



MGA REGISTER eNEWSLETTER
November 2022
WORLDWIDE CIRCULATION: 1055

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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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My thanks to Colin Manley for helping me make this Table of Contents actually WORK.

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Editor's Notes – A Fine Classic Season Draws to a Close

As we enter November, it is likely that (in northern Europe at least!) many of us will be looking forward to Spring 2023, and preparing our cars for and 4 or 5 months of low mileage, restricted to the odd few dry and bright days of the winter months.

For me, the next wet day will be a chance to change the oil and filters, to grease all points, to clean and adjust the brakes, and to generally check the car over, and to give it a season-end cleaning.

2022 has certainly been a good year for classic car owners in the UK, with good (dry) weather and plenty of events all around the country.

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 a couple of events planned for the final months of this 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 January 2023.

Brendan Leach

Editor – MGA Newsletter

News From Kimber House

Our Exec Committee Member **Howard Quayle** reports:

The MGCC Council meeting was held in Abingdon on Saturday 22 October, followed by the AGM. Fifteen Registers (including our own MGA) were represented, along with ten Centres and four Branches. Apologies were received from two Centres, two Registers, and three Branches.

The Treasurer reported that income in 2021 was £1,178,100, set against expenditure of £671,100, giving a gross profit of £507,100. Overheads in 2021 amounted to £500,800, resulting in net 2021 profit of £6,300. The accounts still need to be finally signed off by the MGCC auditors.

A vote of approval for the revised Memoranda and Articles had to be postponed, as a number of members had noted that the Notice given was invalid. (This was correct). As a result, the vote will now be taken at the next Council meeting in March 2023.



The logo to be used for the MG Centenary events, publications, etc. is shown (left), and was met with approval by Council. The use of Old No.1 (FC7900) and the MG Cyberster EV sportscar provides a link between old and new. Due for release in the UK in 2024, some sources give **MGC EV** as the model designation! MG Live! in 2023 will be held at Silverstone on 10 and 11 June. Organised by the MGCC, the event celebrates the centenary of both the MG and Triumph marques.

Additional presentations were made on Kimber House activities, club racing, overseas MG matters, and IT plans.

Reports on Recent Events

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

The MGA Autumn Tour took place over the weekend of **Friday 30th September to Sunday 2nd October**, and was a great success. A couple of participants have provided reports on the Tour (and on adventures on the way home!). – Here the first, from **Colin Manley**:

Normally, I hate trip write up's that go along the lines of 'had a lovely time, met some new friends etc'. However as a 'tour virgin', I have to say, we did just that!

I have to be honest though, and say that when Sandy and I arrived on Friday afternoon at the 1970's style Hotel, (looking a bit like the TV Series "Crossroads Motel"; you know, the one with the wobbly studio sets) my expectations were not high, but I could not have been more wrong. The food offerings and staff were absolutely tip top, and the rooms had been refurbished nicely. When the Doom Bar beer ran out late on Friday night, they arranged for bottled Doom Bar supplies to avert a national disaster.

Jill and Graham had worked hard at the itinerary with a host of places to visit on the routes they had developed, and you could do as much, or as little as you wanted, in any order that you wished.

Saturday was the brightest of days. We spent so long at the Tangmere Aviation and Military Museum that we were almost late to get to the Goodwood Motor Circuit, where Jill and Graham had arranged group parking for all the MGA's in the afternoon. There was an attempt to get a photo of everyone, rather than just the cars, but, you know, herding cats etc..... Then, on to Bosham to watch some poor novice make a dogs breakfast of bringing a dinghy back to the sailing club jetty, crunching some moored dinghies on the way. High tide had then dropped enough; the floorboards of the waterside pub were no longer underwater, so we stopped for a pleasant spell and had a drink looking over the water at the top of Chichester Harbour, **I thought the staff behind the bar were tall, but they had a duckboard behind the bar so they didn't get their feet wet.** We then headed back to the Hotel to change for dinner and a very enjoyable Gala Dinner.

Sunday gave us liquid sunshine for most of the morning, but the sun came out strongly later and it was fun to see MGA's popping up all over the place on the routes. It also gave an opportunity for a pint of Speckled Hen in Chichester town in the sunshine. Our dinners were very convivial and plentiful, preceded by some light banter in good company and drinks in the bar.

On our return run on Monday, we stopped at the Weald & Downland museum and saw a bit of filming for the "Repair Shop", with one of the cuddly toy ladies and Dominic being filmed for some scenes outside the workshop.

With 53 cars, including a couple of MGB's, I was only aware of a timing chain adjustment being needed, along with a little bit of bumper straightening (my lips are sealed!) over the weekend.

A very professionally organised and managed tour by Jill and Graham, with the routes on some nice, and carefully selected, driving roads.

Tony Brown from Lancashire had a similarly positive report on the Tour itself, but had an additional “adventure” on the way home

Heading home was not such a great experience. Leaving at @ 10.30 all at first was fine heading towards Southampton, then North towards Oxford, M3, M40, M24 and eventually joining the M6 toll before a spot of lunch. All good so far.

Leaving the M6 (toll) we joined the M6 north when problems arose! The engine decided to die on me. Fortunately NOT on a SMART section I coasted onto the hard shoulder. The engine then miraculously started! I put it down to maybe some dirt in a carb and pushed on?

We then entered a SMART motorway section and just having passed a pull off area the engine packed up again!!!!

Now it's getting serious with HGV's bearing down on my freewheeling little 'A' I was frantically signalling for them to pass whilst keeping the left indicator on. I made it to the next pull off doing 5mph – not recommended.

After some preliminary investigations under the bonnet the engine sprang to life only to 'die' on me again about another 20 miles or so further on, fortunately just off the SMART motorway just after Knutsford. That's enough I thought call the emergency services.

I rang the AA. Two hours later they still hadn't turned up!!! More phone calls & a visit from the motorway cops. Later a tow truck appeared (nearly 3 hours by now) & from another company. Are you taking us home I enquired? No just to the next services where the AA will take over was the reply.

