023

Jon Pollard is keeping busy. – Having organised the successful Spring 2022 Tour, he is well advanced with the planning for the **Spring 2023** Touring Weekend, which will take place on **19th - 21st May 2023**, based at the Lancaster House Hotel near Lancaster (LA1 4GJ). Here's Jon's update on **that** tour:



MGA Register Spring Tour 2023: Lancaster House Hotel, Lancaster

Dates: Fri 19th – Sun 21st May 2023

ROOMS HAVE NOW BEEN RELEASED FOR BOOKING!!

The MGA Register is pleased to announce that the rooms for next year's Spring Touring Weekend have now been released!

Our hotel is the sumptuous Lancaster House Hotel, located just south of Lancaster. This hotel will provide a most convenient base for our "Lakes to Mountains" tours over the two days, covering the Forest of Bowland and Lake District. We can say without hesitation that this is certainly one of the most upmarket resorts that the MGA Register has ever used for such an event. We also have the advantage in that the following room rates were negotiated almost two years ago, and so represent excellent value compared with what hotels are charging nowadays!

The MGA Register has made a block booking of 50 rooms, and once these have sold out, further availability cannot be guaranteed.

Accommodation and Dining Rates

Friday and Saturday nights (19th and 20th May): £72.00 per person per night, based on two people sharing a twin/double room inclusive of:

- Accommodation
- Full English Breakfast
- Use of onsite Health Club
- Exclusive dedicated car parking area
- Service and VAT

Sunday - Stay Over Rate £55.00 per person per night based on two people sharing a twin/double room inclusive of Full English Breakfast

Sole Occupancy Rooms will be charged at £125.00 per night (Fri and Sat) and £90.00 (Sunday).

Dinner - Friday Evening: £28.00 per head based on either a buffet or informal dinner.

Saturday Evening Gala Dinner: £32.50 per person including 3 Course Set Private Dinner.

Dinner – Sunday Evening: £28.00 per head based on either a buffet or informal dinner.

Terms of Booking

Please note that a £50.00 non-refundable deposit will be taken at the time of booking. Also, a £10 per person per evening meal non-refundable deposit will also be taken at the time of booking.

Cancellations: Deposits would be refunded should guest(s) not be able to travel due to Illness / family emergency. Please note, this is limited to a maximum of 10 rooms up to 8 weeks prior. Within 8 weeks, deposits would be refunded only at the hotel's discretion. Members may wish to take out personal travel insurance to cover cancellation charges applicable within 8 weeks of the event.

What Should You Do Next?

If you would like to join us on this popular weekend, please proceed as follows:

1. Please add the name of the Organiser (Jonny Pollard) and his email address jonknutsford@gmail.com to your list of email contacts. This will ensure that future email updates for this event are not excluded by your email spam filters, as occasionally happens.
2. Please go back to (1) and make sure you've done it!
3. Call the Lancaster House Hotel on **01539 439451** to book your room, quoting "MG Car Club Weekend/ Ref 63475". Remember, you'll need to pay a £50 per room non-refundable deposit, plus a non-refundable deposit of £10 per person per meal (see above).
4. Right-Click on the link below and then choose Open Hyperlink to the go to the Entry Form for the event. Please print and complete this form and send it with your cheque for the Tour Entry Fee as instructed on the form.

<http://www.mgcc.co.uk/mga-register/wp-content/uploads/sites/22/2022/08/Entry-Form-MGA-Spring-2023.pdf>

That's all for now; the Organisers will be issuing update Bulletins by email at periodic intervals leading up to the event. We look forward to you joining us in what is probably the most beautiful and spectacular part of England, - tailor made for MGAs!!

2023 MG European Event Of The Year (EEotY), 2nd to 6th August 2023

The 2023 MG Car Club European Event of the year (EEotY) is being arranged by the MG Car Club of Denmark, between 2nd and 6th of August 2023.

This event will be part of the MG Centenary Celebrations, of course – but it is also the 50th Birthday of the MG Car Club Denmark.

Planning is still in progress, but attractions will include:

- Exhibition of MG Cars of the past 100 years
- 2 * "Birthday Party" events for the 50th and 100th anniversaries.
- Anniversary Auto-Themed Market Day at Hindgavl Castle (<https://hindgavl.dk>)
- Concours Competition
- MG Sports – Track Racing events (with cars – you won't have to run!)
- Rocker Cover Racing
- Organised outings and tours

For more details, look at <https://mgcc.dk/jubilaem-2023/>

Registration will start from **1st October 2022**.

MG Centenary Celebrations – 2023 and 2024

Here's an update on MG100 and the Centenary Celebrations from **Howard Quayle** and MG CC Project Co-Ordinator **Roger King**,

Next year marks the centenary of the first Morris Garages Sports Special, a Raworth-bodied car, which left the company's Queen St. showroom in Oxford on Friday 1 June 1923. To mark this seminal landmark in MG history, several events will take place over the centenary year, which will end in June 2024.

The first will take place at the British Motor Museum, Gaydon, on Saturday 27 May, to which all MGs and MG owners are invited. (Details of attractions are still being drawn up, but will be available soon). This event is being organised jointly by the MG Car Club, the MG Owners Club, the Early MG Society (cars built between 1923 and 1933) and the MG T Society (T-types built between 1936 and 1955)). A Centenary Dinner, in the Sky Restaurant on the museum's top floor, is planned for the same date.

The MGCC is planning two runs from iconic car manufacturing sites to Gaydon on this date. One will start from Abingdon, while the other is planned to begin at Longbridge – both starting from as near as possible to the original factory sites as is permitted today. The MGOC is also planning a run to Gaydon for MG owners on the same date.

