



MGA REGISTER eNEWSLETTER
September 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 – MGA Events Everywhere!

Welcome to another edition of the MGA Register eNewsletter; - a little earlier than normal since the Editor is going "off-line" for the next 3 weeks. (The judge referred to it as **21 days** rather than **3 weeks**, but ...)

It has been a busy few weeks since the last edition in July, with the Scottish MGA Day Tour, the (English and Welsh?) MGA Day Picnic, the 2023 MG European Event of the Year in Denmark, and the continuing series of MG Centenary Events worldwide.

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 2 or 3 months will continue to be a busy time for MG Enthusiasts, with the MGA Register Autumn Tour of the Cotswolds between 29th September and 1st October, plus a continuing series of MG Centenary celebration events on top of the usual local and national tours and shows. Those MG Centenary celebrations are now in full swing, and there is now a large and growing list of events planned worldwide over the following 12 months. – Look at www.mgcc/mg100/ to see that list.

Later in this Newsletter we have booking information about the 2024 Spring Tour, which will be based in the area of Bury St Edmunds (Suffolk) between Friday 17th and Sunday 19th May 2024.

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.

Finally, my request for nominations for a "Famous Car" (aka, "The Pete Macwaters Cup") has generated one more (slightly off-beat) entry, which you will read about later.

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

Next edition will be issued around 26th to 31st October 2023.

Brendan Leach

Editor – MGA Newsletter

MG's 100th Birthday ?



I have been informed by a usually very reliable source (?) that the very first MG car was sold on 16th August 1923. That date is also the wedding anniversary of Norm and Pat Ewing. – Norm is, of course, an MGA

owner, a leading member of the Club in South Africa, and an Honorary Life Member of the MG Car Club. Congratulations to Norm and Pat on 54 years marriage from everyone in the MGA Register. Who knew Norm used to have hair, or that he was a budding poet?

Reports on Recent Events

End of School Year "Proms"



I suspect a number of classic car owners get drafted in to delivering their offspring or relations to the end of school year events, so that the youngsters can "arrive in style". Here's a picture of **John Boulton** delivering his grandson **Archi** to such an event. –

"You shall go to the Ball, Sir!"

(I wonder if John and Pamela wrote a song for the occasion?)

Editor's Warning. There are risks in using your vehicle for a school prom, as reader **Dave Holden** points out

A friend of mine issued a solemn warning about agreeing to use his Classic car for taking his daughter to the end of term school prom, specifically about not leaving things too late to check over.

The day before the prom, he went in the garage to see a pool of brake fluid under one wheel. He knew there wasn't time to get a replacement part and panic struck in. Off to the pub to drown his sorrows, and one of 'the gang' offered his commiserations, but more importantly an alternative form of transport, which turned out to be a horse-drawn cart but without equine power.

'All isn't lost' he said. 'A few miles up the road there's a Government research station specialising in animals. From time to time they re-home surplus animals, so they might have something'.

Cinderella must go to the ball, so off he went.

After some serious sucking through teeth, the friendly chap at the institute came up with an offer. Turns out they'd been trying to cross ostriches with chickens to give a more appealing taste. A result was that a side effect had resulted in a pair of 6ft tall chickens, an offer which the hapless father could only accept. - He sorted out the reins and went out on a test run.... Great stuff. The chickens were proud (better not say cock-a-hoop!) to be of use, so trotted off down the road amidst cheers from onlookers.

It was then that they spotted in the distance a KFC sign and panic took hold. From a leisurely canter they immediately went into full gallop to avoid what they thought was their ominous fate.

Poor chap couldn't control them. The reins snapped under the strain, and off they went, leaving a cloud of dust and a bedraggled dad gazing at empty cart forks.

Just then an RAC patrolman pulled up. 'Having trouble, mate?' he asked.

'Oh, am I glad to see you. Mi big 'ens 'ave gone!' (It's better with a Blackburn accent! - Ed)

Scottish MGA Day, 2nd July 2023

Scottish MGA Day took place on Sunday 2nd July, over a scenic route in the Scottish hills. Here's a report from our Scotland correspondent **Paul Dean**:

The day started unpromisingly with damp weather, and we were rather despondent due to only having 6 cars on the run. Five of these coming from the East of Scotland with the Lintons being the only representatives from the West! Where have all the rest of West of Scotland MGA owners gone?

The day improved as we mustered at the NTS Bannockburn Centre to admire the cars in sunshine before heading south to Carron Bridge and the over the lovely 'Tak-Ma-Doon' Road to Kilsyth with an interesting ford and its big views over Central Scotland. The least attractive part of the drive was the route between Kilsyth and Lennoxton after which we headed back North over the Campsies enjoying with more big views.

From Fintry we continued North to the Lake of Monteith via Abernethy before heading West to Aberfoyle where Peter Long and his navigator Lyn Patterson joined us. The remainder of morning run was very easy to navigate going over the Dukes Pass and then East past Loch Achray and Loch Venacher. We avoided Callander and headed North on the A82 along the shore of Loch Lubnaig to Lochearnhead where lunch awaited at the Clachan Inn. We enjoyed the lovely views and compared cars whilst dodging some heavy showers. We were very well catered for at the Clachan Inn. They had also managed to reserve a part of their Loch side car park exclusively for our cars which gave us an excellent photo opportunity.

The afternoon run was much shorter. We headed East initially on the loch side until we arrived in Comrie where we took a right turn to head south over the moors to Braco then via Doune to finish at the Smiddy café and farm shop in Blair Drummond. The weather had generally been good except a bit of drizzle and a short down pour.

The good news was that despite, or possibly because of, the low numbers the day had been very sociable, and the route seemed popular. It is also probably true to say the dates closeness to the date of the MGA Register's Spring run in Lancaster cost us a few English and Irish cars. It was also nice that we were joined by two fellow MG enthusiasts who had read of the event and popped along to look at the cars and have a chat with us.



Left to Right: 47AVE – Alastair Chisholm, PVS 923 - Peter Long (yellow jacket!) and Lyn Patterson, HSY 694 – Tim Prime and Dougie Thomson, WFD 316 – Paul and Jeanne Dean, 813 XUM – Donald Rosie, BSK 792 – Ronnie and Shirley Linton

Photo: Paul Dean (He has better photos, but not with all 10 participants shown!)

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

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

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

This year's event continued last year's railway theme, being held at Toddington station on the Gloucestershire Warwickshire Steam Railway in the glorious Cotswolds.