He towed us to Lymm services (near Warrington, on M6) where another call to the AA was made. Another 45 minutes before the AA turned up & eventually got us home – NEVER AGAIN!!!!

And here's Tony's report on “What went wrong ...?”

I now have my car back from Cuerden Classics my MG specialist. Andy discovered the problem. Someone had, at some time, placed additional aluminium washers in the carburettor float chambers. This restricted the usual (corrugated) washers from allowing ambient pressure *into* the chambers from the overflows. **Result being a starvation of fuel building up at cruising speeds.**

I've gone 'belt & braces' on the repair with a new coil, *break-less* distributor, plug leads & fuel pump fitted. The car is now running better than ever.



Cars at Goodwood (Colin Manley)



High Tide at Bosham (Chris Austin)



Devil's Dyke (Andy Brown)



Worthing Sea Front (Andy Brown)

Our thanks to **Jill and Graham Eke** for organising this event, and I am sure many of us are already looking forward to the 2023 and even 2024 MGA Tours.

MGA Register AGM – 30th September 2022

The postponed MGA Register AGM took place during the Autumn Tour, on the evening of Friday 30th September.

The MGA Register Committee is anxious to ensure the greatest possible level of participation from the membership. Remember - 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

The official Minutes of the meeting are available on the MGA Register website.

In summary, we made some progress on the election of Officials:

3. Election of Officers

Chairman: Edward Vandyk proposed by Ian Wilson, seconded by Colin Manley was elected by a majority vote.

Secretary: There were no nominations, **George Dutton** offered to continue as acting Secretary until the next Committee Meeting in November. His offer was accepted.

Treasurer: Mike Maze proposed by George Dutton, seconded by John Boulton was elected.

4. Election of Committee Members

Lambert Dopping-Hepenstal proposed by George Dutton seconded by Jonathon Pollard was elected. He will join as Technical Adviser.

5. Any Other Business

A vote of thanks to **Geoff Barron** for his 38 years of service to the MGA Register Committee was agreed with the award of a **suitable** gift.

Members were encouraged to come forward to fill the committee positions of Secretary and Safety Fast! correspondent.

It was noted that **Joe Walsh** is working alongside the current post holder with a view to taking on the webmaster role

So we are still looking for a Secretary, a Safety Fast! Correspondent, (and a Registrar!). Details of the Committee roles, and the help that will be available to candidates, can be seen in the **Help Wanted** article on page 15 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!

MG Events in North America during 2022 and 2023

In the September Newsletter, our USA correspondent **Dave Nicholas** told us about Lime Rock, and about the MGVR race meetings planned for 2022 in the USA, at Lime Rock, Watkins Glen, and Put-In Bay.

Here's an update on those races:

Lime Rock hosted Historics racing, which included a number of classic MGs.

Some good racing at **Watkins Glen**, with the first couple of days in good, dry weather. But by Sunday the heavy and persistent rains had arrived, which made the racing much more difficult. The flagship Collier Cup race for MGs only was a disappointment, with only 16 entries – a very poor turnout compared to other marque specific races. The Bugatti race had 30 entries, and the Alfa Romeo race over 40 entries.

There are some strong words on this topic in the latest MG VR Newsletter

The Collier Cup, voted by the drivers, was awarded to Joe Puma, based on largely on patience and persistence through adversity. – Here's Dave's write-up:

JOE PUMA, 2022 COLLIER CUP WINNER

Joe purchased his 1967 MG Midget for \$800 as a rolling shell somewhere around 2005. He built it into a race car himself and it's first race was at the Canadian Vintage Grand Prix in 2011. Joe raced his car in the Great-Lakes/Eastern US area - Mid Ohio, Pitt-Race, Mosport, Lime Rock, Thompson, Summit Point and of course Watkins Glen. Being from Buffalo, The Glen was his home track. The car was damaged at Watkins Glen in 2016 when he spun and bounced off the outside tire wall in turn 6. The damage was predominantly to the body - drivers side front fender, door, rear wing & boot and the unibody tub was tweaked enough



to require straightening. As Joe got into the repairs, he found the engine mounts had broken loose and the motor bounced off the inner fender damaging the carbs, intake manifold, exhaust manifold & front plate. Working himself, It took Joe about 3 years to repair the car. New front & rear fenders, new door, a lot of pounding, welding, body work and new paint. Oddly he found the Mk III midget only used rare "square" wheel arch rear fenders. But the MG family came to the rescue and he found parts in Canada to finish the car. His first race back was VRG at Pitt-Race in September 2019. "It was an awesome

feeling to be back on the false grid, engine barking and enjoying that feeling that we all know so well before starting a race" he said. But it was short lived because the intake manifold was cracked and Joe only got a couple laps in before the engine became very unhappy. The COVID pandemic cancelled his racing until nearly 2 years later at the PVGP Historics.



Since then, Joe has been smiling and back in the seat at The Glen, PGVP and Mosport. Joe's story is the personification of our MG Spirit and a worthy recipient of this years Collier Cup. Like so many before him, we say "Congratulations, Well Done. - Joe Puma MG Midget #17"

Put-In Bay is a small village on the South Bass Island in Lake Erie, Ohio. – Village or not, it actually hosts classic car racing every year since 2009.

Dave Smith and MGA racer **Chris Meyers** prepared a report on this year's 4 day event, which included racing on 21st and 22nd September. Over 130 cars were entered, - an amazing turnout for an event that requires a ferry trip even to get there!

The races contained a large contingent of classic MGs and Triumphs. From the reports, a good time was had by all, in fine, dry weather.

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 1st and 4th of September 2023.

Future Events

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 has almost completed 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:



Lake District and Forest of Bowland, Lancashire **OVER 60 MGA's HAVE ALREADY BOOKED!**

The MGA Register is pleased to announce that although our hotel is now full, there is still an opportunity for you to join us on this wonderful weekend! **Sixty** MGA's have now already booked on the event in just three weeks following release.

