



**MGA REGISTER eNEWSLETTER**  
**July 2023**  
**WORLDWIDE CIRCULATION: 1101**

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The **eNewsletter** is not a publication exclusively for MG Car Club members in the UK. The MG Car Club 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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## Editor's Notes – Spring is in the Air, with a busy summer ahead

Welcome to another edition of the MGA Register eNewsletter.

It has been a busy few weeks since the last edition early in May, with the MGA Spring Tour, MGA and Triumph 100 at Silverstone, and the first of the MG Centenary Events, plus, of course, the usual selection of local shows and events as the classic car season gets into gear. The weather here in the UK during May and June has certainly helped.

There are reports on a number of those events in this eNewsletter – but since I don't go to every event, I am dependent upon **you, the readers**, to send me reports and photos of events you have been to. (If **your** event is not covered, then it's probably because I have not had any report about it!)

The next few months will continue to be a busy time for MG Enthusiasts, with the MG Centenary celebration events on top of the usual local and national tours and shows. Those MG Centenary celebrations have already started, and there is now a large and growing list of events planned worldwide over the following 12 months. – Look at [www.mgcc/mg100/](http://www.mgcc/mg100/) to see that ever growing list.

For MGA owners and enthusiasts, we have already got a lot of bookings for our Autumn 2023 Tour, based at Faringdon in Oxfordshire and including a tour of the Cotswolds (Friday 29<sup>th</sup> September to Sunday 1<sup>st</sup> October 2023), and later in this Newsletter we have preliminary information about the 2024 Spring Tour, which will be based in the area of Bury St Edmunds (Suffolk) between Friday 17<sup>th</sup> and Sunday 19<sup>th</sup> May 2024.

In July and August 2023 we have MGA Days both North and South of the Scottish border, and of course there are a number of other less formal events planned. – More details later in this Newsletter.

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

My request for nominations for a "Famous Car" (aka, "The Pete Macwaters Cup") has generated a couple more entries, and a couple of readers recognised the Mystery Photo in the May edition.

My thanks to all contributors, new and old. Please keep your contributions coming – Everything is welcome.

**Next edition will be issued during the around 20<sup>th</sup> August 2023.** – About 10 days earlier than would normally be the case because I am going away on holiday between 21<sup>st</sup> August and 11<sup>th</sup> September, and will not have access to the mailing system whilst I am away. (I suppose that means I had better start writing that eNewsletter now .....)

**Brendan Leach**

**Editor – MGA Newsletter**

## News From Kimber House

A couple of interesting points over the past couple of months ...

The Club has introduced a new class of Membership, reflecting the increasing costs of issuing hard copy versions of Safety Fast! magazine. **Digital Membership** will be a lower-priced membership option, allowing the member to read Safety Fast! on-line rather than on paper. There are Digital Membership options available for readers in all parts of the world. – See pages 7, 14, and 15 of June's Safety Fast!, or see the Club website for details.

And a new range of **MG100-themed merchandise** is now available. Again, see adverts in Safety Fast! (June, pages 12 and 19) and the shop on the Club website.

## Lost Friends

Over recent weeks I have learned of the passing of 2 long-standing members of the MGA Register.



**Brian Murphy** passed away on 5<sup>th</sup> February. His wife Vivienne tells us:

He was a keen MG enthusiast and had restored his glacier blue MGA and his racing green MGTD. He had not been well for some time so we were unable to come on the spring breaks for some years and so people may not remember us. But we were there in the early days. We were there for one of the earliest spring meetings of the MGA register at Helmsley when there was only a relatively small group. In those days **Stuart Mumby** was the organiser and he will remember Brian I am sure. I have attached a photo of him. We have happy memories of the trips round Yorkshire.

And **Stuart Silvey's** wife Margaret has told us that Stuart passed away from Motor Neurone Disease earlier this year.

On behalf of the MG Car Club and the members of the MGA Register, our sincere condolences to the families and friends of Brian and Stuart.

## Reports on Recent Events

### MGA Spring Tour 2023 – Lakes to Mountains, May 2023

The 2023 Spring Tour was based in Lancaster, and included driving tours of the Trough of Bowland and the Lake District. – We had almost 70 MGAs gathered for a weekend of glorious sunshine and excellent touring in a beautiful part of the country.

Everyone I spoke to agreed the event was a great success. Here is organiser **Jonny Pollard's** review of the weekend:

It all began during darkest Lockdown, back in September 2020. Yours truly had just agreed to host the Spring 2022 MGA Weekend Touring Event in Shrewsbury, and then thought '... may as well make it a pair- I've always fancied the Lake District as well for the MGA...' and thus the idea for the 2023 Spring Centenary Tour of the Lake District was born!

We had plenty of time to find a hotel- the event wasn't for another two and a half years, right? As it happened, that was precisely as long as was needed to organise this event, which grew far beyond expectations. Extensive research revealed the Lancaster House Hotel in Lancaster as being exactly what we were looking for; a large, modern, high standard hotel with enough bedrooms to satisfy the growing numbers of the MGA Register clientele. Starting this far ahead also provided an unexpected bonus- the current bout of inflation hadn't happened back then. Thus we were able to negotiate a most attractive room rate, at the prices of nearly three years ago!

The event was launched to our members in September 2022, and astonishingly all 50 rooms sold out in less than three weeks. We'd never experienced demand like it. We tried to secure another 20 rooms, which we could have easily sold, but the hotel was also holding a wedding over the same weekend of 19<sup>th</sup> – 21<sup>st</sup> May 2023, and there was 'no more room at the Inn'. Fortunately, there was plenty of good nearby accommodation for those who stayed elsewhere.

Fast forward to a few weeks before the event, and an amazing 72 cars had entered. We also welcomed Roger Enever, son of Syd Enever who needs no introduction, to join us. Roger admitted to me over the weekend that he hadn't ever joined an MGA- only event. It's never too late!

Howard and Lynne Quayle, who originated the touring routes (many thanks both!), began the weekend by hosting a 'walking tour' of the City of Lancaster, Howard being a proud Lancastrian. The MGA Register AGM followed later in the afternoon, and a Welcome Buffet followed to conclude the Friday.

Roger Enever kindly 'flagged off' the event on the Saturday morning; first to leave was the famous ex-Rivers Fletcher coupe PRX14, kindly brought by local owner Mike Peters. This car also saw action in period with the Abingdon Works Rally Team, driven by Jack Sears and Nancy Mitchell. The weather proved to be smiling down on us. In fact, the two days of the event were recorded as the hottest of the year to date. Many of us drove both days in our shirt sleeves in 23 degree temperatures, with blue skies!