With storms and torrential rain sweeping across the UK the previous day, the omens for a good turnout were not promising, so it was with some relief that the organisers awoke to blue skies and sunshine.... and thankfully it stayed that way for much of the day.

	Roadst	Coupe
1600	18	1
1500	14	2
Twin Cam	7	1
1600 Mk 2	2	1
1600 DeLuxe	1	

The first arrivals were on-site not long after 9.30am, the large field adjacent to the station providing the Register with more than enough space for a good display of MGA's. All (well, nearly all) variants were in evidence, with a detailed log of vehicles as shown in the table on the left.



An impressive turnout, given the meteorological uncertainty, so thanks to all who attended. (It's possible that the full turnout actually reached 50, as some members chose to use the main station car park: a large area, in which some cars may have dropped "beneath the radar"). As usual, thanks to Graham and Jill for manning the merchandise stand, to Paul and

Lynne for their help with marshalling, and George for bringing and erecting the gazebo.



The "Car of the Day" shield, the winner of which is chosen by the Register Chairman, was awarded to Terry Drinkwater's immaculate 1600 DeLuxe Roadster – a worthy winner, restored to the highest standard.

While many members and friends were content to spend the day discussing MGA matters (as always, the precise colour of the Ice Blue tonneau being one on this occasion!), others opted for a ride on the 14-mile-long GWSR, which runs through Toddington on its way from Broadway to Cheltenham Racecourse. The locomotives in use on the day almost reflected the production period of the MGA, with the steam loco (78019) having been built in 1954, and the diesel s members of a class introduced in 1960.

Overall, a good day, with the possibility of spending *MGA Day 2024* on another heritage steam railway.



Le Mans Classic 2023

2023 is the centenary of the famous Le Mans 24 Hours Race. **Daran Scarlett** took his MGA

...

As you may know, Le Mans is home to the world's oldest endurance racing event, the Le Mans 24hrs. Having first taken place at the Sarthe circuit in 1923 and apart from a break during World War 2, it has become an annual fixture in the world motorsport calendar ever since. In 2023, it celebrated its 100th year.

In my previous article I wrote of why Le Mans should also have a special meaning for us. In 1951, racing enthusiast and land speed record-breaker Capt George Phillips commissioned MG's designer Syd Enever to create a more streamlined body for his MG-based race entry. With this, what was to heavily influence the MGA first raced there in 1952. In 1955, the factory fielded 3 works-prepared prototype MGAs, with two of them finishing 12th and 17th. But unlike many of their peers, these were not exotic one-offs. The MGA was destined for the buying public as 'first of a new breed' so BMC drove them there, raced them, and drove them back. They say racing improves the breed - and what they learned from their success on the track at Le Mans, gave us the cars we have today.

The Le Mans Classic is a somewhat newer event, having started in 2010 and run every other year. It's effectively a weekend festival of classic motorsport spanning all eras since the 1920's, with everything from Bentley Blowers to 1990's Group C racers howling around the circuit. It culminates in its own 24-hour endurance event from the Saturday afternoon into Sunday. As per my previous article, we went in 2022 and had a fabulous time. With the announcement that the Classic was to be brought forward to be part of the centenary year celebrations, the decision was made that we had to be there.

Having successfully boarded the shuttle to Calais on Thursday morning, we left Calais under leaden skies with the top up and settled into a good pace for the trip down. With a light but constant rain until Rouen, this was a wise decision, if a little noisy - my attempt to reduce the drumming effect of the canvas with a bit of pipe lagging on the frame was a dismal failure. I'd spoken about my love of the MGA's windscreen wipers before. Being single speed doesn't help, but mine also don't park when switched off - a job I've been meaning to get round to. I've now become an expert at timing their switch off at least.

As before, the autoroutes were used for a quick and hassle-free journey down. I found it quite reassuring to be amongst others taking the same route; at various stops it was apparent many of us were within a few cars of each other on the shuttle crossing. It also meant that for anyone with a mechanical issue, there was often someone offering a helping hand, or at least sympathy!



About halfway down the skies cleared, allowing us to proceed with the top down but leaving the side screens in place. Happily, we then kept up a good pace and soon arrived at the circuit without drama.

Our home for the weekend was again the 'glamping' option- provided by Motorsports Travel Destinations. One of several sites they run at Le Mans, it featured very comfortable 5 metre bell tents, with decent single beds, white linen, solar lighting and a table and chairs outside. Luxury!

The site is located at Porsche Curves, an iconic section of the track, known for its fast, flowing right-left sections with close racing to be viewed from either bank of the track. As before the first order of the day was a well-deserved beer at the site's bar.

Le Mans always draws a fantastic range of classic cars for this weekend and our neighbours were as diverse as a Jensen Healey, several E-Type Jaguars, an Aston DB2 and a Ford GT40. MG's were mostly B's but a couple of MGAs were spotted further into the site. The atmosphere was as always very friendly, with great camaraderie forming early at the bar and lots of chatting around the cars. Like a good classic car club evening should be.

But it's once you enter the circuit across the road that you begin to understand why people come here again and again. The classic provides access to all the paddocks, grouped by era or marque, with a huge range of iconic race cars spanning some 100 years. This year being the centenary, they were determined to showcase contenders from every decade. A favourite for us was the gas turbine-powered Rover-BRM, raced in 1965 by Jackie Stewart

and Graham Hill, where it finished 10th.

We found that most owners /drivers were very happy to chat about their cars and allow close inspection.



A standout this year was the Bentley group, with over 70 cars taking part in their own race and we were able to close up inspect the 'new' Bentley Blowers built by the factory to order, in exacting detail. They achieved this by dismantling an original and painstakingly scanning everything, right down to the last nut and bolt. Apart from being a little shinier, they were indistinguishable from the originals - astonishing.

As usual there were plenty of places to eat and drink, with prices comparative with UK motorsport venues. A change this year was that friends gained us access to the Automobile Club de l'Ouest (ACO) hospitality area, overlooking Dunlop Bridge (left). From here we could eat and drink without the queues, whilst watching the group C (1990s) racing. MGs again featured well in the racing and several classic works-prepped MGAs and MGBs were holding their own well.



The racing was a constant throughout the weekend, day and night so plenty to see, whatever your era of interest. Apparently, this was

a record-breaking weekend that saw 235,000 visitors and more than **800 racing cars take to the track**, dating from 1923 to 2010.