Our base is the sumptuous Lancaster House Hotel, located just south of Lancaster (LA1 4GJ). 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 are still able to accept **up to 10 further entries** for the two scenic and interesting Tours and for our dining, due to the fact that the Function Room at the Lancaster House Hotel can seat up to 132. So, although you may be staying close by (there are plenty of nearby hotels) you can still join the Tour group, as follows:

- Optional Friday evening 'Welcome Buffet dinner' and social occasion at the Lancaster House Hotel. Meet your fellow MGA people!
- Saturday Tour of the Forest of Bowland
- Optional Saturday evening Gala Dinner at the Lancaster House Hotel
- Sunday Tour of the Lake District
- Optional Sunday evening 'Looking Back at the Lakes' buffet dinner at the Lancaster House Hotel.

Dining Rates

- Optional on Friday and Sunday evenings will be a buffet/ informal dinner at £28.00 per head. A great opportunity to meet other MGA folks, and reflect on the day's activities. *Also the Event 'signing-on' will be at the buffet on the Friday evening, when you will be given your Route Pack.*
- Optional Saturday Evening Gala Dinner: £32.50 per person. 3 Course menu. A formal event full of like-minded people!

Terms of Booking

Please note that even if you are not staying in the main Tour hotel you will still need to complete an Entry Form (details below) and pay the Entry Fee prior to the event. Numbers will be limited to a total of 66 - 70 cars. Meals will need to be paid for on the Friday evening at the Welcome Buffet.

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. Find a hotel close by (our main hotel is at Bailrigg, Lancaster LA1 4GJ) and book your room. Try Booking.com etc.
4. The Tour Entry Form is in the EVENTS section of the MGA Register website. Please complete and print that entry form, and send it with your cheque for the Entry Fee to Jon Pollard as instructed on the form. You need to book both your Hotel and the Tours. (Be sure to select the correct Tour – there are two bookings in progress at present!)



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!!

Lancaster House Hotel, Lancaster

Special Notice: Already, there are more rooms booked at Lancaster House under the MGA Register offer than there are bookings for the Tours (?).

This means that some people have booked the hotel, but not yet sent their Tour Booking form (and entry fee) to the MGA Register Organiser, Jon Pollard. That means you are NOT included on the Tours.

Have YOU sent in your entry form and cheque?

If you wish to confirm that you are on the Tours (and not just having a weekend in Lancaster!) contact the organiser at jonknutsford@gmail.com asap.

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

**** That's NEXT WEEKEND, Folks! ****

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, - but only until 10th November. Use discount code **N22CC113**.

See www.necclassiccarshow.com for more details.

Historic Transport Talk – Cockermouth – Thursday 10th November 2022

MGA Register Archivist (and Cumbrian native) **Howard Quayle** tells us:

This may be of interest to readers in Cumbria, especially now that the dark nights have arrived.

A talk / presentation - Motor Transport 1900-1939- is being given to Lorton & Derwent Fells Local History Society, details as follows:

Date/Time: Thursday 10 November/7.30pm

Venue: Yew Tree Hall, High Lorton, Cockermouth, CA13 9U

Entry (to non-society members): £3

Dr Jean Turnbull (formerly Senior Lecturer at the Centre for North-West Regional Studies at Lancaster University) is giving the talk, based on her recent book on this motoring topic.

This is a fascinating book, mainly covering pre-war motor transport in Westmorland (including motor sports and early garages), and, having known Jean for many years, it will be an evening well-worth turning out for in the high fells !

MGA Day 2023 – Gloucester Warwickshire Steam Railway, 6th August 2023

MGA Day 2023 will follow the usual format of a "Turn Up On The Day" picnic, and will be held at the Gloucester Warwickshire Steam Railway near Cheltenham, (GL54 5DT) on Sunday 6th August 2023.

More news nearer the time.

MGA Autumn Tour 2023 – Oxfordshire, 29th September to 1st October

The “Cotswolds Caper”, Sudbury House Hotel, Farringdon, SN7 7AA

Tour organiser **Tony Bratt** writes:

The venue for the Autumn Tour 2023 will be Sudbury House Hotel, 56 London Street, Farringdon, Oxfordshire, SN7 7AA, where we have provisionally booked the entire hotel – 50 Rooms!



Sudbury House Hotel

The Saturday and Sunday tours will offer the opportunities to visit Kimber House, if you have never been, as well as the beauty of the Cotswold villages and for the adventurous - a dash to the British Motor Museum at Gaydon.

For the 2 main dates of Friday 29th and Saturday 30th September 2023, rates will be: £185 double / £150 single per night so £370 double and £300 single for the 2 nights. There will be an informal buffet meal on the Friday night and our traditional 3 course meal Gala Dinner on the Saturday night. These are both included in the “Dinner & B&B” rates quoted above.

For the Sunday night the rate is £175.00 double / £140 single occupancy for an informal dinner on the Sunday night. Based on the successful Autumn '22 tour in Chichester, it appears that most members prefer to dine in for 3 nights.

The hotel will require a £30 non-returnable deposit. Please specify whether you will be staying and dining for two nights or three. The hotel will ask you the same question. Booking for the Autumn Tour 2023 will be open from 7th November 2022..

To book your accommodation and meals (only) please contact the hotel on 01367 241272. In addition to booking accommodation, you will need to complete the MGA Register Tour Entry form which can be found in the Events section of the MGA Register website, and at the end of this Newsletter.

Alternatively, members can contact the organiser Tony Bratt to get an entry form. Phone 07771 947247, e-mail brattanthony@aol.com

Please send booking forms and cheques for the tour entry fee by post to Tony at 47 Greenwood Avenue, Chinnor, Oxfordshire, OX39 4HW

With the Spring 2023 Tour around Lakes and Mountains, based at Lancaster booked for 19th to 21st May, next year is already looking like a good year for MGA Events.

More news in future editions of this eNewsletter, and in the events section of the web site.