On Thursday 1 June, it is planned to display six MGs (subject to final approval by Oxford City Council) in central Oxford, near to the site of the Queen St. showroom, probably around 8.30am. Speeches will be a little later, to avoid the rush-hour period. Queen St. is a busy street in a busy city, hence the time, and there will be a limit on the amount of time the MGs will be on display, but members will be invited to attend. However, cars will not be allowed - the best mode of transport to and from the city centre is the excellent Park + Ride system.

Members can also use the occasion to view the nearby former Morris Garages showroom, built in 1932 and now housing Oxford Crown Court. A pleasant walk on the same occasion would allow a visit to the exterior of the original Morris Garage premises in Longwall St., where Morris Oxford construction started in 1921.

Mid-June 2023 (dates to be confirmed) will see MG Live! 100 at Silverstone, again with events marking centenaries – not just that of MG, but also Triumph, whose 10/20 model in 1923 marked the start of that marque's car production.

Other events are planned throughout 2023/2024, details of which will be announced in due course.

There will be many more events over the course of the Centenary celebrations. – More news in the next edition of this newsletter and in ***Safety Fast!***

Help Wanted

First – the GOOD News. - At previously noted, at the 2022 MGA Spring Tour in Shropshire, **Tony Bratt** kindly offered to lead the organisation of the 2023 Autumn Tour. – “Thank you” to Tony on behalf of all members.

After that, we already have a volunteer for the Spring Tour in 2024, - so we now start to look for help with the 2024 Autumn Tour! – It might seem a long time off, but finding a hotel **ideally in the Northern part of the country**, where we can reserve 50 rooms, and which has dining facilities and secure car parking for our precious cars is quite a challenge, with many suitable hotels already taking bookings (typically weddings etc) for 2024. - So we still need event organisers.

Clearly, having organised 2 or 3 such tours per year, our current Register Committee has good experience in these activities, and anyone volunteering for this task would get full help, support, and advice from those “experienced hands”.

We also have a booklet on “How to Organise a Register Weekend”, which can be seen on the eNewsletter page of the MGA Register website, <https://www.mgcc.co.uk/mga-register/enewsletter>

If you think you would like to accept this project, or just to learn more about what’s involved, please contact our other regular organisers, **Jonny Pollard** (jonknutsford@gmail.com - Spring 2022 and Spring 2023), or **Jill and Graham Eke** (jillgraham@btinternet.com - Autumn 2022), all of whom will be happy to tell you all about the role.

One role filled, but still three more to go

The MGA Register Committee is still anxious to recruit new members, to bring in some fresh blood to the group.

There are 3 roles which will require filling over coming months. As mentioned in the piece about the forthcoming Autumn Tour (page 12) we will be looking to make appointments at our re-convened AGM at Chichester on the evening of Friday 30th September.

Here is a bit more detail on each of these roles: - **Your Register needs YOU!**

- **Safety Fast! Correspondent.** You will produce copy for the magazine editor four weeks prior to publication. Nine editions each year have a limit of 500 words (half a page). The other three are four full pages including words and pictures. For the months when its just a half page, the publicity of MGA events and snippets of news fills the available space. Three times a year, the Correspondent does not have to write the four pages in full. Articles from members and reports from overseas should be more than enough. Previous experience in journalism is not necessary, just a love of the MGA and the ability to create documents in “Word” or similar will be fine.
- **Register Secretary.** The publication of agendas and minutes for two committee meetings and an AGM each year is the main activity. The Secretary may choose to attend the MGCC Council and AGM as one of our two delegates. Some experience in business or voluntary administration would be an advantage. Meeting are currently held in person at Kimber House although the use of virtual meetings is likely to become more widespread.
- **Web Master.** This role does not require any background in computing. The MGA Register website is hosted by MGCC staff who will provide basic training in the use of “WordPress”, the application used to enter content onto the pages of the site. Now that the structure of the site has been developed, a new job holder will take charge of updating and adding content provided by members, for example, events, news reports and technical bulletins.

Be assured. – For all of these roles you will not be simply “Thrown in at the deep end” as it were. – There will be chance to “work alongside” the current holder to learn how it works.

As with the Autumn 2023 Tour Organiser, we have made some progress in filling Committee vacancies. We do now have a volunteer for the role of MGA Technical Adviser, and he will be proposed at the AGM - At the same time the Register will formally recognise the outstanding contribution made in this role by **Geoff Barron** over more than 30 years. For more information on any of these roles, please contact the current job holder via their email address on our web site **Contacts** page. ("Free consultations - No obligation!")

Notable Journeys - The Sequel

Beth Corbett and Mavis tour Italy

Over recent months we have read about **Beth Corbett**, from Exeter, who in May and June drove her 1600 Coupe, Mavis, to and through Italy, retracing the footsteps of her father when he escaped from POW Camp 49 in Fontanello in Northern Italy in 1943, and then made his way on foot to Mount Majella and the Allied lines. That epic journey took him 3 months.

We got the full story in the July Newsletter, and Beth and Mavis are now safely back home – till the next adventure.....

MGA Register Member and Newsletter contributor **Norm Ewing** (from South Africa) read Beth's story – and amazingly Norm has a connection to that adventure.

Norm's Uncle Willie was in the very same prison camp in Italy, and made a similar escape along a similar route. The story of the escape of Norm's Uncle Willie and his comrades is the subject of a book, entitled "Where the Hell have YOU Been?" by Tom Carver, published in 2009 (ISBN 9781906021535).

I don't think Norm is planning to repeat Beth's adventure of "driving the route", but it might just have given him some ideas!

