



MGA REGISTER eNEWSLETTER
January 2023
WORLDWIDE CIRCULATION: 1058

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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 MGA 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 – "Happy New Year" to all, and the Prospects for 2023 look Bright

First of all, I would like to wish all readers a Happy New Year for 2023.

This year could be a busy one for all MG Enthusiasts, with the start of the MG Centenary celebrations. For MGA owners and enthusiasts, we have already got a lot of bookings for our Spring and Autumn Tours (Lancaster and Faringdon, Oxfordshire, respectively) and a number of other less formal events planned. – More details later in this Newsletter.

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

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, and we have an "Opinion Piece" which I hope will give food for discussion and debate.

Please keep your contributions coming – Everything is welcome.

Next edition will be issued during the first week of March 2023.

Brendan Leach

Editor – MGA Newsletter

News From Kimber House

Member Survey

The Exec Team at Kimber House is keen to gauge the needs and wants of Club Centres, Registers, and individual Members, and so has prepared a member survey to get that feedback. The survey contains just 12 questions, and should be completed in less than 10 minutes.

You can see and enter the survey at www.mgcc.co.uk/members/survey (but you will need your membership number in order to log-in to the survey). Closing date is 31st January 2023, and all completed surveys will be entered into a prize draw for a £50 voucher for the Club Shop.

MG Car Club Advantage Member Benefits

MG Car Club has negotiated special deals and discounts with a number of motoring-related companies, under the umbrella term of the **MG Car Club Advantage benefits package**. Companies participating so far include MG Motor UK, Opie Oils, Morton's Books, BOXO Tools, Blossoming Gifts, and Silverstone Interactive Museum, with a promise of more to come.

Dave Tynan wrote about this package in his column in December's Safety Fast! (page 7), and there is a full-page advert (page 14) in November's Safety Fast!. – plus, of course, full details on the MG Car Club website.

Other News

- Early December saw Kimber House hosting the annual lunch for ex-employees at MG's Abingdon works. As usual, there was much reminiscing about "the old days", with Wayne Scott recording some interesting conversations for an MGCC podcast. Orlando Vito worked on the line at Abingdon, including working on EX181. See www.mgpodcast.uk/episodes for an interview with Orlando (podcast # 78)
- Covid has taken its toll on Kimber House staffing in December, with three colleagues suffering, as well as some of the MGCC members who regularly volunteer there. The good news is that they are all now feeling better.
- The Marque of Friendship was awarded to Peter Neal, the long-serving Archivist at Kimber House. Peter was also an employee at the Abingdon Works for many years
- The Club is planning to install 2 EV chargers at Kimber House.

Reports on Recent Events

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

The annual NEC Classic Car Show, sponsored by Lancaster Insurance, took place over the weekend of **Friday 11th to Sunday 13th November**.

As usual, this was an excellent show, covering 5 halls of the NEC, with a wide variety of stall holders and exhibitors.

The MG Car Club had a number of stands, including stands for the MGF Register, ZR, ZS, ZT Register, FWD Register, the Young Members Group and MGs On Track, and all the (other) Car Clubs and Owners Groups were represented at the show. – But the show is about much more than just the cars.

Some of the stands and exhibitors that caught my eye included:

- A number of companies offering to “Electrify your Classic Car”
- A company offering heated windscreens for classic cars (maybe relevant for owners of MGA Coupes?). See www.heatedwindscreen.com
- Another organisation offering a structured way in which you can “offset your carbon emissions” on a “pence per mile travelled” should you wish to do so. – See www.net-hero.org (Note: FBHVC has a similar package to offset your emissions in conjunction with an organisation called Tree-V, should you wish to do so – see www.trees.fbhvc.co.uk)

I felt it was an excellent show, with the bonus that I achieved my targeted 10,000 steps for both Sunday and Monday in that one day!

The only downside of the event for me was the parking arrangements, which were pretty shambolic, in truth.

I covered 110 miles from home to junction 6 of the M42 in just 95 minutes (Sunday morning!) and then took 30 minutes to cover the final 2 miles to the car park, as attendants guided a single line of traffic to spaces. On departure, - again in single file – despite having pre-booked my ticket (including declaring my registration number) I was challenged for a documented “proof of booking”? “What happened to ANPR?”, you may wonder?

And all this for the “Pre-Booked, reduced” price of £12.65.

MG Events in North America during 2022 and 2023

Our honorary (that means “unpaid”) USA correspondent **Dave Nicholas** keeps me entertained with the regular MGVR Newsletter. MG VR stands for MG Vintage Racers, and as the name suggests it is not a group limited to MGAs.

Their November Newsletter contains a piece from the NAMGAR Magazine (NAMGAR is the North American MGA Register) written in 1933 by George Eyston, telling the story of how he broke 4 world records in a 750cc Midget by achieving average speeds of over 100 mph over 4 different distances at Montlhery, France in February 1931.

More recent race reports included a report from John Fontanella on the 2022 VRG “Turkey Bowl” Race on 18th to 20th November at Summit Point in West Virginia. This included a good contingent of MGAs, MGBs, and “modern” Midgets.