The Nature of Future MGA and MG Events

In the September eNewsletter, I reflected on the cancellation of the combined MG and Triumph Day 2022 at Stafford (originally planned for 19th to 22nd August). Although the decision to cancel the event was undoubtedly the correct one in the light of very low advance ticket sales – I asked for readers’ thoughts on what this lack of interest in that event tells us about the future of events like this? The questions asked were:

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?
- The response to my questions was positively deafening. – I got just 1 reply (Thanks, Joe!) Undeterred by this apparent setback, my colleague **George Dutton** asked for members' feedback on the topic at the MGA Register AGM at Chichester, as follows:

Members were asked by a show of hands, to take a part in a short survey for the guidance of future event planning.

How far would you travel one way to a one-day event? Majority up to 100 miles.

How far would you travel one way for a weekend event? Majority up to 150 miles

What are you prepared to pay for a hotel room for 2 people including dinner bed and breakfast? Majority £175 per night with a maximum of £200 per night.

Would you take part in mid-week touring events? Majority yes, but with reservations as to the impact on members with jobs.

I rather doubt that anyone would take any commercial risk in organising any event based on these responses, - which suggests that MGA Register-led events for 2023 will be limited to:

- Spring Tour - 19th to 21st May, based in Lancaster
- Autumn Tour – 29th September to 1st October, based in Faringdon, Oxford
- Scottish MGA Day – A one-day tour, probably the last Sunday in July (tbc).
- MGA Day – "Turn Up On The Day" picnic at Gloucester Warwickshire Steam Railway (Cheltenham, GL54 5DT) on Sunday 6th August 2023.

Get the dates in your diaries, folks. Bookings for the two weekend tours are open NOW.

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 for this event started on **1st October 2022**.

MG Centenary Celebrations – 2023 and 2024

Here's an update on MG100 from **Howard Quayle** and Project Co-Ordinator **Roger King**, The Centenary Year for the MG Car Club alone will cover 2023 until mid-2024. In conjunction with our partners - the MG Owners Club, The Octagon MG Car Club, the Early MG Society, and the MG T Society - we will open the year with a major event at the British Motor Museum, Gaydon, on 27 May. Recent experience with the MG60 event suggests that space will be at a premium, given the forecast attendance of over 2000 cars. However, the BMM is confident that this level of attendance can be satisfactorily managed. A provisional site plan has been prepared, to include a timeline of MG models, but limited to 50 cars because of space constraints. The Octagon and T organisations are organising the timeline.

Details of this event are planned to appear in December's **Safety Fast!**, Enjoying MG, and other partner magazines. A May 27 2023 website is being set up, to exclusively promote MG100, and should be operational in early November. All tickets will be sold through the website, including entry to the various road runs being organised (see below). The cost of a ticket to the event at Gaydon will be £10 per person, with an additional £18-£20 per car for the road runs.

Three runs to BMM Gaydon are planned, with the ones from Abingdon and Longbridge managed by the MGCC. Management of the planned run starting from the Leicester area still to be confirmed. Planning for the Abingdon run is well-advanced, the route incorporating the original MG test circuit from the factory. The Route Book cover has already been designed, and accepted by all the partners as the "standard" for the other runs. Road Run plates will be available. Route Book printing and plate production will be handled by the MGOC's designers. The runs are scheduled to arrive in the central arena at BMM Gaydon around 11.0am, with participating cars directed to reserved parking.

An MG100 gala dinner is planned for the evening of 27 May, to be held in the Sky Suite at BMM Gaydon. There will be a guest speaker from the classic car world, and tickets for the evening will be available through the event website.

For the MGCC alone, the Centenary programme starts with the central Oxford "showroom" event on 1 June, marking the first appearance of Cecil Kimber's **Morris Garages Sports Special**. (This event was covered in the last Newsletter). The MGCC's own Centenary website is now being developed, to contain details of all worldwide centenary events. It will include a Google map with embedded markers to UK and world-wide events, providing links to event details. A process whereby CRBs, both in the UK and elsewhere, can input data into this central resource is being developed.

Centenary events will continue until mid-2024, to provide a year of celebrations, hopefully continuing to work with the partner clubs. More information about these events will be provided in future editions of this Newsletter and in **Safety Fast!** and other publications.

Notable Journeys

Charlotte Vowden's Round Britain Tour

We have a nomination for the 2023 MGA Notable Journey.

In the July edition of this Newsletter, we read about **Charlotte Vowden**, who completed the 4 Points Challenge in 47 hours, covering 2000 miles in total, in her MGA Roadster FRISKY. The 4 point challenge goes to the Northernmost (Dunnett Head, Caithness), Southernmost (Lizard Point, Cornwall), Easternmost (Ness Point, Lowestoft), and Westernmost (Ardnamurchan Lighthouse, Acharacle, Argyll) points of the mainland.

You can see the full story in the November 2022 edition of Practical Classics magazine.

The tour raised £6,000 for the Herts and Beds SERV Blood Bikers charity, including donations following her appearance in this Newsletter.

The winner of the 2022 MGA Notable Journey will be announced early in 2023.

Help Wanted

First – the GOOD News. –

We have found “volunteer organisers” for the main MGA tours in 2024 – Spring and Autumn. Plans are at a very early stage, but we have “agreement in principle” with suitable venues. – The hard negotiation starts here!

Looking at other roles and Committee tasks, in the report on the AGM I noted that **Lambert Dopping-Hepenstal** has been elected to the MGA Register Committee as our new Technical Adviser, and that **Joe Walsh** has agreed to take responsibility for the MGA Register website.

On behalf of all Register members, our thanks to Lambert and Joe.

Two roles filled, but still three more to go

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. Two formal meetings per year are currently held in person at Kimber House although the use of virtual meetings is likely to become more widespread.
- **MGA Registrar.** This role is responsible for maintaining our master database of MGA cars, current and historical. – That database includes information on VIN numbers, registration numbers, build dates, “as built” colour and current colour, serial numbers of major units (engine, body, gearbox etc). The database is not limited to cars owned by MGA Register members, but extends to maintaining records of all cars known to be still in existence. With this information, the Registrar can assist current and potential MGA owners with information about the history of those cars. By providing validated data, the Registrar also helps MGA owners in negotiations with the DVLA when those owners are attempting to get registration numbers re-instated (UK “barn-finds”) or new age-related registration numbers allocated (restored imports).