MGA Register Archive

My thanks to **John Bray**, who found this 1979 cutting from the Daily Express whilst tidying up his archives.

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DAILY EXPRESS Monday, October 29, 1979

Dennis's dream machine

HISTORY is full of tales of men with magnificent obsessions. Dennis Ogborn could go down in motoring legend as one of them.

He is masterminding the current campaign to save the MGA. BL Cars have spelled out perfectly valid commercial reasons as to why they should stop production of the little sports car that captured the imagination of the world even if too few people bought it.

But if a group of people who belong to the MGA Car Club have their way the commercial considerations must be swept aside.

The MGA must be saved, they say, even if BL shut the factory down as a result of the campaign.

WHEELS

By DAVID BENSON

It's the car he's owned for 17 years and he wants to take it with him when he dies...

FINEST

Dennis, 68, of a retired manufacturing background, has given up all other interests to save the MGA. He has a world-wide reputation and if you ask anyone to think of a sports car he thinks of an MGA.

"Once you have owned an MGA you know it goes in your bloodstream. There is no making else like it."

When I heard that BL were going to phase it out I was shocked and so were the members of the MGA Car Club and we started our campaign. I gave up my job on the 10th of last month and I live, sleep, eat and dream of MGs.

"I am willing to put everything I have into the campaign to save the car. Even now I am carrying all my own expenses in trying to organise the campaign."

LUXURY

Dennis Ogborn's obsession with MGs goes back to long before the war.

He said: "As a teenager I saw an MG on the road and determined that one day I would have one. Then, after the war, and they stopped building and selling them, and only way I was able to get things."

GOALS and the motor that brings a little extra into a dull world.

"After the war I couldn't afford the luxury of owning a sports car although I would have loved a '47 or '48 MG. I had to wait until I was 30 before I could actually buy the car. I have now got a MG 1600 MK2. It's a dream."

But is there room for such passions in the hard commercial world of today with Government squeezing him to make profits rather than customers to drive the public drive?

"Definitely, yes," says Dennis. "I think that the ownership of a car is a luxury and it's a luxury that will survive."

He knows there is something like \$20 million worth of MGs in the world. He would like to see the factory out of production and make it pay. People will want to see the MGs – it's a little extra into a dull world."

PROFITS

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He knows there is something like \$20 million worth of MGs in the world. He would like to see the factory out of production and make it pay. People will want to see the MGs – it's a little extra into a dull world."

Repair it yourself

with DAVID'S POLYESTER REPAIR PASTE: A must for the Home Handyman. Each kit contains all you need for quickly repairing scratches and rust damage to cars, trailers, boats, appliances, metal parts and down the road of other motor vehicles and around the house. Three sizes, each

Make sure your lights are spot on!

PEUGEOT PROVE IT: BIG IS BEAUTIFUL



Living with an MGA

Travelling Tool Kit

I had one more "late entry" to May's question "What tools do you carry in the MGA?" – My thanks to **Mike Jacobsen**, the MGA Registrar at NAMGAR. Thanks for that, Mike.

It was a combined list of tools, parts, and general supplies (hand cleaner, Rain-Ex, zip-ties, brake fluid, rags and cloths, emery paper, electrical tape and duct tape, RTV sealant etc).

I won't reprint the table here - It did not contain any surprises, - but these US drivers are certainly ready for some extensive roadside repairs that may be required. (Mind you, **Paul Dean** sent us a picture of the soles of **Colyn Firth's** feet, as he lay down to repair his horn on the recent Scottish MGA run! Not really suitable for a family publication like this?)

Restoration Corner –

Thinking of a Restoration? – Be SURE You have a VIN Plate

Classics World magazine (see link, below) recently published an article centred on a warning from FBHVC that the DVLA will not re-activate "original" registration numbers, or allocate new age-related registration numbers to vehicles where the original chassis plate is not present. Ian Edmunds, DVLA Manager at FBHVC commented *"DVLA's official position is that without a chassis plate the original vehicle no longer exists, and that the vehicle being presented for registration is "fresh" and must be registered as such – probably with a "Q" registration"*.

The advice of the MGA Register Registrar is clear – Be very wary of purchasing a car without a VIN plate – particularly if it is a restoration project for which you will be requesting a UK registration mark.

MGA Register Registrar **Stuart Mumby** comments:

There is currently a case in which an owner in the UK has bought a restored MGA from South Africa. The VIN plate was lost and so the South African authorities have issued the car with a modern 17-digit VIN No. Needless to say this has led to problems at DVLA.

My advice to any potential buyer of, particularly, a restoration project with a missing VIN plate is to walk away. Do enquire with the MGA Registrar and seek out any history of a car before making any commitment.

<https://classicsworld.co.uk/news/fbhvc-warns-of-dvla-q-registrations-for-rebodied-classics/>

Colin Henderson's MGA Roadster VWF 889

In the November 2021 edition of this Newsletter we read of **Colin Henderson's** long-term project to restore an MGA Roadster as a surprise birthday gift for his wife.

Well – 9 years after starting the job and he has just about finished it. By the time you read this he will have presented that gift to his wife (her birthday is Sunday 28th August, but he dare not tell us the magic number!).

Here's a picture of the finished article.

Although Colin has managed to retain his original registration number he is still negotiating with DVLA to get RFL exempt status (so has had to pay £180 for the first year's road tax), and he is similarly still negotiating about changing the colour of the car with DVLA from it's last registered colour of Black to its current (and original?) colour of Glacier Blue. – But all that will be sorted out in due course, no doubt!

Is 9 years the longest (continuous) restoration for an MGA? Or has anyone taken longer?