Plans are already taking shape for the Centenary racing at Lime Rock in Lakeville, Connecticut, over the Labor Day Weekend of 1st to 4th September 2023.

Our thanks to Dave for all of this information.

Dave publishes 12 MGVR Newsletters per year, and the December edition includes an interview with car designer Pete Brock (Cobra Daytona) advice from John Twist on laying up your car over the winter, and a story about a one-off sports car race in 1953 held near New York, the Callicoon races. Thanks for all of this, Dave.

Future Events

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

Plans 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) are progressing well. – Tour routes for the 2 days are now all but finalised, and our “local representatives” will be completing test-drives of those routes to check their correctness during January / February. If you have booked a place on the Tour you will have received update Bulletins from organiser Jon Pollard over recent weeks. Here’s Jon’s update on **that** tour:



Lake District and Forest of Bowland, Lancashire

Thanks to great support from our many ‘regulars’ and a whole host of new faces bringing their cars for the first time, **over 60 cars** have now entered for the **2023 MGA Centenary Spring Tour** “Lakes to Mountains”. This will take place over the weekend of 19th - 21st May. We will be visiting the **Lake District** (above) and the beautiful Forest of Bowland, Lancashire.

For the first time on an MGA Weekend Tour, a significant number of entries will also now be joining us from overseas, which will give us the feeling of a ‘European Event’ to add to the Centenary flavour!

Although our main base (Lancaster House Hotel, Lancaster) quickly sold out, it is still possible for you to join us by making your own hotel arrangements, as others are now doing. *Booking.com* is still showing availability in the same area as our main hotel, so please feel free to go ahead with your own accommodation arrangements. You might also wish to try *Airbnb*, perhaps by renting an entire place and extending your holiday!

THERE IS CURRENTLY ONLY SPACE FOR 6 MORE CARS; ENTRY TO THE EVENT WILL THEN BE CLOSED. Should you wish to join us, please remember to complete an Entry Form so that we know you're coming. Please find full details at <https://www.mgcc.co.uk/mga-register/events-in-2023/mga-spring-tour-2023/>

Make history by joining in what is shaping up to be the biggest weekend touring assembly of MGA's the UK has ever seen... or likely to see?
Now what an experience that's going to be, to kick off our Centenary year!



MG and Triumph Spares Day – Stoneleigh 12th February 2023

This popular event returns to Stoneleigh (CV8 2LH) on 12th February 2023.

Admission is £10 if purchased in advance, or £15 "on the day".

For more details, see

<https://www.naecstoneleigh.co.uk/events/the-international-mg-triumph-spares-day-2023/>

Drive It Day – 23rd April 2023

2023's Drive It Day will take place on Sunday 23rd April.

The overall event is organised and co-ordinated by the Federation of British Historic Vehicle Clubs (FBHVC), who sell commemorative vehicle plates for the event, with all profits going to the Childline Charity. Last year those sales raised £47,000 for Childline.

Prices start at £10 plus p&p for the standard plate up to £30 for a "platinum plate".

For more information, or to order a plate, see www.driveitday.co.uk, or phone 01708 223111 after 4th January. Ask your Natter leader what your group is planning for the day.

Oxfordshire MGOc "MGs In The Park" – 4th June 2023

The Oxfordshire branch of MG Owners Club have organised "MGs In The Park" at the Cotswold Wildlife Park near Burford OX18 4JP, for Sunday 4th June.

The park is 165 acres, and residents include penguins, meerkats, lions, crocodiles, red panda, and white rhino. There are numerous quality food outlets in the park. Dogs are welcome on leads and picnics are fine. No barbecues or stoves are allowed.

The show will include a Pride Of Ownership Competition, Car Of The Show Award, a road run around the Cotswolds, and many trade stands.

- **Free** entry to the Wildlife Park for MG and driver
- **Discounted** entry fee for MG passengers
- **Free** entry to the MG event once in the Park
- Event runs from 10am to 5pm; no need to pre-book.

For further details please contact:

MGOc Area Secretary - Pete McHugh areasecretary@oxfordshiremgoc.co.uk

MGOc Events Secretary - Peter Mapson eventssecretary@oxfordshiremgoc.co.uk

MG Centenary Celebrations – 2023 and 2024

The Centenary Year for the MG Car Club 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.

An advert containing details of this event appeared in December's **Safety Fast!**, Enjoying MG, and other partner magazines. A May 27 2023 website has been set up (see below), to exclusively promote MG100.

All tickets will be sold through the website, including entry to the various road runs being organised. 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. For more information on this "opening event" of the Centenary, see www.mgcentenary.co.uk

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**. - The 5 cars which will appear in that display have now been selected.

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 Centres, Registers, and Branches, 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.

For a full list of MG Car Club-connected Centenary events throughout the centenary Year (May 2023 to May 2024) go to www.mgcc.co.uk/mg100/



MG and Triumph 100 (formerly MG Live!) – Silverstone 10th and 11th June

The 2023 version of MG Live! will be a combined event with the Triumph Clubs, celebrating the Centenary of the 2 marques.