Our Saturday tour took us around the beautiful Forest of Bowland, in totally unspoiled countryside. Following a brief stop to climb the Jubilee Tower with its panoramic views, we drove the famous Trough Road which partially follows the course of the River Wyre. Awash with little stone bridges and winding lanes with stunning views, we had a lunch stop at Clitheroe, and a chance to ascend the many steps of its castle. Shortly afterwards, we were welcomed at the National Trusts' Gawthorpe Hall at Padiham, an Elizabethan mansion surrounded by landscaped gardens. A final coffee stop in Slaidburn preceded a wonderful drive back, high up on the ridge of Great Harlow as the sun descended, returning to the hotel in time for a swim or soak in the jacuzzi, before our Gala Dinner.

A fine meal was enjoyed by all, followed by a speech of thanks from the Organisers to all those who kindly contributed their time to arranging the event.

MGA Register Chairman, Edward Vandyk, awarded the Dennis Ogborn trophy to George Dutton, - well deserved in recognition of George's sterling work for, and contribution to, the MGA Register over his many years of involvement.

Sunday began with a much faster drive than Saturday, firstly up the old A6 to Kendal and a chance for a coffee stop, before ascending Shap Summit with its far-reaching views. We then swung westward to Pooley Bridge and into the Lake District proper. There were many lunch opportunities in the area, before descending the magnificent Kirkstone Pass into Bowness. The sight of those lakes and mountains through an MGA windscreen will long be remembered. Paradoxically, some road closures further south, due to a running event in Bowness, meant that the Pass and other roads in the area were much quieter than usual, adding to our enjoyment!

Our members were offered the choice of ending their tour at either the Lakeland Motor Museum in Newby Bridge, or Holker Hall with its beautiful gardens. Both proved very popular in the baking heat.

We were very lucky to have the company of a large contingent of members from the MGCC Netherlands joining us for the weekend; what a lively bunch they were, and most welcome to return any time. Thanks Han and everyone!

It was also most heartening to see a number of members from the 'early days' of 20 years ago, when we were lucky to get a dozen cars at the Spring Weekend. Although dwindling in number, it remains a pleasure to see them still returning year after year and supporting the event.

So, was this 'peak MGA'? Who knows... it may be that we will never see this kind of attendance again at an MGA Touring Weekend. Blessed with fabulous weather, great company and some of Britain's most magnificent driving roads, the 140 people that were there will long remember the MGA Centenary Spring Tour!



**Editor's Note:** Over the course of the weekend, the photographer who captures most of the motorsport events in Safety Fast! **Dickon Siddall** joined us, and he took a number of pictures of MGAs "in action" during the tours. His photographs can be found at <https://dsdigital.co.uk/home/photo-galleries-2023/gallery557/> where you can also purchase copies and prints. In addition, Jonny Pollard has created an "on-line" scrapbook for photos taken by the participants, which **all** are invited to contribute to. Here are a couple of them:



**Saturday Morning, Getting ready to go....** - Photo: Jon Pollard



**Saturday Lunch.** Who's that suspicious character lurking by the MGAs?- Photo: Pam Lempicki.

To see the complete album (which is still growing!), or to add your photos, go to:

[https://drive.google.com/drive/folders/1tUQ3iyY47MrsRZoa2qXLanF1Iuf83\\_cc](https://drive.google.com/drive/folders/1tUQ3iyY47MrsRZoa2qXLanF1Iuf83_cc)

Following the tour, Newsletter reader **Howard Perks** wrote:

I would like to thank the organisers for this year's splendid MGA Spring weekend. The sight of 70+ MGAs gathered together in one place was very special, and my wife and I greatly enjoyed the organised runs through the Trough and Forest of Bowland and the Lake District. We had travelled up from Devon the previous Monday with our friends **Roy & Sonia (Aldworth)** in our brace of MGAs and had traversed the Peak District, Yorkshire Dales and the Lake District in the run-up to the Register's event. I think we explored every major route the Lakes have to offer, and some of them we conquered twice. Why? Because they were so good, if challenging at times, and yes, I'm talking about the Hardknott Pass! After the weekend, we travelled to Cambridge where our daughter lives and then visited the MG 100 Centenary Celebrations at Gaydon. By the time we got home, 1600 miles had travelled beneath the wheels of our MKII, each one wonderful and memorable.

My wife and I try to join as many of the Register's Spring and Autumn weekends as we can, but we can't do them all as life tends to get in the way. I'd like to offer to organise one of these events for the Register in our lovely part of the world but I'm not in a position to do so. However, I hope I'm not taking too much of a liberty here by offering an alternative.....

As well as being in the MGCC, I am also the Event Secretary of the Tamar Valley MG Owners Club, not least because the club meets just up the road from our home in Plymouth. We are a fairly small club and every other year we organise an invitation run to explore the best landscapes and roads Devon and Cornwall have to offer. I would like to extend this invitation to MGA Register members.

This year on Sunday September 17<sup>th</sup> our People & Places run encompasses the highways and byways of our moors and coast including Dartmoor and Dartmouth. This is a single day outing ending with a cream tea at a lovely Dartmoor Hotel. In addition, if any register members would like to explore even more of our region as well I could provide additional routes to extend their visit. I could also advise on local accommodation.

If anyone is tempted by this, the entry details are on our club website here:

<https://www.tvmgoc.org.uk/entry-forms-details/>

We also look forward to seeing many of you again for the Register's Autumn weekend.

Thanks for that positive feedback on the Spring Tour, and for your invitation, Howard.

### **MGA Spring Tour Mishaps**

A gathering of almost 70 classic cars, each travelling typically 400+ miles over 3 or 4 days is bound to encounter some minor problems...

Sure enough, over the course of the weekend Tour I learned of 3 such problems:

**David Fildes** had a "coming together" with a pick-up truck on a blind corner during the Saturday tour. Significant damage to LH front wing, front panel, and chassis leg, plus damage to RH wing rendered the car "driveable", but it is now undergoing repair. David is investigating whether his co-driver is partially responsible and thus should share the insurance excess costs.

**Charlie Blow's** car failed to start on Saturday morning. – A problem which Charlie diagnosed as a leaking float in the carburettor. An appeal for help during Saturday's Gala Dinner found a replacement float in **Paul Dean's** spares box (where's spares-king **Colyn Firth** when you need him, eh?), and Charlie and Viv were able to join the Sunday Tour.

And a couple of our friends from the Netherlands, **Cornelius Pleume** and **John Trampe** had a driveshaft (universal joint) failure on their TR250 on the way to Lancaster, and so had to abandon that car and complete the Tour in an MGA. We gather they found (used) replacement parts in Glossop, Derbyshire over the weekend? We hope you got the car home without too much delay, guys. Let us know how the story ended!

## MGA Register AGM – 19<sup>th</sup> May 2023

The MGA Register Annual General Meeting took place during the MGA Spring Tour at Lancaster on Friday 19<sup>th</sup> May 2023. A good attendance of around 30 members had some lively and good natured debate.

It would be fair to say that although the MGA Register is in quite good health (as demonstrated by the strong participation in events like the Spring and Autumn tours) the main MG Car Club faces significant challenges as declining membership income meets the “cost of living crisis” in the form of increased overheads to run the Club.