Day and night, Le Mans also lays on its own unique brand of entertainment off the track, with quirky street entertainers, roving live musical groups, trade stands and even a car auction if you are feeling a bit flush! Guide prices as you can expect for some of the exotics were eyewatering.

On early Saturday morning we took to the track for 'parade laps'. This is an extra cost item but one we wouldn't miss - to drive this track is something I urge everyone who goes to Le Mans to do – it's unforgettable. Once the pace car pulls off, things really open up - no

speed limits and helmets are compulsory. As previously, we found ourselves amongst a range of older classics, including a Lotus Europa, a brace of Renault Alpines and a very loud Gordini. The track this year was a little damp from light rain overnight, which made for an interesting experience - several in fact – with the MGA kicking out at the bottom of the Mulsanne and a bigger slide just before Dunlop Bridge. I was happy to collect the car safely and we gave the grandstand some entertainment!

As before, if you do decide to take the laps option, I would recommend a brake overhaul (including new pads if at all marginal) in addition to normal servicing before your trip. Remember you still must drive it home!

After our parade laps, we parked up in the infield with the friendly folks of the French MG Club, who had a prominent display including around 20 MGAs, and met several ex-pats who introduced us to the friends. We narrowly missed being able to join them as a group on the track the prior morning. We'll be sure to make contact with them sooner for the next time.



Another highlight was a visit on Saturday evening to the Hotel De France, near the circuit. This iconic venue was used as the HQ for the Aston Martin team in the 1950s and has been a long time favourite the teams and their drivers through the decades. I'd booked our table months back – otherwise no chance of dining there that evening. 6 of us had a wonderful meal with the likes of Derek Bell just a few tables away.

We travelled to and from the Hotel in style – in a friend's Series 1 Land Rover. If you do plan to visit Le Mans, I recommend

making a booking for the Friday or Saturday night.

Our only real hiccup was shortly before we departed on the Sunday afternoon. Having parked up with the MG France folks once more, we went into the circuit, and somewhere along the way, I mislaid my car key. Ok you say, you have a spare, right? Wrong! A classic mistake I won't make again. In the end, with no option, I had to 'hot wire' my car. For obvious reasons I won't detail how, but I'm grateful to the assistance of various members of the MG France club, including the President, Christian, who both offered advice and sympathy. Since returning all is fixed and lesson learned for next time!

Our return on the Sunday afternoon was via a more scenic route that again included a stopover in the medieval city of Rouen. This allowed us a relaxed evening and a nice dinner.

The next morning, our trip back to Calais was taken at a moderate pace, with a brief stop at the beach in Boulogne, allowing us to take in some classic French countryside en route. This was our third time to the Le Mans Classic and we are already looking forward to the next classic in July 2025. If you drive an MGA (or any classic car for that matter), the Le Mans Classic should certainly be considered on your list and taken at a relaxed pace with friends, the journey should be as enjoyable as the event itself.



Classics at Ley Hill – 13th August

Pete Macwaters (him again!) sent me this brief piece on the Classics at Ley Hill event: Some photos from the Classics at Ley Hill event yesterday, there were 8 MGA's there, - all known to us. - We were able to park next to Tony and Jill/Graham, check out the bike!!



L to R – Heather and Pete Macwaters, Jill and Graham Eke – Good to see Graham in full MGA Register Livery!



Overseas News

News from Victoria, Australia

The MGA Register Captain for the MG Car Club, Victoria, Australia is **Mike Ellsmore** (correct spelling this time – sorry, Mike!), who sends me his regular Newsletters.

Those Newsletters are always an interesting read, containing social, technical, and competition topics, with contributions from a number of readers. – Mike even gave this eNewsletter a free advert in the July edition!

Returning the complement, there is another on Mike's "Technical Tips" later in this eNewsletter.

In Australia they are now just getting ready for the start of their main classic car season, of course.

Our thanks to Mike and to his "deputy" Russell Seymour for keeping us up to date with all the news.

MG Happenings in the USA – MG Vintage Racers

Meanwhile, our main 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 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.

Recent editions have included:

- The latest instalment on the history of Lime Rock raceway, and the characters involved with the venue over the years.
- A tribute to Dave Headley, a 33-year GM Engineer, and MG racer. He later worked with FAB-TEK, an internationally recognised MGB racing tech and fabrication business. Dave passed away in January.
- A piece promoting the 38th Vintage Grand Prix au Grattan, at Grattan raceway near Belding, Michigan in August 2023. The event has been dedicated to the MG Marque, in recognition of our centenary.
- A very interesting piece by Bob Vitrikas about the history of MG in the USA, - **MG Post War – Go West, Young Man.**
- And an update on the the BIG ONE for 2023 which is the 41st Lime Rock Park Historic Festival in Connecticut between September 1st and 4th 2023. Plenty of entries so far, but there is **always** room for a few more....

And here is some **Late News** from Dave, about the Collier Cup:

Great News - Tony Parella and the SVRA are helping us celebrate the 100th anniversary of the MG Marque by giving us a fantastic deal to enter and race in the Collier Cup, Sept 7-10. This is less than a week after Lime Rock and only 3 hours away.

This is a very rare chance to do two iconic/legendary tracks in two weekends and SVRA just made it very affordable. While the MG entry does not include every session during the weekend it will give you the Friday night celebration (and we need a lot of MG's there) as well as qualifying and the Collier Cup race at 10:30 Sunday morning. **The cost? \$295 including 3 crew members**

The Collier Cup is the foremost MG only event in the US. Over the past few years attendance has declined and now MGVR and the SVRA are making it possible for all of you at a huge discount. **LET'S MAKE IT HAPPEN.**

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

Future Events

MGOC Tour of Devon and Cornwall – Sunday 17th 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 17th 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/>

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/ - But that list of events is growing every week!

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/ 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/

MG Car Club in the UK 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/>

The "Cotswolds Caper", Faringdon, 29th Sept to 1st 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....

Plans are now complete for the second MGA Register Tour in this our centenary year for MG. At the time of writing (17/07) **one room has become available** at The Sudbury House Hotel due to a cancellation due to illness. If you were considering coming to the Tours then do book yourself in. Contact the Hotel on [01367 241272](tel:01367241272) and book in for the MGA register event – over the last weekend in September.

For the 2 main dates of Friday 29th and Saturday 30th September 2023, rate is: £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 diner on the Sunday night.

If you miss that room there is also accommodation close by at the Faringdon Travelodge which is walking distance to Sudbury House. You could still join in the gala dinner at £38 per person.