All the usual attractions of MG Live! will be there including a full program of racing on the full GP circuit, a timeline of MG and Triumph cars over the past 100 years, AutoSolo, trade stands, lifestyle marquee, and a live stage with continuous entertainment and music.

For more information, go to www.mgtriumph100.co.uk.

Camping will be available on site, for an extra charge.

Purchase your tickets **before 28th February, and get 20% discount** on the listed price (£37.50 becomes £30 for 1 day, or £50 becomes £40 for both days).

IN ADDITION TO THIS, MG Car Club Members can get a further £10 discount per ticket at any time. – Enter your MGCC Membership Number in the PROMO CODE box and be sure to press **Apply**. That will reduce the prices pre 28th February to £20 and £30 respectively (All tickets have a dreaded “booking fee” of about 7.5% of ticket value in addition to the ticket price!)

Fancy a Driving Tour of Austria, in Summer 2023?

Signing up for a tour, particularly an overseas tour, can be a bit of a step into the unknown and thus daunting – there is always some comfort in going with someone you know.

MGA Owner and MGA Register Member Joe Walsh has sent us the following piece:

Scenic Car Tours has been advertising some of its tours in recent editions of "Safety Fast" and would be delighted to welcome a contingent of MGs on its "Highlights of Austria" tour departing 23rd June 2023. Full details and an itinerary can be found here -

<https://www.sceniccartours.com/austria-highlights>

Joe Walsh is already booked onto the trip so it would be fantastic if other MG drivers (not just MGAs) could join him and make the "Hills Alive With the Sound of MGs".

Scenic Car Tours describe themselves as "old fashioned" in that they prefer to speak with people rather than have them book online. So for more information please contact James Wickenden on 01732 879171, or Joe Walsh at joe-walsh@hotmail.com

“Touring the Trossachs?” – Scottish MGA Day, 2nd July 2023

Paul Dean tells us that Scottish MGA Day 2023 will be held on Sunday 2nd July, and will be a driving tour of the Trossachs. – More news in the March edition of this Newsletter.

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

MGA Day 2023 will be held at the Gloucester Warwickshire Steam Railway near Cheltenham, (GL54 5DT) on Sunday 6th August 2023.

The day will follow the usual format of a “Turn Up On The Day” picnic, so no pre-booking will be required (just prayers for a dry and ideally sunny day!).

More news nearer the time.

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

The "Cotswolds Caper", Sudbury House Hotel, Farringdon, SN7 7AA

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! The tour has been organised by **Tony Bratt**.



Sudbury House Hotel

Here's **Tony's** status update....

The Tour will run from Friday 29th September to Sunday 1st October 2023 with runs on Saturday and Sunday taking in the best of the Cotswolds and the MG history surrounding Abingdon.

The Saturday and Sunday tours will offer 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.

As of mid-December there are only 12 rooms of 50 remaining at Sudbury House Hotel; 38 having been booked.

Booking the hotel accommodation only requires a £30 (non-refundable) deposit so if you want to be sure of being part of the main event, as we will have the whole hotel to ourselves, please do call soon and book.

Sudbury House Hotel - Farringdon. **01367 241272**.

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 and breakfast on the Monday morning.

So far we have 27 of 38 rooms for 3 nights, so the Sunday night should also be lively.

In addition to booking accommodation, you will need to complete the MGA Register entry form which can be found at the register website. *So that means that 8 members have booked the hotel but Tony has not received their entry form yet. – If you are not just looking for a romantic weekend in Farringdon (?) and want to join the tours, please check you have sent your Tour Entry Form and cheque to Tony.*

The entry form for the Autumn 2023 MGA tour is Appendix 1 to this Newsletter, so you can print it and complete it before returning it with your entry cheque.

Alternatively members can contact the organiser Tony Bratt to get an entry form.
Phone 07771 947247. e-mail to brattanthony@aol.com or by post to 47 Greenwood Avenue, Chinnor, Oxfordshire, OX39 4HW
More details on the Tour to follow in the New Year.

With the Spring 2023 Tour around Lakes and Mountains, based at Lancaster pretty well fully 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.

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 Final (?) Event – Brooklands on 17th and 18th June 2024

The South East Centre of MG Car Club has arranged for South East MG Day at Brooklands Circuit on 17th and 18th June 2024, which will probably be the final (UK) event of the MG Centenary year. They are looking for volunteers to help run the event on the 2 days. More news as we get it

MGA Register Committee Meeting – 26th November 2022

The MGA Register Committee met at Kimber House on 26th November, for their twice-yearly meeting. I doubt that readers of this Newsletter really want the details of the discussions – But if you do wish to read the formal Meeting Minutes they are on the MGA Register website now.

So I will simply summarise the meeting as follows:

- Committee reports all indicate that the MGA Register is in generally "good health", and is one of the more active Registers withing MG CC.
- We have a good schedule of National events planned over the next 2 years, and we are active in most of the MG CC Centres.
- We have plans to improve the MGA Register website and the eNewsletter.
- Our finances are "comfortable". (Don't get excited, folks. – Our income is from merchandise and Tours only, so our reserves are comfortably small!)