Dave Walker's Re-Restoration

Dave Walker from Blackburn is another "serial MGA Restorer" who has now almost (very useful word, is "almost", - particularly when explaining progress to your wife / partner) completed his latest project.

Interestingly, Dave has restored the same car twice over, so it is arguably now "The Bionic Car", with every part replaced?

Here's Dave's story:

Restoration complete (Again!)

Actually, it's my second restoration of this car, a 1957 (1500) U.K. Roadster.

I bought the car in 1977 from a farm near Harrogate (guess!) as a restoration project.

Enthusiasm prevented detailed examination of the car, thus overlooking that it only had 3 of the correct 1500 style wheels, three of the wings were glassfibre (and poor quality at that) and that the engine was seized. It had a decrepit looking MkII Grille, and a consequence of the poor front GRP wing fitment meant that, as the wing was too short, the front shroud and inner wing had been hacked away and battered to meet the wing front by a previous owner. The seats were MGB ones. On the plus side, the sole metal front wing bore a BMC sticker, found on dismantling, so at least one corner was correct. Nevertheless, £300 changed hands; above market price at the time, but as I'd been trying to find a car to buy for a number of months, having finally got the chance of one, so be it...

It has to be said that, certainly at the time, my metalworking skills, workshop equipment and availability of suitable parts were not at levels required to give good chances of success, but I was where I was, and enthusiasm takes over.

For the following months I stripped the car, collecting some of the required incorrect parts and learning as fast as I could the skills necessary to restore. Things ground to a halt soon after though, when I tried to buy new steel wings. I got some, but the fit was absolutely terrible, even allowing for the butchery that had gone on around the NSF corner. You know what's coming now. A sheet went over the car, and that was that; marriage and a house needing full restoration (!) took over.

In 1986, I received a phone call one night from someone in town who'd bought a project car, heard about ours, and would like to come and visit. Sure! The visit led to a long lasting friendship being formed, with the parallel result of re starting the project.

The rear end of my car was quite poor; home MIG welding was in its infancy and beyond my capabilities. I had the chance to buy a 'restored' back end from the said farm nr Harrogate, which I did, and by now the market was much more buoyant with the necessary reproduction panels, so I bought the panels and set to assembling the car. The butchered front end was corrected by riveting in repair pieces, then hammering the rivet heads and surrounding local areas below the surface and filling over. The loan of a spot welder allowed the F sections to be located and secured, and with considerable jiggling with loose bolts in holes, the body took shape. I had been told by someone who had worked at Abingdon at the time that panel fit was never all that good, something in hindsight that I took too literally and set my standards low. However, and glossing over some of the more intricate but boring details, all the work was done by me and the car was on the road, passing its MOT test a week before its 30th birthday in 1987.

We used the car that summer for a drive round Britain, reaching the National Motor Museum (it's a long way back to Lancashire in heavy rain!) and covering some 3000 miles. Soon though, the arrival of a son meant that the car was not suitable fun transport, so we bought a 4 -seater RM series Riley and I set about restoring that, but this time armed with better facilities, a MIG welder that left me breathless at what I'd been missing, and it has to be said not a small amount of knowledge gained from the Riley restoration. The Riley restoration was far better than the MG, and by then we had a daughter too, so it was the car of choice for family motoring.

Roll on a few years, including on the way a 1960s Cheltenham caravan restoration to pull behind the Riley, and it was time for Son and Daughter to make their own ways in life, fleeing the nest. We didn't need the Riley and caravan anymore, so they found new owners in auction.

With the monies raised from the sales, at the same time relishing the lifestyle that early retirement had given us, and with a realisation that I could do a better job on the MG, we took the decision to do it again.

In the intervening years, I had discovered that the 'restored' back end from the 'Specialist' was a bit poor. The familiar rotted lower aperture had been rectified by cutting the top section from a scrapped car and welding it into the lower section. Testimony to this was that the hinge mounting plates could be seen under the lower lip. Ugh! A rear repair section was needed, but this time my skill with the MIG reaped benefits.



The front shroud, with which I'd never been happy, was removed and replaced with a modern reproduction panel. I cringed when I removed the old one and surveyed all those pop rivets and the pounds of filler that I had used to re-profile the front corner in particular. In addition to the surgery with the rear shroud lower section, when I examined the panels around the sides and floor of the hood compartment, it was clear that the term 'restored' was hardly applicable; 'bodging patches' was more fitting. We live and learn. The only answer was to cut away the mess and weld in purpose made repair sections, which I was eager to do, and got much pleasure from the intention to do as good a job as I could; no compromise.

It was now ready for spraying, and since my initial attempts in 1986 I had acquired a much better compressor, spray gun and how to use it, not to mention along the way the numerous air powered tools I'd bought, which proved their value countless times. The body was lifted off the chassis and sat onto an angle iron frame on wheels, which could be placed back over the rolling chassis for storage when required. I filled, flatted, painted and flatted countless times and finally put on the colour coats, all outside the garage, using cellulose for the tops. Between coats, the bodywork was flatted with 600s then 1200s paper lubricated by water into which a lot of soap had been hand-rubbed. I was mindful of not rubbing soap directly onto the paper in case it left a smear which might prevent the subsequent coats from bonding. A transport paint was used on the undersides to resist stone chips. Wet flatting outside kept the garage floor clean, and spraying outside kept it free from overspray dust. After weeks of full drying, the bodywork was again flatted with 1200s paper, then burnished with Farecla G3 compound, small areas at a time; it's so painstaking that any attempts to do more than one panel in any session runs the risk of not doing a thorough job. Final polishing was by using 3M's 'Finesse-it'. My reason for using cellulose was my belief that it gives a better and deeper shine than modern two pack paints; good as they might be in toughness, I prefer the cellulose finish. After final polishing of a

panel, the labels on the containers can be read (albeit backwards!) in the reflection of the panel.