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.

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!”)

Living with an MGA

House Moves (?)

John Bray has sent us the ultimate demonstration that the MGA really is the only car you need. – It can do anything any SUV or estate car can do, - but in a bit more style. Here's John's story and the photographic evidence from the early 1970's:



This was taken when my parents donated their old three piece suite to me when I left home as they knew we couldn't afford to purchase anything new. We managed to get the two armchairs on the MGA and the sofa on the roof of the Ford Cortina. We drove the 50 miles at night as we thought there was less chance of being stopped by the Police.

At the time the MGA was my everyday car, I worked as a Scientific Officer (Chemist)

for Eastern Gas which meant I needed to be contactable and so had to have a communication radio installed, you can see the aerial fitted to the rear bumper over-rider. The MGA was also my competition car used at weekends for auto-tests, sprints, and racing.

Editor's Note: - In the early 80s I moved to the Netherlands in a single ferry trip, using a Mini van. – I didn't have much to move, in fairness!

Or - An ALTERNATIVE Way of Moving House?

If John's method of removals does not give you QUITE as much space as you need, here's an alternative approach, sent to me by **Stuart Mumby** and (USA MGA owner) **Nik Kopernik**, which may be of interest.



The trailer was built from a selection of used MGA parts (so it is certainly NOT a "matching numbers" vehicle!)

The following is a link to a Youtube video about the build:

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

And here's a link to the discussion on the MG Experience website:

<https://www.mgexp.com/forum/mga-forum.2/make-a-wish-mga-trailer.4432895/>

The finished trailer sold for \$3,300 – all of that to the Make A Wish Foundation

MGA Register - Member Focus on Geoff Barron

(Acting MGA Register Secretary, and former Register Chairman) **George Dutton** writes:

At our AGM held at Chichester on 30th September, a vote of thanks to **Geoff Barron** was proposed and agreed unanimously. To those who do not know him well, Geoff is genuinely the Register's most versatile and longest serving member. His individual contributions are recorded in the chapters of our 50th anniversary book, The MGA Register – The First Fifty Years, although there is no overall summary of his continuous service and wide-ranging capabilities.

Geoff joined the Committee in 1984 taking on the role of "Safety Fast!" correspondent for just one year before becoming the Register's Secretary supporting our founding Chairman Dennis Ogborn for the next 10 years. During this period, Geoff took the lead to establish the MGA Register Rebuild Seminars held five times between 1988 and 1994 at Charters Comprehensive School, Ascot. These events were well supported with typically 70 members taking part.

Practical presentations were given by companies specialising in restoration work such as chassis welding, gearbox overhaul and trimming. Getting everything together and on time for these seminars was a credit to Geoff's ability in planning and logistics. In 1990 Geoff himself gave presentations on the disassembly of the MGA body at the Olympia Classic Car Show over the weekend 14th to 16th April.

Following the death of Dennis Ogborn, Geoff was elected to the position of Chairman in 1995. By this time, he had completed his own restorations of two MGAs, a white 1600 roadster and his black Twin Cam roadster. The Twin Cam was resprayed in his own garage using two-pack paint!

Under Geoff's chairmanship, the Register began to attract interest from MGA owners beyond the Thames valley when MGA Days were held at the Shuttleworth Collection, Duxford Museum and Bletchley Park. His 1999 South-North Run from St. Albans visiting Beamish in County Durham, the Lake District and Cheshire is now seen as a turning point in meeting the needs of MGA owners who now wished to tour with their newly restored and reliable cars.

Geoff asked me if I would take on the job of Chairman with effect from the 2002 AGM whilst he remained on the committee as Technical Adviser. Together we set about planning for the upcoming 50th anniversary of the introduction of the MGA. He was the inspiration and organiser of the ambitious, 14-day, 2500 mile "Round Britain Tour"

Geoff has continued to take part in MGA Register events and will always share his knowledge of the cars and how to keep them running with anyone, anywhere and at any time, day or night. Thank you, Geoff and Pam, for making the MGA Register the success story that it is today.



Geoff and Pam setting out from Land's End (2015) Round Britain (2005) Portmerion



Round Britain (2005) Abingdon – The END Round Britain (2005) Stein, Isle of Skye
 Photos: Stein Inn and Lands End 2015 George Dutton. Abingdon and Portmerion Geoff Jebb

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/>

Wiring Woes (and “Always disconnect the battery!”)