Help Wanted

In common with many "volunteer led" organisations, the MGA Register is always on the lookout for volunteers to fill roles on the Register Committee.

We presently have three roles to fill

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. For the four page months, 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!")

The Future for Classic Vehicles? – An opinion.

Howard Quayle has sent this contribution to the Newsletter.....

The following e-mail was recently received from a former MGA owner. Names have been changed to protect the innocent, as they say, but let's call the owner "Bill".

Bill owned a small garage in one of the Yorkshire cities in the late 1950s, by which time he was taking part in many local rallies with his MGA 1500 roadster. (He much preferred the MG to the contemporary Triumph TRs, which he also rallied for a short time). He is now nearly 88, but very fit and still passionately interested in cars and motorsport. Now read on.....

A Cautionary but True Tale

In 1952, I had just purchased my first car. I had passed my driving test and being interested in motor sport, had joined the local motor club. It just so happened that the

chairman of the motor club was a senior waterworks engineer in Yorkshire and he gave a talk at a club meeting about the new reservoir he was working on in the Yorkshire Pennines. It had reached an interesting stage and he proposed running a main road time trial which would finish at a pub opposite the entrance to the building site. The trial would start in the morning, finish about 12.30pm and after lunch we would be given a conducted tour of the building works. I entered my 1935 Hillman Minx for the event, getting a friend to do the navigation.

We hadn't much idea of what we were doing and finished last. It was my first motoring event, but at least we finished.

Fifty years later, I was running my Morris Minor as a classic car. It had been in my wife's family for many years. I used to say that I hoped that I never came across a 1935 Hillman Minx because I would be very tempted to buy it.

In September 2022, a photograph appeared in The Times showing a bridge across the reservoir mentioned above. I showed this to my son Nick, saying that in 1952 I had driven my 1935 Hillman Minx across that bridge. Having told him the story, I had to confess that in July 2022, looking at classic cars for sale on the internet, I had come across a 1935 Hillman Minx for sale in East Anglia. Considering the phrase 'Get thee behind me Satan' I had done nothing about it.

To my surprise, Nick said 'Why don't you buy it, Dad?'. With this nod of approval I went on the net the following day and found that the car was still for sale. I left my details and later was able to have a conversation with the vendor.

The vendor told me that the car had belonged to his father who had died last year. His father restored classic cars for a hobby and had first come across this Minx in 1970. The then owner refused to sell it because he was going to restore it himself. The situation remained unchanged until, by 2000 and with the owner now well into his 'eighties, he agreed to sell. The restoration took 3 years and the owner had run it regularly from 2004. The vendor said that the mechanics and body were in good condition but that the paintwork was showing its age, being a little dull.

After some discussions, a viewing was arranged for 12 mid-day on a Sunday, necessitating a long journey from Yorkshire to East Anglia. Nick (an amateur car restorer himself), accompanied me and he did the looking underneath the car, finding it to be as good as on the top. Everything was as I remembered it except for the handbrake which stood vertical from the floor on the passenger side.

I asked to drive it, and now the disappointment set in because there was no "wow" factor. I was driving an old and noisy piece of machinery. I then asked myself "What am I going to do with it if I buy it?". I have enough trouble putting some miles on the Minor, which I certainly enjoy driving. I also recalled something Derek Mathewson of Mathewson's Classic Car Auctions said about cars from the 1930s. "They don't make a good price because all the old boys who remember them are dead, and they don't appeal to today's youngsters." There was then the question of where to keep it. I would have to buy another garage, but my wife vetoed my first location for it, although there were two others of which she approved. I then thought: "How long will I keep the Minx?" At nearly 88, I don't bend like I used to, and old cars require quite a lot of maintenance which could prove difficult. With all this in mind, I decided to let my head rule my heart and not buy it. Nick and I returned to Yorkshire. But it had been an interesting exercise.....

(Howard continues) What conclusions can we draw from this absolutely true account? Three immediately spring to mind:

a. The past is another country – don't go there. Half a century on, things are never as good as you remember them.

b. Once you've got used to a modern car, with all its creature comforts, and if you've never driven an old car, it can take a long time to appreciate just how noisy, crude, and arm-aching these ancient machines actually are.. and some people never get used to them. That's why quite a few get re-sold so quickly....

c. Derek Mathewson's comments tell you exactly why the MGCC's Registers for the A, the B, the MMMs and the like, won't get many (if any) new members.

There must be more. Answers on a postcard, please....As I say, a cautionary tale!