The (draft) Minutes of the MGA Register AGM, including the Register Chairman’s statement, can be seen on the MG Car Club website, at

<https://www.mgcc.co.uk/mga-register/annual-general-meeting-of-the-mga-register-2023/>

## MGA Centenary “Opening Event” – Gaydon 27<sup>th</sup> May

The first formal event of the MG Centenary celebrations was an MG Gathering at Gaydon, - the British Motor Museum. **Edward Vandyk** writes:

Four road runs converged on the British Motor Museum at Gaydon from all aspects of the compass. They joined many other MGs already there, some already in the comprehensive Timeline display. The new MG Cyberster was there as well, in camouflage and no photography allowed, but all would be revealed at MG and Triumph 100 at Silverstone 2 weeks later .....

Brilliantly organised and perfect weather with a significant presence.

## MG Centenary Display – Oxford City Centre – June 2023

On Thursday 1<sup>st</sup> June, there was a Centenary Display of six representative MGs in Oxford City Centre, recognising the importance of the MG Marque to the city and its history.

MGA Register Committee Member **Howard Quayle** helped with the organisation of the event, and tells us that the cars exhibited at the 2 locations (in approximate age order) were:

<b>Bonn Square, Oxford City Centre</b>	<b>Oxford Castle, City Centre</b>
M Type Midget – KW 7956	MGA 1600 Coupe – UMO 20
YB – BHC 773	MGB Roadster – EWB 45 B
ZA Magnette – 388 APC	MGC GT (Prototype) – LBL 412 D
MGB GT V8 – CFH 118 N	Midget – ERD 620 L
SV- R – BX 04 CBY	MGB Roadster – PNT 330 M
TF (Modern) – 25 MJH	MGB GT – GLX 428 N
	TF 160 – RE 03 KEU
	MG6 – VN 64 SUX
	ZT 260 SE – S 26 OMG

Any cars you recognise on this list?

The MG Car Club also organised guided tours of locations in the city linked to William Morris, both as a car manufacturer and a garage proprietor.



## **MG and Triumph 100 (formerly MG Live!) – Silverstone**

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

Although I was not in attendance over the weekend, all the feedback I have received about the event has been very positive (doubtless helped by the exceptionally good weather!).

Much of the following report was kindly provided by **Edward Vandyk**.....

We had 6 MGAs in the MG Centenary timeline. Our thanks to the owners of those cars for their co-operation over the weekend.

There were also plenty of other MGAs in the wider event, including one with an Alfa Romeo engine, which gives us a new variant on the Twin Cam theme.

There were a number of historically "famous" MGAs at the event, including SRX 210 and UMO 20. The event organisers arranged for an in-depth explanation of all of the models on display, which was very well structured and correspondingly well received by the audience. The MGA Register tent had good attendance, so thanks are due to **Jill and Graham Eke** for creating this, and to **Pete Macwaters** for the loan of his car as the display car outside of the MGA Register tent.

The racing featured a number of MGAs, including our Register Chairman's YRX 310, formerly Bob Olthoff's Twin Cam, which managed a first in (an albeit small) class driven by someone far more capable than the Chairman.

There will be much more about MG and Triumph 100, and lots of photos, in July's edition of Safety Fast!, I am sure.

Beyond the realms of MGA the new MG Cyberster could be seen "in the metal", (or is it plastic?), which was most interesting and at about £60,000 apparently for the 2 motor version with a 0-60 time of 3 seconds should, if available at that price and specification, provide a serious competitor to Alpine or Porsche and thus put MG sports cars back on the radar.

Maybe the Cyberster can reduce the average age of MG owners?

## **MG and Triumph 100 – An International View**

Amongst the visitors to MG and Triumph 100 was our very own South African correspondent and Honorary Life Member of the MG Car Club, **Norm Ewing**.

Here's Norm's review of his most recent trip to the UK, which he has entitled:

### **A MaGical Pilgrimage back in time...**

The adventure began, as always - with a plan. As we would be attending the Cape Centres event only weeks before my sister Sandra's eightieth birthday in Scotland, it was decided that on our return from Cape Centres, we should fly directly to Glasgow via Heathrow Terminal 5. Boy, was Terminal 5 ever a nightmare. The un-tech savvy Ewings, faced with unhelpful shrugging BA officials, and a whole new gamut of printing our own luggage labels, to standing in the correct spot for X-rays and photos, and thanks to a helpful idiot who put us into different queues, we lost one another...at my age lost in THOUSANDS of people milling around hours before take-off...not a happy feeling, and it took us a good while to find one another. We had wanted to spend as much time as possible with my sister, as well as go with her to the Isle of Arran, where my great Scottish rugby idol, Ken Scotland had cared for Brodick Castle. It was a great birthday lunch on the day, and the trip to Arran was like a Mediterranean cruise, with many topless on deck, and covered in sun cream on a sun drenched day, unlike anything I have ever experienced in Scotland before. As for Brodick, I could just see why Ken and Doreen Scotland loved the place.

Part of the plan was to fly back to Heathrow on the 8th, pick up a non MG hire car (a "plastic" in South African MG circles), and spend the first night near Abingdon. Pat had heard me talk of Fyfield Manor, where Kimber had once lived, and finding it, booked online. It was truly glorious, but it was not the right place. This was a **different** Fyfield Manor!

However our first night in England was wonderful with an evening country walk, surrounded by rose filled gardens around RAF Benson, to the Shepherds Hut for a glorious meal. The Fyfield Manor we stayed at was indeed historic, even if it was not the place we were looking for, and we loved our stay.

On arrival at Heathrow we were to discover that the Avis office / desk had moved because of Covid, and they were now based in the Holiday Inn! And that we were to receive not the VW requested...but an upgrade to a KEYLESS Spanish talking SEAT Leon which we called 'Tony' or 'P-orf' every time it told us to do something we did not agree with. I am embarrassed to say that I had no idea how to start it, or to accept that the little slab on the console was in fact the hand brake! We set off after brekky on a lovely sunny morn to MG CC HQ at Cemetery Road where we met young **Andy Knott** and **Colin Grant** who gave us a quick tour of the latest exhibits, before they too set off for Silverstone. The traffic was beyond belief, and we pulled off at a Service for some refreshment, arriving mid- afternoon at the track.

As part of the plan, my tech savvy daughter Sarah had booked us on Virgin, where unbeknown to me Pat had treated us to beds...my first ever left turn on a plane! AND as a further treat Sarah had booked us in for two nights at the Hilton Gardens at Silverstone.