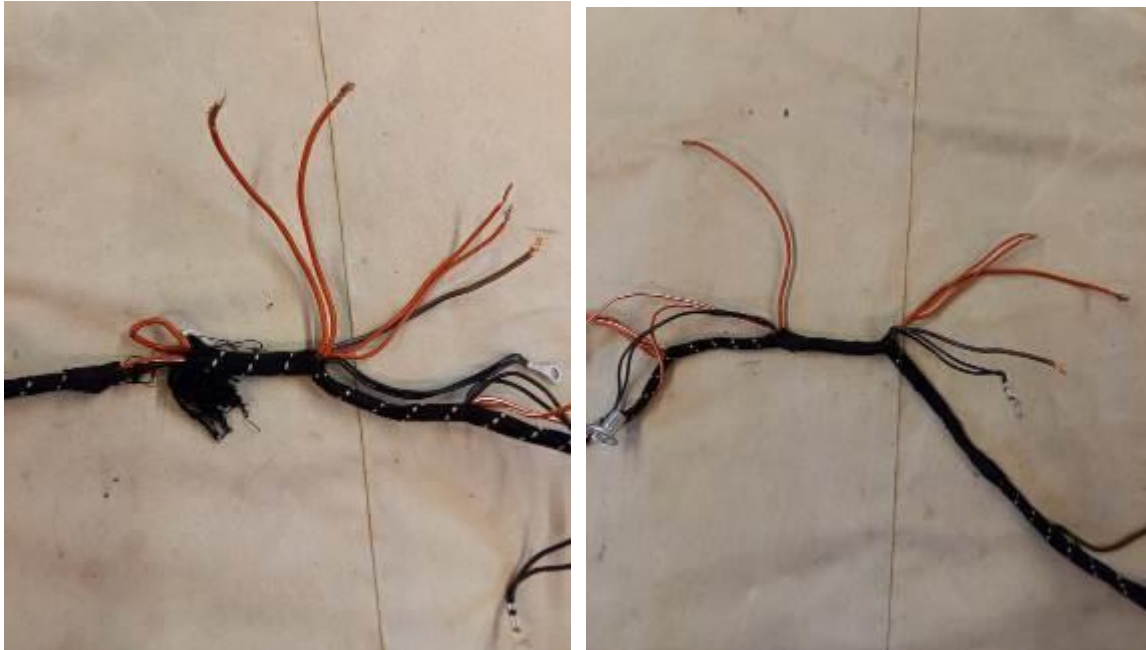
We read in the September edition of Dave Holden’s second restoration of the same MGA. To read that story, everything went (almost) to plan? But late in the project Dave and his apprentice encountered problems with the electrics.

The story starts with a brand new wiring harness, purchased from a reputable source. When I installed the (new) harness, the sidelights didn’t work. After much head scratching, we discovered that the 4 red wires that go to the lighting switch were the source of the problem, *in addition to a misleading red wire that exits the harness with the red and yellow wire for the foglamp switch*. We discovered that two of the reds to the switch were actually the same wire that went into the harness, *turned round and exited at the same point* (see photo). What should have happened was that the ‘fog lamp’ red was not the feed to the fog switch, but should go to the lighting switch - a continuity test showed this to be the feed to the sidelights. One of the pair of reds should have gone to the fog lamp switch.

The whole thing was misleading due to the positions and lengths of the many reds.

The issue is that the fog red/yellow and the red exiting next to it are on the main harness; the 4 reds are on the dash harness, so the two harnesses join at the lighting switch.

It would have helped if the 'fog' red had been labelled as 'to switch'..... Then two of 4 reds should have been split, which would have removed some of the confusion. For sure, that thicker red wire that loops round in the harness (!) to come out of the harness where it went in is pretty tricky. One end of that thicker red wire should have exited the harness "downstream" alongside the fog lamp feed, thereby connecting the two switches (so that the fog lamps can ONLY be switched ON when the sidelights are ON?). And the thinner red wire that LOOKED LIKE it was supporting the fog light switch should actually have come out at the lighting switch?



First photo (left) shows the 4 wires exiting the harness with the braiding removed; the loop is also visible

Second photo (right) shows one of the pair of thicker reds re-routed to further along the harness to line up with the foglamp switch, and the harness taped over with cloth self-adhesive tape

Compressors and Air Tools – Part 1

We read in the September eNewsletter of **Dave Holden's** second restoration of his Roadster 668 LME.

Having restored a number of cars over the past 40 years or so (usually only the once for each car!) Dave has learned a few lessons about the selection and use of tools and equipment.

The following article is the first piece of Dave's thoughts and experiences on the use of air tools. This article on the choice of a compressor, and the next edition will cover the choice of air-powered tools.

In this piece I propose to cover what to look for when considering buying an air compressor and tools for the home workshop. I should point out that in some cases, mains-electric or battery-powered tools might be the preferred choice, certainly when it comes to running costs compared to running a 2 or more horse power (= 3 kilowatts electricity consumption, or £1 per hour at today's capped prices!) motor, but there are occasions when air power is preferable. Sod's law invariably means that rechargeable batteries have faded when they are needed; electricity brings with it certain dangers when fluids are present. Air power gets round these, and in many cases offers suitable answers to working in confined spaces;

additionally, because they are usually activated by a 'dead man's trigger', they immediately stop when released, but more of all that later.

Before proceeding, it's worth defining the jargon that forms part of the buying specification for compressors and tools, some of it obvious, some less so, so for completeness:

P.S.I. – Pounds per square inch relating to operating pressures of the equipment.

Piston displacement or **swept volume** – the mathematical volume of air passing through at running rpm.

C.F.M. – Cubic feet per minute, specifying the size of compressor and consumption of air tools. This, for me, is one of the more important values, but is often one that is overlooked, and that will be covered in some detail later.

F.A.D. – Free air delivered. This is the air volume at working pressure. This is the air consumption when tool is being used, for example 4 cfm at 90 psi, again, detail later.

Line drop – When using an air-line, the pressure at the end will be lower than that at the compressor pump. An important consideration when using small diameter hoses.

Receiver – The air tank.

B.S.P. – British Standard Pipe thread used generally on fittings. Usually tapered, but not always so. The most common size for tools is 1/4"; for fixed lines 1/2". Sometimes 1/8" will be found on gauges, and 3/8" on some filters and traps. The number refers to the internal diameter of the pipe, not O.D. as we are used to seeing on bolts. The system features adaptors and bushes which connect dissimilar sizes. A few wraps of PTFE pipe tape when assembling prevents leaks.

Dew point – This is important. It is a feature of air that when compressed it gets hot. As it cools, condensation forms. Compressors feature traps to remove the condensate. The further away the pressure reduction, the more condensate will emerge. If a long air-line is being used, it can be worthwhile installing a trap halfway along the line, for example if a permanent line is to be run round the workshop, fit a trap where a flexible line is connected.

Receiver drain – Following on from the above, condensate will appear in the receiver during use, which needs to be drained frequently both to reduce condensed water vapour in the system and to reduce rust forming in the receiver which could damage it.

Lubricator – This should be fitted to add atomised oil in the airlines when using tools and thus keeping them in good internal condition, in addition to keeping corrosion at bay. In addition, an odd drop of oil should be put in the tools after use. Never oil a paint spray gun or use it on an oiled line. Paint and oil are not good friends. Similar comments apply to grit blasting guns.