Editor's Comment: - I recognise that for most classic car enthusiasts, we are likely searching for the cars of our childhood, or the cars our parents drove. That's probably why Ford Escorts and Vauxhall Astras are now popular with younger enthusiasts. A further challenge is that for many owners the nature (and part of the pleasure) of classic cars is doing at least some of the maintenance on them. Few under the age of 40 today have any idea about car maintenance; whereas for those of us born in the 1940s and 1950s we had no choice but to learn basic maintenance, because we were very lucky to have a car, and we could only afford to run it with zero "external" maintenance spend. – I bought a 1950s car 9 years ago partly because it was the type of car I spent much of my spare time between 1965 to 1980 tinkering with, and I was confident I could still do everything myself. If we look at the underlying engineering of the MGA, MGB, MGC, it is all recognisable and requires little in the way of special tools or equipment, - I think the earlier models like the T types and MMMs are a greater risk of being "stranded" because few people remember them on the road, and even the engineering is alien to all but the ever-aging model-afficionados. What do other readers think?

Notable Journeys

So, - "What's this Notable Journey story, then?" you may be wondering.

Here's **Stuart Mumby's** background to the Award:

The Notable Journey Award was gifted to the MGA Register by former Committee member Roger Martin. The first recipients were Geoff and Pam Barron in 2011. Since then, the award has been made every year except for 2020, when no nominations were made owing to Covid restrictions having curtailed any notable journeys. There are two couples who have won the award twice. We are sure that there must be more owners who have made notable MGA journeys and not put themselves forward. If you are planning a trip during 2023 that you feel would qualify as a Notable Journey, (see the guidelines in Appendix 2 at the end of this eNewsletter) don't hide your light under a bushel, bring it out and provide the Committee with a bit of a challenge in choosing a winner. The winner does not necessarily have to have made a circumference of the globe, in fact there are two years in which the winner has not left this Sceptred Isle.

So that's the history – Here's the latest news on nominations for the Award for 2022:

In the January, March, May and July 2022 editions of this Newsletter we read of **Beth Corbett** from Exeter, who to drove her 1600 Coupe, Mavis, to and through Italy this summer, 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. Beth's trip was quite a journey, which has now been nominated for the 2022 MGA Notable Journey Award.

Beth's story is too long to print in this Newsletter, but the following link takes you to her excellent write-up of the trip, which is well-worth reading.

https://1drv.ms/b/s!AqblwACX3Q97gbADe0CFQMF_XL9HjQ

Beth joins **Charlotte Vowden** (see July and September Newsletters) in the 2022 nominations. Charlotte took her MGA to the 4 corners of the British mainland (N, S, E, and W) to raise money for a charity called Blood Runners. – She covered 2,000 miles in 48 hours.

Nominations for the MGA Notable Journey of 2022 will remain OPEN until Friday 27th January 2023 (so if you braved the December weather for a big Christmas trip, there is still time to enter!)

Judging will take place during February, and we will announce the winner in March 2023. The Notable Journey Nomination form (whether for 2022 or 2023!) is Appendix 2 to this Newsletter.

Restoration Corner

Wiring Woes Part 2 (and “Always disconnect the battery!”)

We read in the September edition about **Dave Holden’s** second restoration of the same MGA.

In November’s Newsletter Dave told us about problems encountered with a brand new wiring loom during that restoration, and the problems created by unlabelled red wires emerging from that loom in some unexpected (?) places, which almost fried his young apprentice.

Having resolved the problems in the lighting circuits, there was still a problem with the wipers and horn. Here’s the story:

Having completed a rewire on my car, the wipers and horns wouldn't work.

In the case of the wiper switch, a check on the wiring diagram in the Workshop Manual showed that on the 1600, the switch earth is via the fixing bolt (or should be !)

On the 1500 diagram, a separate wired link is shown from the 2nd terminal on the switch to a convenient earth. Fitting an independent wire link had it working immediately.

The horn switch casing is bakelite, so non conductive, but it has two terminals, and a convenient earth wire exits from the harness at that point, so it's misleading at best. Again, connecting an earth wire had both items working.

Strange that the two diagrams should have such a fundamental difference.....

Compressors and Air Tools – Part 2

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.

In the November edition of the eNewsletter we got Dave’s thoughts and advice on the selection of an air compressor.

As promised, here is the second part of that article, containing Dave’s thoughts and advice on the selection and use of air-powered tools for home and DIY uses....

Air Powered Tools (by Dave Holden)

Now the compressor is in place, the fun starts. These days the market is buoyant with all manner of air tools, so Santa has no excuse when attempting to fill one’s toy cupboard. I won’t mention names, but the popular High St chain of tool and machine factors serves us well at reasonable prices, so let’s have a look at what we might like. I should say that at the time of writing, that outlet doesn’t market compressors between 9 and 14 cfm, so one needs to search other outlets.

Air drills come in straight and angled variants. Very useful in some of the confined spaces on our cars with drills up to about 3/8". The higher the air pressure, the faster they go. If the drill bit grabs, the drill stops, so there is reduced chance of snapping small drills. As stated earlier, if an electric drill can be accessed, it makes economic sense to use it rather than have a 2.2 H.P motor running, but there's no doubting the versatility of the air version. In the photo, snap connectors can be seen on all the tools, and these are seen in bare form in the centre of the left hand photo.

Blow guns are simple and need no explanation. These are one tool though that consumes more than a 12 cfm unit can deliver, so prolonged use will mean waits for the receiver to refill.