**Ron and Valery Gammons**, who unbeknown to all of us, had the room next door...hosted not only our first night, but then organised a wonderful dinner on Saturday night with the great and good of MG. Truly MaGical. Best of all however we were presented not only with week-end tickets, but the keys to a Nightfire Red MG RV8 (below), not only our transport whilst there, but our entry for the MG V8 laps of Silverstone, four in all, which Pat loved as the car needed little encouragement to rocket away in full voice on track. Silverstone has always been for me about people not cars...and to spend precious time with the Gammons, **Ian Quarrington, Dave Knowles, Peter Mace, Philippe Douchet, Martyn and Allison Wise, John and Judy Fry, Dave Godwin, Walter and Brigitte, Danni Ingold, Colin Grant, Andy Knott, Brian Woodhams, Cath Spoelstra, John Day, Jeremy Hawke and John Abraham** the first owner of Bob Wilmot's J2. **Reed and Linda Yates, Marcus and Ursula**, and the builder of a great little replica Raworth, **Stephen Hiner** who did a lovely job without a garage!....





Norm with David Knowles



Norm with Stephen Hiner and the Raworth

However, sadly there were those we missed. **Den and Linda Wharf, Eddie and Easter Kirkland and Brendan Leach**, although I did give **Howard Quayle** a print for him. I also had sad memories of previous fun times with the likes of Paddy Hopkirk, Don Hayter and Bill Wallis. Shopping?? Well, frankly no time for that. But we watched all the MMM racing, spent time with the MMM mob in the paddock, and got a real kick from people congratulating me on getting 'people' to understand 2023 was the right year for the Centenary!

I also never got the chance to even see the new Kimber book or talk to the author! So much still to do! The Gammons' 18/80 had clutch trouble on the way to the event, so we waited with them as ominous clouds gathered, for Malcolm to arrive with a trailer...and then it came down...less than an hour of lightning and thunder and some rain, but that was the only rain we saw in our entire stay!

Sunday evening and off we went up the M1, straight into the most horrendous traffic jam, dead still for nearly two hours. Trying to find a different route sans map, was not helpful, and as we had not booked anywhere, we pulled into a Premier Inn in Rugby (where else! ) and so to bed. We bought breakfast at an Aldi and set off for the place of Pat's birth...the lovely village of Melbourne, Derbyshire. I remembered in 1970 how I had reacted when I saw the sign Ashby de la Zouch - straight out of the jousting lists in Ivanhoe - and here I was! Also in 1970 I had fallen under the spell of "Ingleby Toft" and changed it to "Ingleby Croft" as the name of our first home. We parked 'Tony' and walked around the pool, and the village before setting off to our nights stay at Breedon Hall, a truly fantastically restored manor house. A MaGic stay for two wonderful nights, the last of which was spent in Melbourne's glorious Norman church, before dinner, watching and listening to the bell ringers when we found the side door open. Then it was off to Swindon and the Cotswolds where we discovered the lovely little village of Fyfield...and now the **REAL FYFIELD MANOR!** Bingo...this confirmed by both **David Knowles** and **Peter Mace!** Not having booked accommodation, we now had a serious problem, and arriving in Swindon I saw my very first Arkell Breweries Hotel - "The Sun" the manager of which Barry Chapman, did his utmost to find us accommodation in a fifteen mile radius, but to no avail! He called more than a dozen establishments, but as there was an air show on...no go! Driving aimlessly on we espied a sign to a place called Verve. They were full but sent us to a fantastic golf and spa estate at Cricklade House!!! We were in heaven. Sarah then found us our last nights stay in England at Cantley House Hotel in Wokingham...from where it was a gentle drive back to the Holiday Inn, to hand a well used "Tony" back into the care of Avis.

We were shuttled back to Terminal 3 and the care of sincere and caring Virgin staff...other airlines could learn much from Richard Branson.

We spent the afternoon and evening watching cricket on a HUGE telly...and eating! There was so much glorious food, of such unbelievable choice in the Upper Class Club, that I really do not believe people bother eating on the plane. After all, dinner is only served after midnight, and as most already have their beds made...most are asleep!

We returned home to a happy daughter and a deliriously joyful dog, with a great Father's Day lunch to follow. MaGic does not begin to describe it!

Editor's Note: Thanks for that report, Norm. (I knew I would finally get a mention somewhere in this eNewsletter!)

## Overseas News

### News from "Down Under" ....

From the other side of our MG world, our Australian correspondent **Mike Ellesmore** has gone away on holiday to Japan, and so the most recent edition of the MGA Newsletter of the Victoria Branch of the MG Car Club Australia was placed in the hands of Deputy Assistant Sub Editor **Russell Seymour**. (I hope I have got that title correct, Russell!)

Another excellent read, with news both Technical and Social, plus the usual "small ads" of parts and cars for sale.

As we in the UK bask in temperatures in the mid 20s, it was satisfying to see Russell's articles about a rather wet 43<sup>rd</sup> Autumn Rally, the Autumn Hillclimb in torrential rain, and the Silvan Motorkhana and Khanacross in thick fog on a very slippery grass circuit. Russell was highest placed MGA in all 3 events – I think that's what got him the "promotion" to Victoria Newsletter Editor.....

It is clear that the MG CC group in Australia is undoubtedly thriving, with lots of events during the year. - Thanks for keeping us up to date with all the news, Russell.

### MG Happenings in California – The Steering Wheel

Reader **Barry Brownleader** sent me a copy of the Club Magazine for the MG Car Club of Southern California – The Steering Wheel. That club is now celebrating it's 45<sup>th</sup> Anniversary. The Steering Wheel is a very impressive magazine, with a wide range of articles on pretty well all classic MGs (the modern SAIC cars have not arrived in the USA, yet!).



### Other MG Happenings in the USA – MG Vintage Racers

Meanwhile, our main USA correspondent **Dave Nicholas** (left) keeps me entertained with the regular MGVR Newsletter. MG VR stands for MG Vintage Racers, and as the name suggests it is very much centred on track racing, mainly of MGs. It is not a group limited to MGAs, though MGAs and MG TD / TFs are strongly represented in the group.

From the many articles published in the MG VR Newsletter, the classic car racing scene would appear to still be very strong in the US.



In the most recent edition of that Newsletter, there are excellent articles including:

- **Scott (Scooter) Brown**, telling us about his escapades rebuilding and racing an MGA, race number 39.
- **Peter Ross**, telling us about the history of his 1932 MG J2.
- A tribute to **Jim Haynes** (April 1933 – March 2023), best known as the long-time owner and promotor of Lime Rock Park circuit. Jim raced in Formula 3 (Cooper), Formula 2 (Cooper), Formula Junior (Lotus 18), before he took on the massive challenge of keeping Lime Rock operational. He did this initially with all his own money, and later with the financial backing of Harry Theodoracopolus (a real-life Greek shipping magnate!). Jim later returned to racing in vintage cars, including a Frazer Nash and a "one of a kind" Fitch-Whitmore. By 1984 Lime Rock was sold again, to the Skip Barber Racing School, and this time Jim stayed on with the new owners to complete a successful handover before moving to Wisconsin and later retiring to Tampa, Florida. From the obituary, he was certainly a larger than life character!