If you do book yourself into a hotel then do remember to also book for the event itself. The entry form can be found on the MGA Register website and as Appendix 1 to this Newsletter.

The routes are now all mapped and completed. There is a choice of two routes on the Saturday; a longer run for those who wish to visit the British Motor Museum at Gaydon or a shorter run through the Cotswold villages with more stops for food and shopping!

The Sunday run takes in some MG heritage and has a focus on the midday stop at Henley on Thames.

Both routes have been driven twice (thanks to Darryl and Annika Beckwith) so no blind T-junctions, the rally boards have been ordered and the route book is being prepared.

We look forward to welcoming you all to The Cotswolds Caper on Friday 29th September.

Tony and Ann Bratt

<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, Farringdon, Oxfordshire, SN7 7AA, where we have booked the entire hotel – 50 Rooms! The ...
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 newsletters please let Tony know – Either you have not sent the entry documents for the Tour, 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, and more are planned for 2024 and beyond.

MGA Register Spring Tour 2024, - 17th to 19th 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:

The Register is pleased to provide the first details for next May’s tour, the *East Anglian Meander*, which will be based in Bury St Edmunds, Suffolk, over the weekend of Friday 17 May – Sunday 19 May.

The venue for the weekend is The Priory Hotel in Mildenhall Road, built on the site of a Franciscan Priory dating back to 1263, although few traces of this monastic site now remain:
<https://prioryhotel.co.uk/>

The hotel boasts 53 bedrooms (48 doubles/twins + 5 singles), and the Register has reserved all of them, so effectively the hotel becomes “MGA territory” for the full weekend. In the current business climate, costs are providing a challenge for both hoteliers and guests, and we are pleased to say that the hotel has come up with some competitive rates:

- Friday 17 May: DBB £146 for two people, double/twin room (Hot and cold buffet)
- Saturday 18 May: DBB £146 for two people, double/twin room (3-course gala dinner)
- Sunday 19 May: BB £95 for two people (Optional dinner from hotel menu/additional payment)
- Single occupancy rates: DBB Friday and Saturday: £109/BB Sunday: £85

The hotel’s function room has a capacity of **120**. On the basis that Register bookings will fill the hotel for the weekend, there will be limited capacity at the gala dinner to accommodate members staying elsewhere.

Bookings will open on Monday 4 September, and should be made direct with the hotel. A non-refundable £50 deposit will be required, payable at the time of booking, with full and final payment required by 15 March 2024.

To make a booking, please call the Hotel Reception on **01284 766181** (or, if necessary, eMail operations@prioryhotel.co.uk), quoting ref. **EVNT001987**.

Please specify whether you will be staying two nights (Friday and Saturday) or three (Friday, Saturday, and Sunday), and whether you require a single or double room.

Current plans envisage three tour options, to take advantage of all that this still relatively uncrowded part of England has to offer, leaving it to you to decide which ones you want to use.... or you may just want to let the MGA take you wherever it wants to go!

When you have booked your accommodation, please complete the Tour Entry Form, which can be found on the MGA Register website, or as Appendix 3 to this eNewsletter, and forward it to Howard at the address shown. (Payment details for the Tour are on the entry form.)

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 70th Anniversary of the MGA. (In 2015, our 60th 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.

We still have one 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.

For the 2023 Award, here's a story from the USA. **Mike Jacobsen** is Registrar of the North American MGA Register (NAMGAR) and lives in San Francisco, California. Here's Mike's story:

You had a little info in the newsletter about this year's NAMGAR event, GT-48, held in Memphis, Tennessee. Memphis is about 2200 miles from San Francisco, California where I live but I thought about doing the drive anyway.

What finally got me to go was a friend who has long had the goal to drive an MG in each of the lower 48 States. After several years he only had Arkansas left on his list. He offered to meet me in Tucumcari, New Mexico and then we'd drive across Texas, Oklahoma, and Arkansas before entering Tennessee. I said sure.

To get to Tucumcari I had to cross about half of California, all of Arizona, and most of New Mexico. This let me do some traveling on US Route 66. You may have never heard of it but it's a famous highway here, being about 100 years old. I drove part of it on the way out, stopping in Seligman, Arizona at the Snow Cap Drive-In for lunch and later in Winslow, Arizona to take a picture of my car on "the corner". Remember it was mentioned in a song by the Eagles? The City of Winslow has set up a corner to match the song, complete with a flatbed Ford.



Snow Cap Drive-In
(left),

and "the corner" in
Winslow, Arizona
(from The Eagles'
song) (below)



We met up at the Blue Swallow Motel in Tucumcari. It dated back to the thirties and still has its neon lights. It also still had its garages for guests!



The Blue Swallow in Tucumari (above) and its Guest Car Garages (below)



We spent the next day on the Interstates to make up some time and the last day on secondary roads in Arkansas, driving through the Ozark Mountains, a vacation area popular for its scenery.

The GT was fun, despite the occasional thunderstorm. We don't get rain in the summer where I live so I thought the lightning shows were great. Our host hotel was a big one so there was plenty of room for all.

Elvis Presley was from Memphis, so we toured his home, Graceland, as well as Sun Studio where he made his first recordings. Elvis owned an MGA and it was on display in the museum of his cars.



The Memphis Hilton Hotel



Graceland's



And here are some of the cars at NAMGAR – GT48

Coming back I was solo, but I stopped off along the way to see some parks and visit friends. There was only one mechanical incident along the way: vapor lock in the high (6,000') and hot (90°F) desert of eastern Arizona. That was my own fault. Years ago I replaced the fuel line between the carbs with aluminium tubing. It works fine where I live but in the desert it transfers too much heat. Easy to fix.

The whole trip was a little over 4,500 miles. I need to change the car's oil now.....

4,500 miles is probably more than most of us do in our MGAs over a complete year! 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.

Road Tax and MOT Exemption Procedures

I suspect that most MGA owners who want to take advantage of the zero £ annual road fund licence and potential exemption from annual roadworthiness testing (MoT test, in the UK) will already have gone through the official procedures to get those exemptions. But if you are restoring an imported car, you may find this article from the MGOC of interest.

[Read our blog post here](#)

Sustainable Fuels / eFuels

We read in the press about the future possibilities of internal combustion engines running on fuels which will make a reduced contribution to global warming; - referred to as sustainable fuels, e-fuels, and biofuels. - Fuels which will allow a low or possibly even zero-carbon(?) future for internal combustion engines.