The engine had always been guilty of leaving oil spots on the floor when parked, so while it was out I had the back plate and flywheel machined to have a modern rear seal fitted, and at the same time a new front one for good measure. Hardened valve seats and valves were fitted, again seizing the opportunity while it was out. Disappointingly, when the big end bearings were removed, they were showing signs of crystallisation, even though they had only seen some 20,000 miles since being part of a BMC Gold Seal rebuild in the early 1970s. The crankshaft was unharmed.

I decided to have new 'Twin Cam' type seats made, judging them to be more comfortable than the standard set, having reached a certain age now! I also did a bit more 'Tarting' by covering the dashboard in body colour vinyl along with a chrome speaker bezel and a stainless under dash trim, again as per factory trim on other models. MG medallions were fitted to the hub caps for a bit more glamour.

The biggest debate was what to do about the indicators. Since going on the road in 1987, I had reservations about the (much used in the 1950s) flashing brake and less-so sidelamps as indicators. I had even fallen foul of them myself when following a Morris Minor, failing to see the flashing brake light until just in time as the car turned. If I can miss them whilst being aware of them what chance do other road users have? Ambers had to be fitted, but how?

The options were to either fit 1600-type lights, or to source and fit alternative ambers. To do the latter would obviously make no pretention about what model the car was, but would no doubt become a problem in future years when replacement parts might be needed, in all probability no longer available. I decided on going the 1600 route. This would be obvious and easy for parts sourcing in future years by me or a subsequent owner – it's clear what their parentage is, and their availability is all but guaranteed. Furthermore, the fact that they were adopted soon after by the factory gives a level of credibility for Construction and Use aspects.



So yes, it's an original U.K. car. 1500, but with 1600 flashers and for want of a better description a Twin-Cam interior. It served as an absorbing project during the Covid

lockdown period, giving much pleasure the second time around armed with better resources. It also gave the opportunity to involve our now Son-in-Law to have a go at car restoration and for me to pass on whatever knowledge I've learned since my initial venture. I hope that these notes serve as an inspiration to anyone starting out in this absorbing pastime, and if I can be of any assistance I'd be only too pleased to advise. On that note, one vital piece of advice. If things aren't going right, don't persevere hoping that they will; - they won't. Come out of the workshop, calm down and think why. Sometimes a glass or three of amber neck oil helps calm the nerves and allows thinking time. On that bit I certainly speak from experience!



We have not heard the last of Dave and this restoration. Some of the lessons he has learned will be in our Technical Topics section in future editions – but his piece about the problems encountered installing a brand-new (incorrect to spec!) wiring loom are too complex for this edition. Plus, I gather that his “apprentice” in that escapade, **John Halton**, is still in a state of shock, after the car caught fire!

More news of this in November, when Dave may also have a list of unused parts for sale, including a RHD steering rack, and a pair of 10,000 mile old re-covered roadster seats in black leather with grey piping.

Technical Topics

Not so many articles this time.....

MGA Roadster Aerodynamics

(Newsletter Editor **Brendan Leach** writes)

Thanks to all who replied to the article about MGA Aerodynamics in the July Newsletter. It is clear there is quite a lot of interest in the topic amongst Newsletter readers, - but no concrete advice or hard experiences.

My particular thanks to **Mike Jacobsen**, the Registrar at the North American MGA Register (NAMGAR) who told me that Moss in the USA sells a wind-deflector designed specifically for the MGA, under part number 458-294.

Moss in the USA is a separate company to Moss Europe, though Moss Europe does sell Moss USA products. The fixing is rather better than the one I am using, and the (clear Perspex / Makrolon) deflector is shorter than mine, so it looks good. Problem is that the Moss USA price of \$280 US translates to a UK retail price of £306.80, which is more than I am prepared to pay right now. So my experimenting and searching continues.

If any reader has any further insight or advice, it would be gratefully received. Let me know at mgcarclub-mganewsletter@outlook.com

Camshaft Rattles - "My engine was sounding quite knocketty", by George Dutton

These words come from my attempt to write a limerick one evening on the 2015 MGA Lands End to John a Groats tour. For about two years I have tried to cure my noisy tappets which were becoming a source of embarrassment in cars parks and at traffic lights. A new rocker shaft, followed by a new timing chain both failed to reduce the noise. In fact the "knocks" became more noticeable, particularly when the ignition was switched off and engine was making its final revolutions. More recently I was aware that the engine had become "gutless".

Taking advice at my local MGCC meeting, I was directed to consider the possibility that the Cam followers and Camshaft would have to be replaced. This page on the mga guru website showed me that I needed to bite the bullet and get someone to pull the engine apart <https://mgaguru.com/mgtech/engine/cm102.htm>.

These are the worn components from my engine



Photo left shows 2 cam followers, the best and worst of the 8.

Photo right shows camshaft, the lobe nearest the camera is valve No. 7 - the inlet to cylinder No. 3. It has lost about 3 mm of lift.

Our expert tells us that lobes 5 and 7 are the ones which usually wear.

Job done, my engine runs sweetly. Thanks to **John Caldwell** at **Entune 2000** in Bolton who correctly diagnosed the most likely source of my problem and completed the work in one day without taking the engine out.

Oh, you really want to read my limerick from 2015?