The MG VR Newsletter also, of course, contains Dave's obligatory "sales pitch" for this year's centenary celebration races at Lime Rock, Connecticut, between 1<sup>st</sup> and 4<sup>th</sup> September this year (the Labor Day weekend).

June's big event for the US MG VR fraternity is **GOF Central** (the **G**athering **O**f the **F**aithful MG Owners of the central states of the US) at South Bend, Indiana between 20<sup>th</sup> and 23<sup>rd</sup> June 2023, and the BIG ONE for 2023 which is the 41<sup>st</sup> Lime Rock Park Historic Festival in Connecticut between September 1<sup>st</sup> and 4<sup>th</sup> 2023.

Dave publishes 12 MGVR Newsletters per year. - Thanks for all of this, Dave.

## Future Events

### Scottish MGA Day, 2nd July 2023

Our Scotland correspondent **Paul Dean** tells us that Scottish MGA Day 2023 will be held on Sunday 2<sup>nd</sup> July, and the tour route will include a section in the Trossachs.

The route will start at 10.30 am at NTS Bannockburn Centre, Stirling, FK7 0LJ, from where the drive takes us over the Campsie Hills to Kilsyth and then back over the hills on the scenic road from Lennoxton to Fintry.

Going by the Lake of Monteith to Aberfoyle, we take the Dukes Pass before heading east to join the A82.

We will now head north along the shores of Loch Lubnaig to Loch Earnhead where lunch is booked at the lochside Clachan Inn.

The afternoon run follows the north side of the loch to Comrie, where we head over the moors to Bracho and finish back in the Stirling area. - Looking forward to seeing you there.

Booking is available **now** on the MG CC Caledonian website – [www.mgcaledonian.com](http://www.mgcaledonian.com)

## MG Centenary Celebrations – 2023 and 2024

The Centenary Year for the MG Car Club runs from May 2023 until mid-2024, and MG Groups and Enthusiasts worldwide have got events planned throughout that 12 month period.

For a full list, look at

[www.mgcc/mg100/](http://www.mgcc/mg100/) - But that list of events is growing every week!

For UK readers, in conjunction with our partners - the MG Owners Club, The Octagon MG Car Club, the Early MG Society, and the MG T Society - we opened the year with a major event at the British Motor Museum, Gaydon, on 27 May. The event included a timeline of MG models, but this was limited to 50 cars because of space constraints. The Octagon and T groups organised that timeline. That opening event went well, as you have read elsewhere in this Newsletter.

The MGCC's own Centenary website is now in place,

containing details of all worldwide centenary events. It includes a Google map with embedded markers to UK and world-wide events, providing links to event details. MG Car Club Centres, Registers, and Branches, both in the UK and elsewhere, are encouraged to place **their** events into this website.

Centenary events will continue until mid-2024, to provide a year of celebrations, some of the events provided in conjunction 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 worldwide throughout the centenary Year (May 2023 to June 2024) go to [www.mgcc.co.uk/mg100/](http://www.mgcc.co.uk/mg100/) or for a full list of MG Car Club events (not just MG100 related, but also Competition Events, Centre Events etc) go to [www.mgcc.co.uk/club-events/](http://www.mgcc.co.uk/club-events/)

MG Car Club has also introduced a wide range of MG 100 Merchandise to celebrate the Centenary, including clothing, mugs, car badges etc. See adverts in Safety Fast or go to the MG Car Club website for more details at <https://shop.mgcc.co.uk/>

## MG 100 in the North – Great British Car Journey, 23<sup>rd</sup> July

Deep in the list of MG100 events is a meeting for all MGs at the Great British Car Journey, planned for **Sunday 23<sup>rd</sup> July**.

The Great British Car Journey museum is near Belper in Derbyshire (DE56 2HE), and is just a couple of miles away from the famous Crich Tramway Village (formerly Crich Tramway Museum) <https://www.tramway.co.uk/>

It is a very **different** kind of car museum. Rather than exotic and obscure cars, it contains "the cars like your dad used to drive" – standard saloons of the 1930s to 1980s. There is even an option to drive the cars around the museum site.



I have visited GBCJ, and it is a truly excellent day out, and strongly recommended. See <https://greatbritishcarjourney.com/> for more details of the Museum. And MG Car Club Members can get an **extra discount** on booking by entering code **MGCENT** when booking tickets. **P.S.** The MG Z Register is having its own meet at GBCJ on 17<sup>th</sup> September – Again, use code **MGCENT** when booking to get a discounted price.

### **MGA Day Picnic – Gloucester Warwickshire Steam Railway, 6<sup>th</sup> August**

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

Organiser **Howard Quayle** – himself a keen railway enthusiast, writes:

This event is now getting closer, and should be one of the highlights of the Register's Summer Season.

The venue is the beautiful Gloucestershire & Warwickshire Steam Railway, which offers nearly 15 miles of "heritage" rail travel through the glorious Cotswold Hills, although shorter sections of the railway can be covered.

There will be diesel and steam trains running on the day. See

[www.gwsr.com/your-visit/timetables](http://www.gwsr.com/your-visit/timetables)

for full details of the venue and details of the (Pink) timetable which will be in operation on the day.



Our base for the day will be Toddington Station (GL54 5DT if you're not using 1" OS maps!), and the Register has exclusive use of the adjoining large field, adjacent to the B4077 Tewkesbury to Stow-on-the-Wold road, giving easy access from the M5 and A46.

It is hoped that we will be joined by our colleagues from the Mquette Register. The site will be available from 9.30am until late afternoon, and is ideal for picnics, although no barbecues are allowed. Hot and cold food is available at the adjacent Toddington station, with additional refreshment facilities on the trains and at other stations on the line. For beer enthusiasts, the well-regarded Pheasant Inn, owned by the Donnington

Brewery, is only a short walk away. The GWSR has also offered tours of its locomotive sheds, subject to availability, but please note that stout flat footwear is required (no open-toe sandals, heels, etc.). Anyone wishing to go on this tour should email me at [hquayle1947@btinternet.com](mailto:hquayle1947@btinternet.com)

ALSO - Volunteers to assist with parking, marshalling, etc. would also be appreciated, so please contact me at the email address above.





## MGOC Tour of Devon and Cornwall – Sunday 17<sup>th</sup> September

Reader **Howard Perks** writes:

As well as being in the MGCC, I am also the Event Secretary of the Tamar Valley MG Owners Club, not least because the club meets just up the road from our home in Plymouth. We are a fairly small club and every other year we organise an invitation run to explore the best landscapes and roads Devon and Cornwall have to offer. I would like to extend this invitation to MGA Register members.

This year on Sunday September 17<sup>th</sup> our People & Places run encompasses the highways and byways of our moors and coast including Dartmoor and Dartmouth. This is a single day outing ending with a cream tea at a lovely Dartmoor Hotel. In addition, if any Register members would like to explore even more of our region as well I could provide additional routes to extend their visit. I could also advise on local accommodation.