First of all, some background. There are 3 main strands of research in progress aimed at allowing internal combustion engines to operate on alternative fuels with minimal changes "to the metal":

1. **E-fuels** are synthesised hydrocarbons, made by combining hydrogen with carbon dioxide extracted from the air. Although they emit carbon dioxide from the exhaust, they could count as zero emissions because that exhaust is simply "replacing" the carbon dioxide extracted from the air to make the fuel in the first place. - Porsche, Ferrari, Stellantis, and BMW are leading the way in this area.
2. When we read of **hydrogen** as a vehicle fuel, it is usually used to power electrical fuel cells. The hydrogen is combined with oxygen in the fuel cell to create electricity "on the go" either to directly to drive the vehicle or to charge an on-board battery. But there is also research going on into using hydrogen instead of petrol in a normal combustion engine. - Toyota and Honda are leading the way in this area of research and already have test cars. In the "commercial" world, JCB already has equipment in operation.

A common theme in these 2 options, of course, is the use of hydrogen. - And where does that hydrogen come from?

Hydrogen is usually "manufactured" by means of electrolysis of water, - splitting water into constituents of hydrogen and oxygen by passing electricity through it. That process needs a lot of electricity, though there is also "green hydrogen" which made using renewable electricity, from wind, tide. and solar sources (solar is referred to as "yellow hydrogen" - The different "colours" of Hydrogen are defined by how it is made / extracted, and that list is for a separate article!). There is lots of solar power in the deserts, but not much water nearby to electrolyse!! Whatever the source, creating hydrogen by electrolysis requires a lot of electricity, and maybe that electricity would be better used to charge batteries and to miss out the hydrogen step? But then, carrying a battery around in the vehicle is a lot of dead weight, of course.

Further challenges with hydrogen centre on the fact that it must be stored at high pressures in specialist tanks, we do not (yet) have an infrastructure of filling stations, and its relatively low energy content means a high volume of fuel is required for a competitive driving range. But there is a **third** strand of research, which relates to biofuels..

1. **Biofuels** rather like e-fuels are similarly a synthesised hydrocarbon fuel, but they are made from biomass - waste plant-based material like straw, sugar-cane etc. Because the carbon content is from biomass rather than captured carbon dioxide, they cannot deliver the theoretical "zero nett emissions" of e-fuels. Modern diesel is 7% bio-diesel (B7), and some fleets are running of pure biodiesel.

So much for the chemistry lesson - the **news** is that first such alternative biofuel designed specifically for classic cars now gone on sale to the public in the UK, according to reports in Classics World magazine, and from the Historic and Classic Vehicles Alliance (HCVA).

Here's the story, courtesy of **Simon Jackson** and **James Howe** in **Classics World Magazine** about a range of biofuels which are available NOW in the UK:

Pioneering renewable fuel specialist, Coryton, has launched the UK's first publicly available sustainable fuel. The SUSTAIN Classic range is specially formulated for classics, and allows regular combustion-engined vehicles to be fuelled by environmentally friendly plant-based petrol without the need for engine modifications. It's the first time that members of

the public have been able to purchase the drop-in replacement fuel, which offers a significant reduction in greenhouse gas emissions compared to fossil-based equivalents. Created in Coryton's state-of-the-art UK laboratory, the specially formulated fuel is a direct replacement for forecourt petrol and is safe for use in modern vehicles too. It's formulated using advanced second-generation biofuel manufactured from agricultural waste, including straw and other by-products, which wouldn't otherwise be suitable for consumption. Coryton's first fuel in the SUSTAIN range was released last year; with SUSTAIN Racing proving its worth on gruelling events such as the Dakar Rally.

Three versions of SUSTAIN Classic are available; Super 80, Super 33, and Racing 50. Super 80 contains at least 80 per cent renewable content saving more than 65 per cent of greenhouse gas emissions compared with fossil fuels, and is priced from £4.65 per litre. Super 33 contains at least 33 per cent renewables, cutting more than 25 per cent of gases, and costs from £3.80 per litre. Both are rated to 98RON, the equivalent of traditional Super Unleaded, and contain a bio-ethanol content of less than one per cent. Finally, Racing 50 is a high performance fuel rated to 102RON, making it ideal for high octane applications including racing vehicles. Containing at least 50 per cent renewables, it saves more than 35 per cent of gases and costs from £5.24 per litre.

CEO at Coryton, Andrew Willson, said: "We believe that SUSTAIN Classic is the world's first sustainable fuel catering for classic vehicles, providing a credible and convenient way to run vintage vehicles without the need for fossil fuels. It's fully certified, tested, and developed right here in the UK at our world-class blending facility.

"It's estimated that there are almost half a million classic cars in the UK, each one with its own unique purpose, build and history. By creating a collection of second-generation biofuels that are compatible with their needs, as well as those of other vintage vehicles, we hope to provide these much-loved motors with a more sustainable future and preserve them for years to come."

Although the fuels are not yet 100 per cent sustainable, Business Development Director at Coryton, David Richardson, believes they are a significant step in the right direction. "Every kilogram of CO2 we avoid adding to our atmosphere, by replacing fossil fuel with sustainable fuel, is a win. We don't instantly have to go for the full switch to start making a genuine impact.

"The availability of true fossil free fuel components is limited," he added. "So, we're setting truthful and realistic goals, producing fuels that have a meaningful impact whilst meeting the demands of the user. While we could use 'mass balancing' techniques to certify this fuel as 100 per cent, we believe that it is important to be open about technology readiness and traceability. The industry will get there with the right support – which is why we think it's important to start getting these products into the hands of consumers so they can see how easy and effective the switch could be."

The fuels have already been used extensively. At the recent Rally for The Ages event held at Bicester Heritage, over 70 cars used the Super 80 fuel to complete the course. It will also be available to those participating in the upcoming Flywheel 2023 event.

SUSTAIN Classic is currently available from distributor and launch partner Motor Spirit at Bicester Heritage, with more stockists set to be added across the UK in the coming months.

Editor's Note: Alert readers will have spotted the punch line. Coryton Sustain Super 80 (which saves 65% of greenhouse gases compared to fossil fuels) will cost from £4.65 per litre (that's £21.05 per gallon, in "old money"), which should be enough to persuade me not to use an eco-friendly MGA to "just nip down to Morrisons..."