A hacksaw is really useful to have. Note that the blade is designed to cut on the back stroke (i.e. under tension) and can be used for cutting sheet metal when a fine-toothed blade is fitted. Off the car, an electric jig saw is probably better. Some time ago an air saw was marketed looking like a pistol, whose blade cut on the forward (compression) stroke. Not all that good at cutting metal, but exceptionally good at breaking blades! It's worth a small digression here to note that when using a hand-powered padsaw handle, fit the blade to cut the unconventional way on the back stroke to avoid bending and breaking blades.



A mini cutter is again useful in confined spaces, for example when slitting an exhaust pipe flange for removal without causing the knock-on damage that a full powered angle grinder can create.

Mini die grinders are again a tool that would be cheaper to adopt mains power, but again no doubting the extra string to the bow when a 'get out of jail' card is needed

Without doubt the air shear is a great piece of kit for cutting larger sheet metal pieces effortlessly. These work by having a central tongue operating against guides on each side in similar fashion to hand-held sheet cutters, both removing a narrow sliver of metal. Another slight digression - Always dull any cut edges (tongue cut or tin snip cut) with a pukka deburring tool - I use the NOGA one bought from Frost Restoration at Gazebury, Warrington for around £10. It's a pen-sized tool that one runs along edges to make them safe. I would suggest fitting an angled adaptor on the air connector of the shear, as seen in the photo, otherwise an air hose coming out in line with the handle fouls the sheet and makes working difficult. This particular model was rated to cut 16 SWG sheet, but my experience with it breaks the blades, so I restrict it to no thicker than 18s gauge.

An air socket ratchet is a delight when access reduces how much the handle can be swung in stages, and comes into its own when faced with a number of reluctant nuts and bolts that need to be separated, even though in some cases initial loosening might need the hand breaker bar to first crack the tightness.

Unless stated otherwise, all the above tools fall into the 4-6 FAD cfm usage so the 12 cfm unit will produce the goods.

A thirsty tool (at least 8 cfm FAD) I wouldn't have been without is a long-bed sander that takes self-adhesive strips of paper and is invaluable for levelling out body filler and highlighting low or high spots on surfaces. So much easier than an arm-powered sanding board. Remember to keep it moving though! It does consume more air than the compressor delivers but it's hardly an issue as frequent stops to examine the work allow air to be re charged, and in any case the time penalty weighed against quality is a price I'm willing to pay. I have no experience of 'Double Action' or 'Random Orbit' sanders, so it would be inappropriate to comment on them, but they are available in air power form. And who wouldn't be without a tyre inflator?



Moving now onto spray guns and the like. First off, a long nozzle wash gun has other uses, one of which is spraying thin preservatives in addition to the traditional emulsifiable degreasers.

Grit blast guns take a lot of air at high pressure and are not really practical for large areas, but the recycling spotblast gun works well at dealing with rust spots, and has the advantage of collecting used grit for recycling, thereby keeping the floor clean. It comes with interchangeable rubber nozzles to fit against metal shapes, and a few short bursts are all that's required. The air will re charge between re positioning.

Spray guns are the mainstay of compressors for home use. They are either suction fed (Venturi) large guns or gravity fed small ones. Both have their place depending on how much painting needs to be done and the location on the car. Remember the 9 cfm max consumption – many Pro guns are much bigger than that, so will run out of air. For car paint the guns need to be external paint atomisation and not pressurised pots. They should be adjustable for paint volume, fan shape (a 'rectangular', vertical fan of approx. 8" x 2" is required on panels, with corresponding ratio for the smaller guns) and air flow. Getting these wrong will give a finish like sandpaper, but trial and error will soon lead to acceptable results. ALWAYS rinse and spray through with thinners after use, empty it out and put in a little more clean thinners, spray and leave the paint passage filled with thinners overnight before emptying. Blocked guns are no good to anyone, and can be all but impossible to clean if debris gets into the fine passages and sets hard. Look after them.

All tools should be treated with respect, and necessary safety precautions taken, such as the wearing of appropriate respiratory masks, goggles and gloves, particularly when using a blow gun because particles really do ricochet.

It's likely that I'll do a future article on paint spraying, so I'll sign off now. If I can help anyone in their deliberation I can be contacted on davidtext@aol.com.

Technical Topics

Replacement "Glass" for Roadster Side Screens

In the November 2022 edition of this eNewsletter reader **Richard Homer** asked if readers have any experiences of replacing the "Perspex" (only) in the roadster sidescreens.....

I am looking for someone -or a company- who are able to put new perspex into my sidescreens.

My sidescreens 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.

On behalf of Richard and myself, "Thank you" to readers **John H Francis, Dominic Clancy** (all the way from Switzerland!), and **Tony Seed**, each of whom came up with suggestions.