So, that's the jargon out of the way. Let's assume you want to buy a compressor. What specification do you want? My sincere advice is to go for as big as possible. There's little doubt that sooner or later you'll want to use an air tool that demands more air than the compressor can deliver, and you'll regret buying a small one. You read it here!

In the U.K., the biggest electric motor that can normally be operated on single phase Domestic 240 volt mains via a 13 amp 3-pin plug is 2.2 H.P output, which will consume 3 kilowatts of electricity (13 amps * 240 volts = 3120 watts). Sure, there are exceptional circumstances, but keep things straightforward.

That 2.2 H.P. motor will power a compressor rated up to about 12 cfm. (Note that with a compressor this size there may be circumstances when an anti-surge fuse might need to be incorporated in the domestic consumer unit).

Any bigger than 2.2 H.P will need to have a higher capacity electrical supply installed as found on appliances like an electric cooker, but realistically a 12 cfm unit will be adequate for our needs. Avoid attempts to use a 3-phase, 415 volt unit.

Even though 3 to single phase converters are available, by the time they've been bought and fitted, cost will be higher and I'm told that the sought after power is reduced.

It must be understood that the piston displacement of 12 cfm reduces to approx. 9 cfm FAD when the air is compressed to working pressure, so the maximum air tool that could be used needs to be below 9 cfm, and by the time allowances are made for line drop, compressor wear and inevitable leaks, that figure drops accordingly. We'll come back to air tool consumption shortly.

The compressor needs to have a reasonable receiver of about 50 or 60 litres to help even out fluctuation and to have a little bit in reserve for occasional high demand.

Most commercially available compressors have a capacity of 150 psi irrespective of their cfm rating. It is a common misconception to think that because the receiver is charged to 150 psi, that will give enough air to power a thirsty tool. It won't, well not for long anyway. In short time it will empty and you'll be waiting for it to charge again. If paint spraying is being undertaken, a continuous supply of air at the right pressure is needed to achieve even a passable result. As W.O. Bentley once observed (albeit on a different topic) 'There's no substitute for inches!'

A pressure regulator needs to be fitted to reduce air in the receiver to approx. 45 psi for spraying and 90 psi for other tools. Again, commercially available units will come with a regulator fitted. They will also be fitted with a pressure switch control.

What happens on start-up (zero pressure) is that initially the motor runs against minimal load until pressure is built up, at which point the unit switches off and the pressure in the link between pump and receiver releases automatically. Motors of this size can't start against a high internal air pressure. As the air is used, when it reaches a fixed lower setting (about 100 psi), the motor trips in, the relief valve closes and the motor can run against pressure to once again charge the receiver.

So, my recommended compressor specification is 12 cfm, 13 amp, 240 volt, 60 litre receiver, fitted with a reduction regulator. At this size, the pump is likely to be twin cylinder, which tends to run quieter and smoother than single cylinder ones, so go for a twin. For paint spraying, a condensation trap needs to be fitted, with the air take off after that. For using air tools, a lubricator with correct oil needs to be fitted AFTER the condensate trap. Two air lines are needed, one 'clean' for paint, the other oily for tools, fitted and designated to that effect.



It is convenient to use quick-release air-line and tool couplings, with a male fitting on the tool, a female connector on the end of the air line. The photo shows the general layout.

On the subject of air hoses, opt for 5/16" bore braided. Using this diameter, assuming a set air pressure of 45 psi and a hose length of 25ft, there will be a line drop of 4-5 psi. Using 1/4" bore would give a drop of 13 psi, so operating pressure would need to be increased and the FAD likewise; a vicious circle.

A typical compressor set-up

Next time: Selection of air-powered tools for home and DIY use.

Technical Topics

Carburettor Fuel Pipes

Member **Graham Howell** reminds us that with modern fuel formulations the steel-braided flexible fuel pipes into the rear carburettor and between the rear and front carburettors can deteriorate to the extent of catastrophic failure:

I thought it would be a good idea to remind all our members about the importance of renewing the two fuel flexibles regularly in light of the new fuels we are now committed to use.

I have been in communication with Bob West (bobwestclassiccars.co.uk) and he has in stock new flexes that have been made to withstand the new fuels, but as Bob says he recommends that these are changed every 5 years. The problem being is that you cannot tell what's going on inside the stainless steel outer cover. The penalty for not changing these vital pipes is that one may fail and then fuel will leak over the engine probably with a devastating fire.

Do you wish to risk losing your car in a fire for the sake of changing the pipes. Prevention is better than cure.

If you have never changed these pipes, just do it NOW!!

(Bob West can be contacted on 01977 703828, or 07919 347320. – He does not use e-mail.)

MGA Roadster Windscreen Reflections

(Newsletter Editor **Brendan Leach** writes)

When driving along on a sunny day as you drive along tree-lined roads, as the light and shadow changes you might see what rather looks like steam coming up from the front edge of the bonnet? – It's a "optical illusion" caused by the reflection of the top of the (painted) dashboard and chrome fittings in the windscreen. On most MGA Roadsters (all except the Mk II) the top of the dashboard is a glossy, painted surface, of course.

Here's a quick and easy solution I made from a spare length of rubber floor mat material.



I don't claim credit for the idea. – I saw it on a white 1500 at a show in Blackpool earlier this summer. – If the owner of that car is reader of this Newsletter, please let me know and I will happily give full credit where it is due!

Handy Tip: Don't even TRY to make this mat by measuring up the top of the dash to get the sizes. – The compound curves of the panel mean it is almost impossible to get it right. – Better to simply make a template from a spare piece of wallpaper, or from a piece of aluminium foil.

(Note the gallon can of Castrol XL in the footwell, ready for the planned oil-change!)

Replacement "Glass" for Roadster Side Screens

Reader **Richard Homer** asks if readers have any experiences of replacing the "Perspex" (only) in the roadster side-screens.....