Technical Topics

A number of pieces this time, - some useful (re-)assembly tips from **Dave Holden**, and a (repeated) request for advice on fitting a dynamator to POSITIVE EARTH car....

Dave Holden's Rebuilding Tips

(Readers may remember that **Dave Holden**, from Blackburn, is the man who rebuilt the same MGA twice. – He tells me that this second rebuild is “almost, nearly, close to being ready to go”, which is exactly what he has been telling his wife for about 3 years)
Here are some more of Dave's Technical Tips, this time around tools and equipment:

The “Tool Waiter”

Here's something that owners might want to consider. - It's a tool waiter for when working on the car.

Rather than risk scratching by putting tools, fastenings or small parts on the car itself, even despite laying on a soft cloth, or using the channel around the bonnet aperture, I made a “waiter” from a couple of discarded furniture drawers, a few lengths of angle section and 4 swivel castors (pre-used, of course!).

Use the top tray when standing, the bottom when lying or kneeling.

It's even been suggested that a disused domestic tea trolley will fit the rôle, or similar items can be bought from the multiple outlet tool factors, but where's the fun in that?

Don't forget to put a cloth on the side of the car bodywork first to avoid damage from the waiter.



Editor's Note: Sadly, technological advances like the Tool Waiter often result in a loss of low-skilled jobs. – In this case, Dave has had to make his young apprentice, **John Halton**, redundant. John is now working solo on his own restoration project.

STOP PRESS / Late News: Dave's daughter has now told him that she is disposing of a tea-trolley – “Now she tells me ...!”

Useful Hand Tools



A little handy pair of tools to get out of trouble. Both come from the world of plumbing, but have proved their worth for e.g. gripping a speedo or rev counter drive to unscrew it from gearbox or engine; usually they are covered in grime and are difficult to grip with fingers. Suggestions are a pair of variously called water pump or slip joint pliers that cover the typical gaps we need. Useful also for gripping split pins, using the heel of the crank to lever out a tight pin.

Second tool is a spring loaded one which can be pushed over the item, the spring pulls the jaws in contact and it tightens as the handle is levered. No need to remove and re position, just use it like a ratchet and re tighten. Good for confined spaces when only a few degrees of movement can be had.

Editor's Note: Machine Mart

(www.machinemart.co.uk) sell a wide

selection of these water pump pliers. My preference is for item CHT266, 10" long, like those on the left of the picture, but with detachable nylon inserts in the jaws so as not to damage decorative surfaces. RRP is around £14.

Rolling Up an Extension Cable

This one from **Mike Ellsmore**, in Australia – Where does he get this stuff from??

Rolling up extension cords. - If you are one of our regulars at our meetings, you would already have been chastised by Rob or Bill that rolling it around your elbow and thumb is not the way tradesmen do it. Unkind things have been done to apprentices who have failed to learn that lesson.

What is the right way? Seems there are plenty such as the twist and loop, the military way, the sailor way, etc. etc. I quite like this method.

<https://youtu.be/HRDkYSSCF1A>

Next month, - garden hoses!

(Editor's Note: - I think he is serious!)

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. Electricians 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

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.

Tyre Pressure Survey

If you read your MGA Driver's Handbook, you will learn that the recommended tyre pressures for the MGA in normal driving conditions were 17 psi (front) and 20 psi (rear). But of course that was in the days of skinny cross-ply tyres 5.60 * 15 size. I doubt if anyone reading this eNewsletter is still on cross-plies today!

So, a number of readers have asked about other readers' experiences and advice on what tyre pressures to use on an MGA with modern tyres?

The question is not quite as simple as it appears, because it also depends on what tyre size and profile you have chosen to use when migrating to radial-ply tyres – common variants are 165 R15, or even a slightly wider but smaller rolling diameter 185/65 R15.

So here's a simple (non-scientific) survey. – What tyre sizes and pressures do you use?

Let me have your comments, and I will prepare a table of those results, something like this:

Roadster / Coupe	Front		Rear		Comments
	Size	Pressure Used psi	Size	Pressure Used psi	
Roadster	185/65 R15	26	185/65 R15	28	Firestone Multihawk
Roadster	165 R15	26	165 R15	28	Firestone F560

Is YOUR MGA Famous? Tell us the story

In the last 3 March editions of this eNewsletter (March, May, and July) we have read about MGAs (and their owners) who have gained fame by appearing in newspapers and magazines. My thanks to **Pete Macwaters**, **Jim Torpey**, **Stuart Mumby**, and **Steve Gyles** for their stories / claims to fame.

BUMPERS UNDER THE BED

The very fact you are reading this magazine could mean you or someone in your family circle suffer from that dreaded disease MG Collectomania. MG Collectomania (or MGC for short) symptoms are easy to spot once you know about them. The 'patient' has an insatiable desire to acquire MG car parts – the more duplicated the better. Other symptoms are long hours spent prostrate looking up at the chassis of an MG or in a bent position, head protected by an MG bonnet.

MGC first appeared in our family some years ago now when our eldest son went off to university in a battered red mini and returned a term later in a white 1500 cc MGA. We duly went outside to inspect the new acquisition which was to become such a way of life in the ensuing years, although we did not anticipate such a long association at that time. "I call her my 'White Lady,'" said my son, by way of introduction. "More like 'White Elephant,'" muttered my husband. I hasten to explain my husband is not very conversant with car engines which need constant tinkering, therefore, his motto is – the newer the better.

The White Lady had been built in 1957, so was a decidedly elderly lady in need of a face-lift and, I suspected, a few major operations on her 'insides'. She was certainly going to need loving care and attention and as I listened to my son enthusing over her, whilst taking me for my first spin, I knew she was going to get it. Not for her a brief encounter, but a long term commitment.

Literally bit by bit, as funds would allow, my son gathered together parts needed for the White Lady's eventual restoration. I say eventual because as I understand it, half the pleasure of owning such a classic is the search for genuine replacements, however long it takes or however far one has to go to acquire them. Little did we realise then that this was the worsening of Collectomania symptoms, enflamed too by the purchase of a red MG Midget, which we were assured, was essential for everyday use. Naturally, the Midget required a collection of spares for future repairs too.

True, the White Lady did spend a very undignified winter minus her engine, which was completely dismantled, cleaned, repaired, painted, re-assembled and photographed in all her pristine glory. But, by then all too late, we realised we had a wing in the old coal shed, not to mention two identical cam-shafts – two I ask you!