As I drove North to Pitlochry (pit-lock-ery)

My engine was sounding knocketty

At a garage named Doyles

Their chaps changed all my oils

Then rest my tappets most properly

(Don't give up the day job, George. The Poet Laureate post is not available – Ed)

And do you want to know more about "**Oil be with you**", and how does it flow around my B series engine?

My interest in oil flows was prompted by the work I had done to sort out my noisy tappets. It's an "anoraks" subject, a Brain Teaser with the answer included as most people will probably not have a clue.

Copy and paste these two into your browser

<http://mgaguru.com/mgtech/engine/of101.htm> for a detailed written explanation

<https://www.youtube.com/watch?v=a7mVVvWnR34> Now watch the video

Tyre Valves for MGA Tubeless Tyres

Dave Holden (yes, him again!) reminds us that when using the original MGA wheels (all types) the hole in the wheel rim for the tyre valve is too large for the modern generation of tyre valves. ("Doooooh!")

The "fatter" tyre valves can still be found, advertised as being suitable for classic Land Rovers and VW Beetles, though not all tyre depots have them in stock.

Alternatively, if you get stuck Dave has some left over after his rebuild, and is happy to pass them on at cost to other readers, for their "emergency spares" packs.

Contact Dave at davidtext@aol.com

Lost and Found

Our MGA Registrar, **Stuart Mumby**, is trying to trace 2 "lost" MGAs as follows:

David Preston is keen to know the whereabouts of XXY 68, owned by his father, Charles Preston, in the 1960s. DVLA records show the car as not currently taxed, but with a V5C issued in 2005. The period photo, below left, shows Charles with the car.



Next, Stuart has lost touch with **his** former MGA 511 HKT. The car was last known as being owned by MG Car Club member **Hugh Davy**, who resided in Surrey. The picture above right shows Hugh on the left with 511 HKT, taken on the MGA Register Autumn Weekend in Suffolk in 2007.

If anyone can help with news of either of these cars please contact Stuart at mga@live.co.uk

For Sale and Wanted

The advertisements below are placed in good faith on behalf of readers of the eNewsletter. The seller writes the advert and the description of the parts or car. These products are not covered by the MGCC public liability insurance. The MG Car Club and the MGA Register has no responsibility for the quality or completeness of the products offered, or the accuracy of any description. Buyers should convince themselves the part is of the required condition and / or specification when buying.

For Sale

1622 engine for sale.

Standard tune with less than 5,000 miles since rebuild.

A good engine, doesn't burn oil, strong compression. Still in the car, so buyer can hear it running.

£750

Contact David on 07912 559313 or daviduk8831@aol.com (High Wycombe area)

For Sale

Special Offer – Prices slashed! Order now, whilst stocks last!!

1. Nearside (= left hand) Roadster door £40.
 2. 1500 gearbox (with the "fine" spline on first motion shaft) – For rebuild - £40
 4. Under door trim strips with clips £25
 5. Boot floor repair panel £10
 6. Boot frame. Excellent condition £20
 7. Indoor Carcoon, suitable for large car (e.g. Jaguar XK) incl. Battery Conditioner £150
 8. Indoor soft car cover – Red £30
 9. Serviceable DON Car Hood in Black Vinyl £40
- (Photos available of all these items if required)
All prices PLUS postage / delivery, or collect FREE from Southport.
Contact **Tony Seed** on 07986 488823 (Southport, Merseyside)

For Sale

1960 MGA 1600 MK1 Roadster.



Owned since 1992 by Derek Edwards, President of the MG Car Club South East Centre.
Fully restored 1993-1994. A multiple concours prize winning car still in excellent condition.
Original specification with chrome wire wheels.
10304 miles. Good condition hood and tonneau cover. Black leather trim with red piping. BMIHT certificate.

Interesting history including a film appearance, magazine articles, participation in the 2002 Golden Jubilee Parade and the 2009 Royal Windsor MG Heritage Festival Parade.

Location Surrey. - **£29,450**

Contact **Derek Edwards** on 07850 410830 or at Edwards.mgmadness@ntlworld.com

1959 MGA Twin Cam Coupe



Owned since 1993 by Derek Edwards who purchased the car following its repatriation to the UK from South Africa where it was raced competitively.
Full bodywork and mechanical restoration over a number of years including a complete engine rebuild by Westwood Portway Ltd.
Brand new interior – seats (black leather with red piping), trim, carpet and dash top.

BMIHT certificate

UK registered in 2014, Last MOT 2018

The car took part in the MGA Twin Cam Group 60th Anniversary Event at Chobham Test Track and was featured in the October 2018 edition of 'Classic & Sports Car'

Location Surrey. - £37,000.

Contact **Derek Edwards** on 07850 410830, or at edwards.mgmadness@ntlworld.com

For Sale

1962 MGA 1600 Mk 2 Coupe - Chariot Red

Not a car for purists! Sierra five-speed gearbox conversion with quick shift gear lever option, oil cooler, rear telescopic damper conversion, alternator and single 12v battery (-ve earth), cartridge oil filter adaptor, Kenlowe fan, inertia reel seat belts, socket for satnav, luggage rack.

Colour-matched Webasto sunroof (installation recorded in Safety Fast illustrated article 'The Comfortable Coupe' 2008)

Very sound engine returning good compression test figures and maintaining excellent oil pressure at all times. Distributor rebuilt 2021 to conform to the original type and spec. New clutch and clutch release carbon fitted December 2021.

Subject of a major bodywork project in 2015 using new and refurbished original panels, plus new seat covers. Complete car resprayed externally in original Chariot Red.

Comes with substantial file of service information which includes full sequence of MoT certificates from August 1981. Mileage information correlates as expected.

Old age and poor health mean that it has to go after 13 years ownership.