I am looking for someone -or a company- who are able to put new Perspex into my side-screens.

My side-screens are very good excepting the present Perspex which I think is thinner than the original material, is not particularly flat and hence distorts vision in the side mirror and has also become scratched.

Would you be kind enough to mention in a forthcoming MGA newsletter that I am looking for somebody who is able to replace the Perspex to the original standard.

Any comments, or advice, anyone?

Let me know and I will forward all replies to Richard.

(Editor's Comment: Replacing the plastic without splitting the frame is probably impossible. Maybe a previous owner has used thinner material and managed to bend it just enough to fit the frame?)

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.



And a third reader, **Ashley Stamford-Plowes**, has asked Stuart for any information about a car his father owned, 689 LML .

If anyone can help with news of any 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

1. Chrome Screen Top Rail - £40
2. PAIR of Chrome Windscreen Side Supports (1 needs rechroming) - £80
3. 1500 gearbox (with the "fine" spline on first motion shaft) – For rebuild - £40
4. PAIR of sill finishers with clips - £25
5. Indoor Carcoon, suitable for large car (e.g. Jaguar XK) incl. charger £150
6. Indoor soft car cover – Red £30
7. Serviceable DON Car Hood in Black Vinyl £40
8. RESTORED Oil and Water Gauge (Smiths). New water tube and bulb incl. - £50

(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



Pair of genuine BMC rear hub bearing carriers, Part No. ATB7352 - £125 the PAIR, plus postage £8.50 2nd Class signed for. (Brown & Gammons price £108 each)

Correct box spanner, size 1" and 61/64"AF (i.e 125/64ths !)to fit the hub nuts, essential in applying the correct torque setting, £20, plus postage £4.45 2nd Class signed for.

Contact: derekwatucker@hotmail.com

For Sale

1961 MGA 1600 MK 11 Coupe



One owner since 2002
Originally LHD export to USA. UK registered in 1989. RHD conversion. Full bodywork and mechanical restoration. Engine fully reconditioned by Classic and Race June 2015. Wire wheels conversion. Brand new interior – seats (black leather with red piping), trim, carpet and dash top. BMIHT certificate.
£17,500

Contact **Derek Edwards** on 07850 410830
email: edwards.mgmadness@ntlworld.com

1960 MGA 1600 MK1 Roadster (below)



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 (right)

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
MGA roadster, May 1956.



Numbers matching home market car. Barnfind 2005, full restoration completed 2015 with photo's, professional engine and gearbox rebuild, early production features retained. Britax BMC life lok belts fitted, Original black, white piping leather seats. Photo record of original find and restoration. Copy of Oxfordshire County Council licensing record plus British motor heritage Trust certificate. Please contact for further details. £22995. Offers. (Potters Bar, Hertfordshire)

Contact **Andy Ginter**. - [Tel:07811836694](tel:07811836694) email: andy.ginter@sky.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, lugg. 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



For Sale

- MGA Gold Seal Engine 1600cc for rebuild (inc distr, clutch and screw on oil filter) £50
- MGA Pair H4 1.5in Carburettors (recon 2015) £100
- MGA Inlet manifold £20
- MGA 1600 Prop Shaft (to fit Sierra gearbox) £25
- MGA Jaeger mech rev counter RN2350/01 and cable £45
- MGB standard 5 bearing gearbox (circa 1978) £75
- LUCAS Starter Motor 12V plus solenoid £20
- MGB Recon Alternator ACR type £25
- SU AUA25 electronic Fuel Pump £20

Also Chrome spoke steering wheel, Pair Wipac spotlights, 1" dia badge bar, pair static Securon seat belts, pair original Halfords Ramps. – Make me an offer!



More info /photos available.

All items used.

Free collection, or all items plus delivery.

Contact **Mike Sumpster** 0771 322255 or mike_sumpster@btinternet.com (Cambridge area)

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

In the September eNewsletter we told the story of **Peter Leyland's** Twin Cam YDI/2423 (XLE 40), - which he won in a raffle!.

Peter asked for Newsletter readers' input in his attempts to complete the history of the car, and since then has been contacted by **Dick Gough**, - himself a Twin Cam owner in the 60's, who had pictures of XLE 40 racing at Silverstone given to him by then owner and racer Roger Andreason when Roger bought a Twin Cam engine from Dick. That engine came from a Twin Cam Dick had "damaged beyond economic repair".

Peter believes that engine Dick sold is still in existence, and has recently passed into the hands of another eNewsletter reader, who has plans to install it in a Coupe. It looks like these old engines never really die – they just increase in value!

As Peter told us in September, the car was finally passed down to Roger and Judy Andreason's son Rolf, who had the car restored to its original racing condition at the TVR Service and Restoration Centre near Blackpool as a tribute to his parents. – (This was when Dick's "spare" engine moved to it's latest ownership.)



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

Thanks to Dick for this latest piece of information, and if any other readers (or racers!) have any anecdotes, information or photos on this fascinating car 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, are now available again, 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.

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, November 2022

Appendix 1 – Entry Form Autumn 2023 Tour

MGA REGISTER

“The Cotswolds Caper”

Farringdon, Oxfordshire

Fri. 29th Sept. to Sun 1st Oct.
2023



Driver's Name: _____

Navigator's Name: _____

Address: _____

Telephone: _____

e-mail: (please print) _____

MGCC Member No: _____

MGA Type: _____ Year: _____ Colour: _____ Reg. No: _____

*Please now delete all that do NOT apply

*I / we have booked our own accommodation arrangements

*I / we have booked accommodation at Sudbury House Hotel, 56 London Street, Farringdon

I / we will be joining the Dinners at Sudbury House Hotel on Fri / Sat* / Sun*

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 £25.00
per car (£50.00 FOR NON-MEMBERS)

**Please print and send this completed form with entry fee cheque to:
Tony Bratt, 47 Greenwood Avenue, Chinnor, Oxfordshire, OX39 4HW**



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 Privacy 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.

Appendix 2 – Notable Journey Nomination