If anyone is tempted by this, the entry details are on our club website here:

<https://www.tvmgoc.org.uk/entry-forms-details/>

## The “Cotswolds Caper”, Faringdon, 29<sup>th</sup> Sept to 1<sup>st</sup> Oct

The venue for the **MGA Register Autumn Tour 2023** will be Sudbury House Hotel, 56 London Street, Faringdon, Oxfordshire, SN7 7AA, where we have booked the entire hotel – 50 Rooms! The tour has been organised by **Tony Bratt**.



**Sudbury House Hotel**

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

All 50 rooms are now booked at The Sudbury House Hotel for our Autumn tour of the Cotswolds and MG Heritage.

The first newsletter has now gone out to all those members who have registered for the weekend. If you did not receive a newsletter, please let Tony Bratt know as he may have got your e-mail address wrong!

e-mail him at [brattanthony@aol.com](mailto:brattanthony@aol.com), or phone on 07771 947247

Alternatively, perhaps you have booked the hotel room, but forgotten to join the tour.

**There are still three members who have booked at Sudbury House Hotel but who have not yet registered for the event with the organiser, Tony Bratt.** Messrs Firth, Jarvis (?), and Welbourne, please click on the link below and get your registration in to Tony, along with a cheque for the entry fee to him at 47 Greenwood Avenue, Chinnor, Oxfordshire, OX39 4HW.

If not, you may well have a lovely weekend at the hotel, but you will not be on the tour.

Alternatively, 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.



Whether staying at Sudbury House or elsewhere, register members and eNewsletter readers are still invited to join the tour and choose either of the Saturday Cotswold runs (short or long to include the British Motor Museum at Gaydon) and the Sunday MG Heritage tour. With all rooms now taken at Sudbury House Hotel, there is alternative accommodation close by at the Faringdon Travelodge, which is only 2 miles by road or a 1.1 mile walk.

There is plenty of space at the Gala Dinner on the Saturday evening for members not staying at Sudbury House Hotel, at £38 per person.

<https://www.mgcc.co.uk/mga-register/events-in-2023/mga-autumn-tour-2023/>



### [MGA Autumn Tour 2023 - MGA Register](#)

The Cotswolds Caper Friday 29th September to Sunday 1st October 2023 The MGA Register is pleased to announce that booking will be open from 7th November 2022 for our Autumn 2023 tour. The venue will be Sudbury House Hotel, 56 London Street, Faringdon, Oxfordshire, SN7 7AA, where we have booked the entire hotel – 50 Rooms! The ...  
[www.mgcc.co.uk](http://www.mgcc.co.uk)

Regular “update” newsletters have now started. If you think you are on the tour but have not yet received Tony’s first newsletter (issued around 17<sup>th</sup> June) please let Tony know – Either you have not sent the entry documents (see above) or he has got your e-mail address wrong.

With the Spring Tour around the Lakes and Mountains of Lancashire and Cumbria a roaring success, 2023 is already looking like a good year for UK MGA Events.

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

### **2023 MG European Event Of The Year (EEotY), August 2023**

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

This event will be part of the MG Centenary Celebrations, of course – but it is also the 50<sup>th</sup> 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 50<sup>th</sup> and 100<sup>th</sup> 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/>

### **MG Centenary Final (?) Event – Brooklands, June 2024**

The South East Centre of MG Car Club has arranged for South East MG Day at Brooklands Circuit on 17<sup>th</sup> and 18<sup>th</sup> 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 Spring Tour 2024, - 17<sup>th</sup> to 19<sup>th</sup> May 2024**

The MGA Register Spring Tour in 2024 is being organised by **Howard Quayle**, and will be centred on Bury St Edmunds, in Suffolk. Here's Howard's latest update:

Arrangements with our hotel for the 2024 MGA Spring Register Tour, are now almost finalised. There will be a wide choice of runs, covering classic Constable country and the Stour Valley, less-visited locations on the Suffolk Coast, and the long-standing links with the military in this area of East Anglia. During the weekend, our MGAs will be meandering over the minor roads of Suffolk, Essex, and Norfolk, many of which see little traffic - a bonus compared to many other parts of the UK these days, and a delight for our "mature" vehicles. More news in the next edition of the Newsletter" - Meanwhile – Keep the dates free!

## **Future MGA Tours and Events – 2024 and beyond**

Planning for MGA tours and events never stops. – And the scale and popularity of those events means we need to book suitable venues up to 2 years in advance of the event date. We already have firm plans for the Spring 2024 Tour (above), and tentative plans for Autumn **2024**, both along the same format as those for 2023 and past years (nice hotel, great driving tours, good company etc). Believe it or not, we are also working on a **big** tour for **2025**, which will be the 70<sup>th</sup> Anniversary of the MGA. (In 2015, our 60<sup>th</sup> Anniversary intrepid MGA tourers went from Lands End to John O'Groats, of course!). On behalf of all participants, our thanks go to the volunteers working hard to organise those events for our enjoyment. More news as we get it....

## **MGA Register 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 and to keep the Register functioning.

I am pleased to report that we now have a new Register Secretary. – **Jill Eke** has volunteered to fulfil that important role for us. "Welcome back, Jill!" (And sincere "Thanks!" to **Lambert Dopping-Hepenstal** for stepping in to act as temporary Register Secretary during the AGM at Lancaster.)

We still have one further role we need to fill immediately, with a second role falling vacant by early in 2024. Here is a bit more detail on 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 it's just a half page, the publicity of MGA events and snippets of news generally 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.
- And from early in 2024 we will need a new **Register Chairman**, as Edward Vandyk steps down from the role. In addition to keeping the wider Committee "in order" as it were, the Chairman represents the Register at Council, and thus has a role in the future direction of the wider Club.

Be assured. – For both 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 MGA Register website **Contacts** page. ("Free consultations - No obligation!")

## 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. So 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.

The current holder of the award is **Beth Corbett**, who to drove her 1600 Coupe, Mavis, to and through Italy during the summer of 2022, 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.

If you make a Notable Journey in your MGA in 2023 and wish to enter for this prestigious award, the Notable Journey Nomination form is Appendix 2 to this Newsletter.

## Technical Topics

A number of pieces this time, - with a bit more background information on Derrington Heads, some useful (re-)assembly tips from **Dave Holden**, a clever way of fitting a mechanical brake light switch to the MGA (when you get fed up of replacing the hydraulic one and bleeding the system!) via our friend **Mike Ellesmore** in Australia, and a request for advice on fitting a dynamator to POSITIVE EARTH car....

### HRG Derrington Cylinder Heads

In recent editions of this eNewsletter, we have read about readers' experiences of Derrington cross flow cylinder heads as fitted to the B Series engine.

And just last month there was one advertised on e-bay, a snip at £3,000 asking price....