Will haggle around £19K.

Location East Hants/Surrey (A3 tunnel area)

Contact **John Patrick** on 01428 604753 or 07763 024006

Email john@jaybee.myzen.co.uk



Early MGA Roadster For Sale Soon (?)

In the July edition of this Newsletter, I mentioned that MGA Register Archivist **Howard Quayle** has been informed that an early MGA Roadster, owned by an MGCC member who died a number of years ago, will shortly be available for sale. From the information supplied so far, it appears to be a matching numbers vehicle, manufactured early in 1956, with period features such as the early-design rev counter.

Howard will be inspecting this vehicle, together with a member of the local Centre (who knows a bit more about the vehicle's history) over the next couple of weeks, and we will carry a report on the car in November's Newsletter. From the photos provided to date, this Roadster requires full restoration, although more will be known following that inspection. It appears to have been stored under cover (or even garaged) since the owner's death. Any reader who might be interested in taking on this restoration project should contact Howard directly at hquayle1947@btinternet.com

For Sale

Various MGA Spares for sale

Please tell me what you want and I hope I can help you

Contact **Bob Cole** 01276 475581 or email bobskiing1@gmail.com (Camberley, Surrey, area)

Car of the Month

A slightly different take on "Car of the Month" this time.

We have a 1959 Twin Cam, - a car with a very interesting history, both in terms of it's owners and it's competition successes.

It was mentioned briefly in the MGA Register Notes in the July 2022 edition of Safety Fast! - But maybe the most amazing bit of the whole history has happened over the past 6 months. - Believe it or not, current owner **Peter Leyland** won this famous car in a raffle!

This is Peter's story:

Yes, - I Really Did Win YDI/2423 (XLE 40) in a Lottery

I have been an MG Car Club Member for several years and have an MGF Mk2 as my daily run about and a UK Market Oxford Blue MGRV8 for fun days out. A couple of years ago when I was having my RV8 serviced at Oselli I saw a fully reconditioned Ivory White MGA which really caught my eye. I thought little more of it until I saw Brian Cohen's winning MGCC Photo Competition picture of his MGA on Hosier Street in Melbourne (Safety Fast February 2021) a street I had been on a few weeks earlier.

While still wondering how I could make an MGA my own (it was a toss-up between an MGA or an MG TC one of which had been my first MG as a teenager), I saw an advertisement on Bridge Classic Cars lottery web site for an Iris Blue MGA. Impulsively, I decided to buy a couple of lottery tickets and thought very little about them other than it would be nice to have another roadster.

As the draw date got closer, I decided to learn more about what I had potentially let myself in for. - Well, what a history! A Twin Cam was not exactly what I had bargained for, I had been more expecting a run about. Our driveway was already full so on the morning of "that" Thursday 3rd March, I had arranged to sell a car through "We Buy Any Car" and at 7:30pm that evening Hayley rang me to tell me I had won.

It was only when Hayley and a film crew came to drop the car off at home did it start to dawn on me that I was now the custodian of a piece of motoring history and not just an owner.

That history, as several of you know, starts with the first owners being the Mantovani family before passing onto through to the Andreasons with their strong affiliation to Chevron Cars, who raced the car in both the UK and USA.

YDI/2423 has a wonderfully documented back history in both text and pictures which I would like to add to. If you have any pictures or stories you would like to share with me, they would be gratefully received.

My favourite picture is the car parked outside of Skindles which was notorious for being used for trysts by John Profumo and Cristine Keeler and those following a more Bohemian lifestyle down the ages.

The first two dated documents I have record the results of an MGCC scratch race in 1968 at Castle Combe and Safety Fast, July 1969, where Roger Andreason having raced the car at Silverstone entered it into the concours line up resplendent with its MK 2 grill (the original having fallen out and run over during a previous race meeting) and its' twin weber carburettors showing under the louvered bonnet.



*The picture on the left shows photos and cuttings from Castle Combe, and the one on the right shows it at Brands Hatch (Thanks to **John Halton** for confirming this.)*

The car passed on from Roger and Judy to their son Rolf who as a testimony to his parents exploits had the car fully restored to its original "racing" condition at the TVR service and restoration centre near Blackpool.

It is now my turn to add to the cars illustrious history collecting as much information and provenance as I can. As the car's current custodian, I would like to use the car to further promote awareness of our brand and have written to several potential loanees.

Having attended three MGA events since coming into my possession, I know there are cars that would better qualify as concours or have a more magnificent racing pedigree, but this is my chance to put something back for the luck I had. So, if you have something to add to the car's story text, picture, or anecdotes they would be gratefully received, and I would like to thank all those who have made this new boy welcome to the club and the MGA Register for their kindness shown to me and the stories they have told.

I look forward to hearing from you.



The pictures above show the car as it was after restoration, leaving the TVR Restoration Centre.

P.S. As MGA enthusiasts and MGA Register members I am sure you will not have missed that Bridge Street raffled a second MGA Roadster, 1957 1500cc **KSJ 188**, which was awarded to the winner on July 7th 2022.

That car (a 1500) is now up for sale via A1 Retro Classics at Darlington for £24,495. See www.carandclassic.com/car/C1489457

If readers have any further information or photos for Peter, please contact me at mgcarclub-mganewsletter@outlook.com and I will put you in touch with Peter.

If you'd like to share an unusual story about your car, or pictures of your car in a particularly interesting or picturesque location then let us have a story and a high-definition image. Make sure the car is well represented and preferably in a three-quarter view. If the front wheels are turned to the left or right, do make sure it's the wheels that are shown, not the tyres. Send your images and background story to:
mgcarclub-mganewsletter@outlook.com

Merchandise Shop

The MGA Register Merchandise Shop has stocks of just about all current items. MGA Register caps, priced at £10, will be available again by the time of the Autumn Tour, including in Black and Navy Blue.