Windscreens, inner roof lining, seats etc. reclined in the attic – umpteen boxes of bits filled the shed and various other items were "farmed out at my youngest son's garage – oh, and I nearly forgot the bumpers under the bed.

The Midget has come and gone – and a couple of MGBs too, but the White Lady still regins supreme, taking precedence with garaging and funds. Of course, my son thinks she's worth every penny – especially on outings and MG rallies, if only for the interest and admiration she commands wherever she goes, not to mention the life-long friends she has made for her owner among other MG enthusiasts, who, from what I can gather, are all suffering from advanced MGC, some enthusiasts buying three old cars to renovate one to its original condition.

My son is now married and my daughter-in-law – bless her – has inherited, with an indulgent smile, the White Lady, the latest MGB and everything which an incurable case of MG Collectomania entails. Perhaps it was she, wise girl, who had the foresight to insist on a home which had two huge garages to keep everything in its rightful place.

However, I must admit to secretly missing the MGs, I've always enjoyed my outings in any of them – they have a certain feel I find – irresistible – they sound good to me, especially the throaty roar of the MGB. Come to think of it I wouldn't say no to owning an MG myself. What **am** I saying? I have only just got rid of the bits in the attic and bumpers under the bed!

Mrs. J. V. Mullins

I have since had one more "late entry", - from **Jon Mullins**.

He only has a single press appearance to date – 1957 Coupe KVG 149 appeared in MG Enthusiast magazine in June / July 1985, when Jon embarked on a restoration project, and Jon's mother told the magazine of the tribulations of living with (amongst other things) "Bumpers Under the Bed".

Well – 35 years later Jon finally completed that restoration. – Could 35 years be a longest ever restoration project, I wonder?

Here's the article from MG Enthusiast from 1985. (Sorry, there's no award for a single appearance, Jon!). If any reader can provide Jon with a better copy of that article from 1985 (or even better, a copy of the MG Enthusiast magazine from June / July 1985) please let me know and I will put you in touch with Jon.

Information on the restoration, ("Jon's side of the story!") and on the car as it is now, appear in Car Of The Month which follows this article in this eNewsletter.

Car Of The Month

And here's the story of **Jon Mullins'** 35 year long restoration:

KVG 149 - MGA 1500 Coupe 1957 - Old English White (Original colour)

Chassis No: HMR13/31718, - Engine No: BP15GB/21996

Built: 22-24 May 1957 First registered: 25 July 1957 in Norwich



I bought this home market RHD MGA coupe in 1976 and used it until 1984 covering 70k. By then it was falling apart. In 1985 I commenced a complete home restoration and after several lengthy pauses the car was finally back on the road in April 2019 with an MOT.

The objective of the restoration has been to maintain a high level of originality. The bulk of the replacement parts used were 'new old stock' (NOS) BMC/BL/Lucas etc parts

or excellent used items acquired over 30 years from autojumbles and ebay, including original panels from the USA. New (reproduction) parts have been used where original parts are no longer available and sparingly elsewhere. I scoured the country for original trim materials as very little of the original interior was reusable but served as patterns! I have attempted to present to a 'fresh from the factory appearance' rather than a highly detailed and polished presentation, and without significant enhancements so as to retain an authentic driving experience.

The car features many official factory and period **accessories**:

- Seat belts – Britax 3 point to original pattern assembled from NOS components and stitched by Quickfit Safety Belt Service of Stanmore
- Radiomobile 400TA – rebuilt by Lester Moon Vintage Radio Services with conversion for mobile phone/I-pod/MP3 as alternative signal source
- Competition de-luxe seats – leather renovated under direction of Harry Fraser (see below)
- Lucas 23A flash to pass switch – NOS, and Lucas SB40 relay (original)
- Sun visors – pair NOS
- Ashtray – NOS
- Adjustable steering column - original refurbished
- Heater - original refurbished
- Oil cooler – original refurbished
- Tudor windscreen washer pump/push – NOS
- Front anti-roll bar – original refurbished with new bushing etc
- Wire wheels (60 spoke) - new
- Lucas WT618-H Windtone horns – pair original refurbished
- Boot rack – original rechromed
- Wood rimmed steering wheel – period accessory professionally refurbished

Although MGA coupes were normally built with grey carpets this early example had black carpets from new. Are there any more out there??

The car remains positive earth. It is run on Esso 99 octane which locally does not contain alcohol. The head is as original and so additives are used to offset the absence of lead in modern fuels.

Many thanks to:

- Peter Wood of Westwood Portway, Twyford, Bucks, for valuable advice and assistance with maintaining originality/obtaining difficult parts and materials, and for mechanical overhauls
- Harry Fraser of Harry Fraser Vehicle Upholstery at Bicester Heritage for guidance and specialist inputs on the refurbished interior
- Collonade Chrome of Wembley for super rechroming
- Quint Cowley of Coventry for finishing the bodywork and for paint
- The countless e-bayers without whom many new and used parts might have been scrapped or left to rot
- The 'donor MGAs' that back in the 70s and 80s yielded useable parts and sadly are no longer with us
- My wife for her patience!!!

Changes to Original Spec:.

Inevitably some largely unseen modifications have been made to improve the car for use in the modern world and for comfort:

Cabin heat reduction - Heat reflective materials beneath floor boards, transmission tunnel, and battery cover, Additional thickness underlay to carpets, Additional thickness padding to bulkhead, Upgraded heater blower fan

Corrosion prevention - Stainless steel fixings in rust prone locations, Clear lacquer to some zinc plated parts, Impact resistant materials on splash plates, Waxoyl to body cavities, body underside and rust prone areas around panel edges, Drain pipes from corners at base of boot lip –in place when I bought the car, Drain pipes from oval grille vent boxes

Electrical - Battery isolation switch, Power sources for mobile phone/satnav etc - mounted under the dash out of sight

Suspension - Metallastic wishbone bushes for front suspension, Polyurethane pads and bushes for rear springs

Carburettors - Burlen upgrade to carburettor jets and rubbers to accept modern fuels, Bilge blower to improve airflow to carbs – switch operated using foglamp switch

Braking - Silicone brake fluid

Cooling - Higher spec radiator

Radial tyres

The car has been awarded:

- 'Car of the Show' at the 2021 Kop Hill Climb
- 'Winner - Best Car 1947-1960' at the 2022 Chiltern Hills Vintage Vehicle Rally
- 'Runner Up Best Car' at the 2022 Chearsley Classic and Vintage.