[https://www.ebay.co.uk/itm/195774054140?mkcid=16&mkevt=1&mkrid=711-127632-2357-0&ssspo=ZNlaYyVGQUK&sssrc=2349624&ssuid=O3JHz5xKTJm&var=&widge\\_t\\_ver=artemis&media=COPY](https://www.ebay.co.uk/itm/195774054140?mkcid=16&mkevt=1&mkrid=711-127632-2357-0&ssspo=ZNlaYyVGQUK&sssrc=2349624&ssuid=O3JHz5xKTJm&var=&widge_t_ver=artemis&media=COPY)

I'll give that one a miss, thanks .....

### Dave Holden's Rebuilding Tips

(Readers may remember that Dave Holden, from Blackburn, is the man who rebuilt the same MGA twice ..)

Here's some of his advice and specific Technical Tips:

If things are not going right, don't carry on blindly. Come out of the workshop, close the door, relax and think. Have a chat to fellow owners. Maybe have a relaxing drink, but don't bash on regardless. After a rest and armed with extra knowledge, invariably things are much simpler and turn out right next time in the workshop.

Here are some tips **Dave** has learned from bitter experience:

### **Fitting bonnet and boot lids.**

Rather than go down the trial and error route, risking paintwork chips on the way, try this; (more logical on a part assembled car)

For the boot (trunk) remove the spare wheel and covering to gain access from the passenger compartment. Position the lid in the aperture to ensure satisfactory gaps. Loosely hold the lid in place with low tack masking tape (high tack can pull off paint on removal). Offer up the bolts to the hinges through the spare wheel aperture but don't fully tighten until they have all been set finger tight, then tighten progressively. The hinges will align in sympathy with no tendency to work against each other.

For the bonnet (hood), work as above but via the heater aperture. Even if a heater or blanking plate is fitted, it might be worth removing it to do the job, then re fit.

### **Clutch and brake master cylinder problems.**

I recently fitted a new unit. The brakes bled up OK, but when bleeding the clutch there was no pedal pressure, only what appeared to be from the pedal return spring. After taking my own advice to stop and reflect, a few days later along with a fellow MGA owner (John Halton) we concluded that the piston was stuck at the end of the bore. It was clear from the looseness of the pedal push rod that it wasn't in contact with the piston assembly. Levering the slave cylinder push rod from under the car with a tyre lever resulted in pedal pressure now that things were in contact, and a few repeat cycles maintained the status. A quick couple of confirmatory bleeds resulted in a working clutch.

'Newness wearing off' is a term regularly used in our neck of the woods!

### **Fitting Spire Clips to the Engine Compartment Vents**

Fitting the spire clips that retain the oval "MGA" vent grilles alongside the bonnet is a frustrating experience due to the presence of the air scoop and thus having to work with finger tips, often dropping the clip.

Tip 1 - put a smear of grease on the finger tip to retain the clip.

Tip 2 - once the clip is in place on the mounting spindle, use a small pair of cranked pliers as seen in the photo, a few layers of soft cloth on the grille to prevent scratching, and squeeze the clip tight on each side. The photos should help





## Mechanical brake light switch

(from **Mike Ellesmore**, in Australia)

One of our members had difficulty finding a good quality hydraulic brake light switch (those that he could find were on the MGA Guru bad list) so decided to install a mechanical switch. He takes up the story...

*So I decided to make up a mechanical switch installation as I had a suitable brake light switch laying about which I had purchased about 20 years ago from Autobarn (seem to remember it was for Rover etc., could be for late MGB as well), for my MGB which I adapted and used for a period of time but had since reverted back to the hydraulic switch instead for some reason (long story).*

*Anyways, I quickly went through the various mechanical switch ideas on Barney's website and came up with what is shown in the attached photo, which is installed on the steering column outer tube via two hose clamps. The bracket is made from aluminium angle extrusion 25x20x 1.6mm from Bunnings. The main section can be seen in the photo, there is also a 1" long back-to-back angle (20mm wide flanges against each other) on the forward side that is mostly hidden, which is fixed to the main section with two small screws with self locking nuts. Both forward and rear sections have 3/8" wide lugs about 1/2" long each, which tuck under the two hose clamps. These lugs are indented slightly to fit over the curvature of the steering column to help locate on installation, using vice jaws set to approx 1/4" width gap and the edge of a hammer. Hose clamps are tightened which secures the bracket quite well, also allows some adjustment for the switch. Bracket took about two hours to make and install.*



More reading about this subject at,  
<https://mgaguru.com/mgtech/electric/et255.htm>

## Dynamator on a POSITIVE Earth Car

Reader **Peter Norrison** is struggling to fit a Dynamator (= an alternator which looks like a dynamo, so the underbonnet area looks original). Here's Peter's story / request:

I wonder if you would include a request for help in the next newsletter.

It's probably best if I give you the background to this which will explain why I need some assistance.

I bought a +ve earth Dynamator alternator conversion from Accuspark to install over the winter for my +ve earth MGA. This particular item looks to all intents and purposes exactly like the original Lucas dynamo so fitting is quite straightforward. Electrics are a different matter for me so I asked a friend who used to be an auto electrician to do the wiring which he thought would be a doddle. However, his experience has been solely with -ve earth conversions and there are differences in the wiring compared with the +ve earth system. After spending two whole afternoons in my garage plus a lot of internet research he reluctantly had to give up without success and re-installed the dynamo with original wiring so I am now mobile.

My question is; Is there anyone out there who has successfully installed an Accuspark Dynamator to a +ve earth MGA that I can discuss this with and hopefully find out where we went wrong? Whilst the -ve earth version is apparently more straightforward I'm reluctant to switch polarity as I've fitted an electronic fuel pump and ignition, both +ve earth, so there would be a significant cost implication.

Thanks and regards, - Peter Norrison, [peter norrison@hotmail.co.uk](mailto:peter norrison@hotmail.co.uk)

If any readers have any experience on this conversion, or any suggestions on how to complete it, please feel free to get in touch with Peter. – Include the Newsletter address in the correspondence so I can (hopefully) report a happy outcome in the next edition.

## Is YOUR MGA Famous? Tell us the story ....

The March edition of this eNewsletter included a piece about **Pete Macwaters'** famous MGA Roadster LSU 323, which Pete tells us has featured in no fewer than 15 different publications over the years (often, but not always with Pete at the wheel).

In the May edition we read of **Jim Torpey**, who was featured in the Sunday Times Magazine, no less (only a single appearance, but "Quality Counts", of course!), so Jim won May's prize.

Since then, I have had a couple more nominations:

**Steve Gyles** sent details of 6 (or 7?) such appearances, in

- Classic Car Weekly 2 Feb 2006
- Classic Car World May 2010 – Sun dried resurrection part 1
- Classic Car World June 2010 – Sun dried resurrection part 2
- MG Enthusiast August 2011 – Modifying MGA
- Classic Car Mart November 2014 – Database MGA
- Practical Classics April 200? – Readers Restorations
- MG Enthusiast May 2021 (I had to remind him about that one!)
- Plus other appearances with other (non MGA) cars.