To view our current list of products, go to <https://www.mgcc.co.uk/mga-register/> and click on Merchandise Shop in the menu on the left.

The Merchandise operation is in the hands of **Graham Eke**. The email address for orders remains as mgaregistershop@outlook.com and our PayPal account continues to be the preferred method for invoicing and payment.

MGA Merchandising will be on sale during the Autumn Tour at Chichester over the weekend of 30th September to 2nd October. Any pre-orders can be brought along to save postage. – Contact **Graham Eke, as above, to place your orders.**

Call it MGA

This excellent book by Roger Martin and the MGA Register's late Historian, Piers Hubbard, has been reduced in price from £25.00 **to just £12.00 + post/packing**. Visit the Merchandise Shop, as above, for details of the book and how to order.

MGA Register 50th Anniversary Book Second Edition SELLING FAST!

This new book, compiled and published by the MGA Register, celebrates the history of the MGA Register from its inception in 1970. Members of the Register Committee and others have compiled the book, covering all aspects of the work and history of the Register in its 19 chapters, totalling 153 pages. Topics include 'How It All Began', the development of the Register Database, touring events, MGA publications, Safety Fast down the years, Technical Support and much, much more. The book is A4 sized, hard-back and in full colour. The cost is £35, plus £5.50 post/packing to a UK address. **The second edition is now in stock at Register HQ (a.k.a. the Eke Household!) and we are now down to the last few copies – A further reprint is unlikely, since there is a minimum print quantity.**

To place an order for one of these final few copies, – Just visit the merchandise shop for a preview and details of how to order. <https://www.mgcc.co.uk/mga-register/merchandise-catalogue-november-2016-2/>

Important – Membership Numbers

Can we remind you that when contacting Committee Members with requests for help or information it is important to quote your MGCC Membership Number. If you are a Member, it is in your interest to quote your Membership Number. as priority will always be given to Members and there is some information that is only available to Members. There are many cars on the Register owned by non-Members and whilst we are happy to help where we can, the MGA Register is a part of the MG Car Club and priority will always be given to paid-up Members.

And Finally.....

We like to keep our contact lists and the MGA Register Listing up to date, so if your details have changed at all just let us know. Perhaps you have sold your MGA or you've bought another one. Now that Stuart is only doing the one job of Registrar, we would like you to notify **both of us** of any changes

For all Newsletter contributions or comments, or if you wish to be unsubscribed please tell us at:

Brendan Leach

MGA e-Newsletter Editor

Mgcarclub-mganewsletter@outlook.com

And for vehicle registration and history matters, please contact

Stuart Mumby

Registrar, MGA Register

mgcarclub_mgaregistrar@hotmail.com

Happy MotorinG

Brendan Leach, September 2022



MG CAR CLUB, MGA REGISTER, AUTUMN TOUR 2022
SOUTH DOWNS NATIONAL PARK, WEST SUSSEX
30 SEPTEMBER TO 2ND OCTOBER 2022

ENTRY FORM

Drivers Name:

Navigator's Name:

Address:

Telephone:

Email:

I am/am not* a member of the MGCC (Membership No)

MGA Type:Year:Colour:Reg No:

***Please delete all that do NOT apply**

*I/we have booked a room at the Chichester Park Hotel for the nights of 30 Sept, 1 Oct, 2 Oct 2022.

*I/we will be making our own accommodation arrangements elsewhere

*I/we will be joining the Gala Dinner at the Hotel on 1 Oct 2022.

I/we will be joining the Saturday/ Sunday*/Both Tours*

*I/we enclose a cheque payable to: **The MG Car Club MGA Register** for our entry fee of £35.00 per car (£40.00 non MGCC members).

Please note that the entry fee includes entry to the Goodwood Race Circuit.

Please send this completed form including ENTRY FEE CHEQUE to: Graham Eke, 14 The Junipers, Barkham, Wokingham, Berks. RG41 4UX.

We will only use your personal data to process your entry for this event. You can obtain further details on this, or withdraw from the event, by contacting the organiser named above. For a copy of the MGCC Private Policy contact the General Manager, MGCC on 01235 555552 or info@mgcc.co.uk or at 12 Cemetery Road, Abingdon OX14 1AS

MGA REGISTER

‘NOTABLE JOURNEY’

AWARD

When they were new, MGAs were driven significant distances, not only as everyday cars on an annual basis but also long-distance individual journeys. A notable example was when MGA Register founder Chairman Dennis Ogborn drove his MGA home to England from Qatar.

Half a century later, some MGAs hardly do any mileage at all. Yet, if maintained and serviced properly, MGAs can still be relied upon to undertake enjoyable significant journeys.

The MGA Register ‘Notable Journey’ award is intended to acknowledge the exploits of those UK members who do undertake significant journeys in their MGAs and to encourage others to do so.

Journey award considerations include:

- a ‘notable’ journey is likely to have encompassed a relatively high mileage;
- the location in which a journey is undertaken may be significant, e.g. a journey in north Africa is likely to be more ‘notable’ than a similar mileage in Britain;
- successful perseverance against set-backs, e.g. on-road repairs, could make a journey ‘notable’, especially if imaginative improvisation was involved;
- a significant journey undertaken in competitive circumstances, e.g. an organised long-distance rally/raid could make a journey ‘notable’;
- a write-up of such a journey for Safety Fast! would add weight to any claimant’s eligibility for the award.