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

- MGA Radiator shroud / cowl
- Ford T9 Sierra or MX5 gearbox for 5 speed conversion for an MGA. Also, and relevant parts from an abandoned similar project.

Please contact **Tim Carpenter** by email: timcarpenter13@yahoo.co.uk

Wanted – Twin Cam History Book

Wanted - MGA Twin Cam Year Book, - 60th Anniversary. Contact **Joe** on 07795 156250 or joe-walsh@hotmail.com .

For Sale – MGA Parts

Radiator Grille – 1600 Mk II

- Grille Slat assembly ARH 1700
- Grille Surround panel inner ARH 1697 R/H
- Grille Surround panel inner ARH 1698 L/H
- (but no surround!)

Other Parts

- Brake drum, disk wheels ATB 7075 1 only
- Front (drum) brake pack plates, 1500 ARH 1697 (R/H) and ARH 1698 (L/H)
- Distance piece, front bump stops AAA 5024, pair
- Pedal, brake AHH 5946
- Pedal, clutch AHH 5694
- Channel assembly, Coupe door glass SURROUND AFH 4859 (L/H only)
- Channel assembly, Coupe door glass VERTICAL AFH 4861 (L/H only)
- Trim roll assembly, for LH rear corner of cockpit (hockey stick) AFH 2559 – See photo below
- Chrome finisher, de-mister nozzle AAA 3496 1 only
- Front hub, 1500 disk wheels ATB 4067 pair
- The steel pressing that goes around the gear lever. Doesn't seem to be listed separately in SPL.
- Pair of Coupe doors. Will need re-skinning and one frame will need repair.
- Original MGA fuel tank. No drain plug as that's gone into my new stainless one.



This is the "hockey stick". Dave says it is wood and alloy, and has a very ragged covering on it which will need replacing.

For simplicity, £10 plus carriage per item except bump stop distance pieces, £5 the pair, hockey stick & de-mister finisher, £5 each, and tank £20

Tank definitely and doors preferably only for collection in East Sussex although I may be able to deliver in Sussex, west Kent, Hampshire or rural Surrey.

Dave Shattock 01323 811330 dave.shattock@btinternet.com

For Sale – MGA 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)

1959 MGA Twin Cam Coupe For Sale

Derek Edwards' Twin Cam coupe, as advertised in these pages some months ago, has now undergone a complete recommission and is now up for sale via Stone Cold Classics based in

Banbury. See <https://www.stonecoldclassics.com/1959-mga-twin-cam-fhc/>

For Sale – MGA Parts

Following a restoration of a 1962 MGA 1600 Mk 11, following parts available:

- Pair 7" New Wipac Halogen headlamp units with bulbs and Boots RHD - £50
- Pair used Lucas Front Side-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) - FREE to Collect
- Brand new MGA/MGB Oil Spin on Conversion Kit - £20 (Retail £35)
- 2x Spin on Filter elements - £10 (Retail £15)
- MGA Hood Frame used good condition. Make me an offer!
- Black Tonneau good condition fit MGA standard hood fastenings £80
- Pair Aluminium side windows reasonable condition, new Perspex and seals fitted -£100

All prices plus p&p, or collection by arrangement.

Chris Norman (Suffolk), - e-mail chrisnorman2211@btinternet.com

1962 MGA Roadster For Sale

Reader **Clayton Kirkwood** from Salida, Colorado (USA) is selling his 1962 MGA Roadster.



I am selling my 62 MGA MkII. Most parts are there. It needs a carb tuning. I am selling at \$5k. Yes, it is rough but it has extra beige interior and the engine was rebuilt 6 years ago and has no miles on it.

The top is in good shape and the wheels and tires are in good shape. It will need to be trailered from Salida, Co. email me with any questions. It has around 70k miles.

Clayton Kirkwood, crk@godblessthe.us

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 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/>

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.

Other MG Centenary Memorabilia, plus a COMPETITION

Clearly, the MG Centenary is being celebrated worldwide, and many MG Clubs around the world have made their own merchandise.

Here is a picture of a grille badge which has been made by the MG Car Club in Australia. – A “limited edition” which is presently fitted to a very exclusive list of UK MGAs....



My thanks to **Jennie Jackson** of the MG Car Club in Australia, and to **David Halliday** for arranging the import of a limited number of these badges into the UK.



And here is a lapel pin (about 34 mm across) which has been released by one of the USA clubs. Courtesy of **Mike Jacobsen**, Registrar for NAMGAR, I have 8 of these lapel pins to give away. – All you have to do is to tell me the name of the Eagles song which refers to “the corner in Winslow, Arizona” where Mike parked his MGA. Because I cannot send this eNewsletter out to all 1100 recipients in a

single mailing it would be unfair to just take the first correct answers I receive. So I will draw out 8 winners from all the correct answers I have received by midnight UK time on Wednesday 13th September. Answers to me at mgcarclub-mganewsletter@outlook.com

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

And for vehicle registration and history matters, please contact

Bob Bull

Registrar, MGA Register

mgcarclub_mgaregistrar@hotmail.com

Happy MotorinG, All.....

Brendan Leach, September 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 – Spring 2024 MGA Tour
Entry Form MGA Register Spring Tour 2024
“The East Anglian Meander”

Bury St Edmunds, Suffolk

Fri. 17th May to Sun. 19th May 2024

Driver's Name: _____

MGCC Member No. _____

Navigator's Name: _____

Address: _____

Telephone: _____

E mail (please print) _____

MGA Type: _____ Year: _____ Colour: _____

Reg. No. _____



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

I/We will/not* be attending the AGM on Friday at 5.15pm
and afterwards a sparkling wine toast to **MG 100**.

I/We have booked accommodation for Fri / Sat* / Sun* at The Priory Hotel,

*I/We will be joining the dinners at the Priory Hotel on *Fri / *Sat / * Sun

Please state any allergies _____

*I/We have booked our own accommodation at _____

*I/We have made a payment by BACS to **The MG Car Club MGA Register**
Sort Code 40-36-15 / Account 3382 8727 for our entry fee of £25 (members) or
£50 (non-members) per car with reference "Spring Tour 2024 - Your surname"
OR if you prefer

*I/We enclose a cheque payable to **The MG Car Club MGA Register** for our
entry fee.

**Please print and send this completed form with entry fee cheque or BACS
confirmation to: Howard Quayle, 13 Rectory Meadow, Fornham All Saints,
Bury St Edmunds, IP28 6JR**

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