Here's Steve's "evidence" of some of those appearances:



**Stuart Mumby** wrote:

I can't match Pete Macwaters' 15 individual publication appearances, nor the exclusivity of Jim Torpey's feature in the Sunday Times Magazine. However, after some digging I have come up with 10 appearances, as follows.

- Safety Fast - March 2006, Full front cover picture of HAS 494 at Le Mans, plus my three-page article with photos of HAS 494 on Pages 13/15
- MGA! Namgar Magazine Jan/Feb 2010, half-back page photo of HAS 494 posing in front of Kimber House
- MGA! Namgar Magazine Jul/Aug 2010, full front page photo of HAS 494 in Yorkshire Dales setting
- MGA! Namgar Magazine Jul/Aug 2010, HAS 494 photo illustrating my article on MGAs 'How Do You Use Yours?'
- MG Enthusiast Magazine April 2014, Fully illustrated feature article on HAS 494, plus front cover photo
- MGA! Namgar Magazine Jan/Feb 2015, Four-page article by Roger Martin on Stuart's Pyrenean Challenge. HAS 494 appears in three photos
- MGA! Namgar Magazine Nov/Dec 2017, Six-page article by Colyn Firth on his and SM's tour of Austria. HAS 494 appears in six photos.
- MGA! Namgar Magazine, May/Jun 2022, Photo of HAS 494 in the Dolomites included in Colyn Firth's article on 'more power'
- MGA! Namgar Magazine, May/Jun 2022, Three-page article on a 'Coast to Coast Journey' with two photos of HAS 494.
- Safety Fast August 2022, Four-page article on a 'Coast to Coast Journey' with three photos of HAS 494

With all those appearances in the NAMGAR (North American MGA Register) magazine, Stuart probably deserves the "International Award".





In May I also asked if any readers recognised the rather dapper individual in the photo above – posing with his “other car” of the time, which was a TD. It was a full colour front page appearance, no less, in **Cheshire Life** Magazine. – Very upmarket!!.



I wondered if any readers could “**Name that Goon**” from this photo?

The answer is, of course, **Barry Brownleader** from Cheshire. – and here’s a photo of Barry as he is now.

I had 2 correct entries, from **Stuart Mumby**, and from **Roger Martin** (who claims to have known Barry for many years).

With regard to the wider challenge of “Famous MGAs”, no-one has yet come near **Pete Macwaters’** total of 15 appearances.

But I give honourable mentions to **Stuart Mumby** (twice!) and to **Steve Gyles**.



**Stuart, Steve, and Roger** will all get one year's FREE subscription to the famous MGA Register eNewsletter.

## 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.

### Wanted

Lower windscreen frame rail for MGA Roadster.

Any condition acceptable.

Contact **John Halton** at [halton9@hotmail.com](mailto:halton9@hotmail.com) (Bolton area)

### 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](mailto:bobskiing1@gmail.com) (Camberley, Surrey, area)

### MGA Books For Sale

The widow of a well-known Member of the MGA Register who passed away recently is looking for a good home for her husband's collection of MGA related books, - see attached photo. She would prefer the books to be sold in one lot. Based on prices quoted by various Internet sellers, to buy all of these books together would cost in the region of £255. Offers around £100 are invited. Buyer collects or postage extra. Bids for individual books will be considered. All bids to [mga@live.co.uk](mailto:mga@live.co.uk)

As a guide, typical online "buy it now" prices from various Internet sellers are listed below:

- **John Thornley said "Call it MGA"**, signed by Piers Hubbard and Roger Martin 232/251. (Hardback 2<sup>nd</sup> edition 2015) MG Car Club Shop £30 (MGA Register Shop £12.00 plus p&p)
- **Original MGA The Restorer's Guide** to all Roadster and Coupe models including Twin Cam by Anders Ditlev Clausager. (Hardback 2010 edition) Various vendors/dealer on ebay at an average of £54
- **MGA The Complete Story** (2010 Paperback edition) by David G. Styles (2010 Paperback edition) Used copies on ebay £15-£25
- **MGA Restoration Guide** by Malcolm Green (2005 edition) £46
- **MGA Workshop Manual** Series MGA 1500, MGA 1600 and MGA1600 (Mk 11) (2005 Paperback edition) Amazon £12.99
- **MGA 1955 1962 All models ohv dohc Owners Workshop Manual** by J H Haynes and Ian Coomber (Paperback 1989 edition) £25 new
- **The MG (Series "MGA") WORKSHOP MANUAL AKD600** Ring Binder Good used condition £35.99
- **THE MG Series MGA 1600 Driver's Handbook AKD 1172 C** (Paperback 1964) Various used copies from £10-£30
- **THE Essential Buyer's Guide MG MGA** All models 1955-1962 by Roy Crosier and David Sear (2013 edition) World of Books £9.99
- **MGA Register Technical Manual** (version 1.1pdf) CD Memory Stick version from MGA Register Shop £8



## 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, plus a new colour of grey.

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](mailto: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 £20.00 **to just £12.00 + post/packing**. Visit the Merchandise Shop, as above, for details of the book and how to order.

## **MGA Register – The First Fifty Years 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 compiled this 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

**We have a few copies of The MGA Register - The First Fifty Years available priced at £35 plus P&P. It is unlikely there will be a third reprint so if you have not purchased a copy of this excellent story of the Register, now is the time to purchase one.**

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 and pay. <https://www.mgcc.co.uk/mga-register/merchandise-catalogue-november-2016-2/>

**Graham adds:** For ALL our MGA Register Merchandise, if you want to save the postage, then call in to see us at our MGA Day at Gloucester Warwickshire Steam Railway on 6<sup>th</sup> August 2023, - we will be very pleased to see you. All stock will be available to purchase. Following a successful MG Triumph 100 Event at Silverstone we would like to give special thanks for their support during the weekend to;

- **Peter Morgan**
- **Howard & Lynne Quayle**
- **Mike & Kate Sumpster**
- and **Bob Bull**

### **MG Car Club MG100 Themed Merchandise**

Looking beyond the MGA Register to the wider MG Car Club, a new range of **MG100-themed merchandise** is now available. See adverts in Safety Fast! (June, pages 12 and 19) and the shop on the Club website.

### **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 for both the Newsletter circulation 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.

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](mailto:Mgcarclub-mganewsletter@outlook.com)

And for vehicle registration and history matters, please contact

**Bob Bull**

**Registrar, MGA Register**

[mgcarclub\\_mgaregistrar@hotmail.com](mailto:mgcarclub_mgaregistrar@hotmail.com)

**Happy MotorinG, All.....**

**Brendan Leach, July 2023**

## Appendix 1 – Entry Form Autumn 2023 Tour

# MGA REGISTER

## “The Cotswolds Caper”

Farringdon, Oxfordshire

Fri. 29<sup>th</sup> Sept. to Sun 1<sup>st</sup> 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](mailto: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.