John's advice was:

In my experience it's quite easy in the later sidescreens without the flap (I have a 1600). The front section is thinner than the rear section and can be encouraged to go out and the new one in with care. I used the old ones as a template for a local company to copy and remake. I think it was 1.5mm thick maximum. The rear sections are easier to remove by pulling upwards into the top slot and the bottom can then be eased out of the bottom slot. These sections are thicker, possibly 3mm, and have tabs glued on. Any perspex fabrication company can make these. My local company charged me about £10 for the front sections. My rear ones were still OK.

Dominic suggested a company called Clarke Spares and Restorations in Pennsylvania: Todd Clarke supplies the sidescreen replacement panes. Be sure to correctly identify the screen dimensions as there are several different types www.clarkespares.com, and Tony has purchased (slightly undersize) screens from Geoff Thompson in Middlesex, and fitted them without trouble.

A final option might be to polish the existing screens with metal polish or one of the proprietary "headlamp lens polishing" kits?.

Armed with this advice, Richard is still reflecting on his next actions (or maybe he is waiting for the warmer weather?). – We will keep you informed on his progress towards good sideways vision

Fitting Headrests in an MGA

Whilst re-trimming his seats, reader **John Robinson** decided he would like to fit headrests in his car. Here's his story:

The time had come to re-cover the seats as the original leather was over 60 years old; - like cardboard and splitting readily.

From the 70's I'd run with a headrest that pushed over the seat back and wanted a better looking solution that wasn't a permanent fixture. Having stripped the cover off the seat back, I decided could approach in a similar way to modern cars that have detachable headrests. Rather than make the headrest I took the headrest out of my daily car, and checked the legs of it against the MGA seat back frame which worked ok.

I obtained pair of similar headrests from that well known web site source, purchased some thick wall tube with an internal diameter snug fit for the legs, and welded those tubes into the seat frame.

Next problem: - when the seat is fully back on its runners, the top of the seat back is under the rear cockpit bodywork (tonneau panel) so I needed to crank the headrest legs. The top of the seat frame is not symmetrical / level so the bends are not the same. Plumber's hand bending kit and eventually they sat level.

Still with the old leather cover on, I punched 2 holes in the seat covers to access the tubes and for the summer tried them out – worked fine with the old seat cover. Able to remove headrests when using tonneau cover, no need to alter tonneau to accommodate them. Recovered seats and at same time recovered headrests so pleats match through, and fitted black nickel eyelets (slightly larger hole than the headrest legs) to the top of seat, which forms a neat finished hole.

Seat back frame, with additional tubes (below, left)

Audi Headrest, with revised "formed" legs (below, right)



Headrests in place, with original seat covers (above, left).

And the finished job, with new covers and now matching headrests (above, right)

Fashion Corner

Our very own (newly appointed) Fashion Guru and part-time model **John Robinson** has been scouring the Paris Fashion catwalks, to keep us all informed of what the fashionable MGA Drivers and Co-Drivers will be wearing in 2023.

The answer is the stylish new MGA Register Polo Shirt, available in 4 colours (red, back, navy blue, and heather grey), and in sizes S to XXL.



The polo shirt is 'Fruit of the Loom' cotton, the MGA 'register' grill is silver embroidered on the front, - and on the rear the car profile is a heat transfer.

Price is £25 per shirt, payable to John by BACS or by cheque. That price includes postage to any UK address.

John will co-ordinate all the orders and liaise with the supplier in order to get a single batch of shirts made, and will oversee the delivery arrangements.

"Last Orders" for the shirts is **17th March**, and they will be delivered to you within 6 weeks of that date. - **The order form is Appendix 3 to this Newsletter.**

If you think the shirt looks good, then please don't think "I will order one later", - because you will forget all about it until you see members on the Spring Tour wearing the shirt, and then you will be very jealous. - Order it **now**, and it will be a nice surprise when the parcel arrives in April. (Order one for your wife / husband / partner as well! - they will **love** it!)

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 - Parts

1. 1500 gearbox (with the "fine" spline on first motion shaft) - For rebuild - **£20**
2. PAIR of sill finishers with clips - **£20**
3. Near Side (= Left) Door. Stripped. Skin good. Frame good. - **£30**
4. Serviceable DON Car Hood in Black Vinyl **£40**
5. RESTORED Oil and Water Gauge (Smiths). New water tube and bulb incl. - **£50**
6. LHD Steel Dashboard - Perfect condition - **£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 - MGA Body Dolly

Peter Ryle writes:

I have a body dolly surplus to requirements after refitting my MGA body to the chassis. It measures 51 by 56 inches, with four inch planks at the side for the lower edge of the body sills to rest on. It is fitted with two fixed and two swivelling (lockable) wheels for easy movement.

It is available free to MGA register members, provided they collect it (it is in Cambridgeshire UK).



Contact details: **Peter Ryle** Tel: 01733 844344 E-mail: pryle@prbio.co.uk

For Sale - Parts

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)

For Sale - Parts

- MGA Inlet manifold £20
- MGA 1600 Prop Shaft (to fit Sierra gearbox) £25
- MGB standard 5 bearing gearbox (circa 1978) **£50**
- LUCAS Starter Motor 12V including solenoid £20

Also Chrome spoke steering wheel, 1" diameter 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 3322255 or mike_sumpster@btinternet.com (Cambridge area)

Note the corrected phone number since the last Newsletter – My mistake! – Ed.

For Sale – Parts

Following a restoration of a 1962 MGA 1600 Mk 11 Parts available:

- Pair 7" Used Osram Sealed Beam units 60/45w - RHD £20
- Pair 7" New Wipac Halogen headlamp units with bulbs and Boots RHD £50
- Pair Used Lucas Front Light Units good chrome and lenses £15
- Rear Used Lucas No. Plate light unit good condition £10
- Pair New Door Hinge Fixing Kit NTG T142K £15
- 5 Used Wire Wheels painted 48 Spoke VGC splines need TLC £50 Buyer Collect.
- Pair of used K&N 1.5" Pancake Air Filters including air filters good condition £10
- MGA/MGB Oil Spin on Conversion Kit £20 (Retail £20)
- 2x Spin on Filters £10 (Retail £15)
- MGA Hood Frame – used good condition

NON MG Parts and Tools

- 4 Garage Wheel Doll Dolly's Unused £100 (Retail £72 a pair)
- Milenco Tow Mirror £20 (Retail £38)
- Millers 250ml VSP Fuel Additive & Tank Safe dilution for 40 gallons of petrol £8 (Retail £13)

Contact **Chris Norman** (Suffolk)

E-Mail chrisnorman2211@btinternet.com Tel. 07591177490

For Sale

1961 MGA 1600 MK 11 Coupe (below)



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

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



Car of the Month (again!)

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

Perhaps demonstrating the power of publicity, Peter has reported yet more news following the November piece. Here's Peter's latest update, taking up the story of the car's restoration at the TVR Service and Restoration Centre Blackpool:

Since asking for more historical photos of YDI/2423 (XLE 40) for my records in the last edition, Roger Andreason's son Chris, who commissioned the car's restoration with the TVR restorers in Blackpool given their historic links to Roger and Chevron, has provided me with many more pictures that cover the restoration process at the old TVR factory and the period of time (including storage in a sheep trailer) beforehand.

I wrote in my last letter that given my good fortune, I was looking for a suitable establishment to which I could loan the car in 2023. I am delighted that the Atwell-Wilson Motor Museum in Calne has accepted my invitation and the car will be displayed there with a number of other MGs to mark the marques centenary. It makes me doubly happy that Chris shares my delight to be doing this, especially so close to Castle Combe from where we have both documentary and photographic evidence of Roger racing the car at the M.G.C.C. Scratch Race in 1968.

He finished third but was demoted with a one minute time penalty for a jump start!

The Atwell-Wilson Motor Museum will open from February 1st through to November 30th. Chris's most significant early memory of the car was the first time he had experienced being driven at 100mph and the car's then red dash and lilac blue colour. During the car's sporting career it was resprayed a darker blue, lived with the family in Florida for a period of time then returned with them to the UK after 2013.

On return to the UK the car was stored in a sheep trailer for probably six years (so not quite a barn find) and released to the restorative care of the TVR people who did a fantastic job responding to Chris' brief.

If there is any other information out there - 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.

Thanks from Peter Leyland and myself to everyone who has contributed pieces to the jigsaw of this car's history.

I **do** like a happy ending.....



Pictures above show the car pre-restoration.



Pictures above are some of the pictures during restoration.



The 2 pictures above show the car as it was after restoration, leaving the TVR Restoration Centre.

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 MG CC 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
mgsclub_mgsregistrat@hotmail.com

Happy MotorinG
Brendan Leach, January 2023

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.

Appendix 2 – Notable Journey Nomination

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 3 – MGA Polo Shirts Order Form

MGA Register polo shirt
Only available for UK delivery
ORDER FORM – orders to be received by 17th March 2023

‘Fruit of the Loom’ cotton polo shirt

Name:							
MG Car Club Member Number							
Delivery Address							
Your e-mail address							
Colour – RED	Size Quantity	S	M	L	XL	XXL	TOTAL RED
Colour – BLACK	Size Quantity	S	M	L	XL	XXL	TOTAL BLACK
Colour – NAVY	Size Quantity	S	M	L	XL	XXL	TOTAL NAVY
Colour – HEATHER	Size Quantity	S	M	L	XL	XXL	TOTAL HEATHER
Total Number of Shirts Ordered							

Total number of shirts X £25.00 = £.....

Shirts include P & P to UK Mainland only and shall be despatched (APC) out to the customer approximately 4-6 weeks after order closing date of 17th March.

Ordering and Payment details:

Order by post.

Cheques should be made payable to: "J P Robinson" and sent together with your completed order form to:

John Robinson
Meadowcroft
Bridegate Lane
Hickling Pastures
LE14 3QA

Or by email. to jarobbo@btinternet.com; Please attach completed order form and confirm a direct transfer (BACS), to:.

Bank account: J P Robinson:

HSBC. Sort Code: 40-10-06

Account number: 21787845

Please State your name and membership number as payment reference.