



MGA REGISTER eNEWSLETTER
January 2024
WORLDWIDE CIRCULATION: 1095

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

<http://www.mgcc.co.uk/mga-twin-cam-group/>

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 – As 2023 ends, get ready for a New Season ...

Welcome to another edition of the MGA Register eNewsletter; - By the time you receive this eNewsletter Christmas will be over, and we can start planning for summer 2024.

Not much in the way of recent events to report this time, but already there are a number of events planned for 2024, - details later in this eNewsletter.

If you know of any other MGA or wider MG-themed events over coming months, please let me know and I will include them in future editions. (Better still, if you attend any events, please send me a brief report on the event and some pictures for the eNewsletter.)

There are still a number of MG Centenary celebrations continuing around the world, including:

- New Zealand National Rally Celebrating 100 Years of MG, in Auckland between 13th and 24th January 2024.
- Australia MG National Meeting at Tamworth, New South Wales between 29th March and 2nd April 2024.
- MG CC South East Centre (in co-operation with local MGOC branches) is organising a Centenary "closing event" at Brooklands on 18th and 19th May 2024.

Look at www.mgcc/mg100/ to see the full list of centenary events.

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

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

Next edition will be issued between 26th February and 1st March 2024.

Brendan Leach

Editor – MGA Newsletter

MG Car Club News

Derek Edwards 1933 - 2023

Tim Morris, Chairman of the MG CC South East Centre passes on this sad news:

We are sorry to tell you that the MG Car Club South East President, Derek Edwards, passed away on the 15th of November.

Derek was a long-term member of the MG Car Club and served on the Centre's committee for many years including in the role of Chairman. In later years he was given the honour of being the Centre's President because of his committed service to the club. Derek's motoring interests were wide and not only included MGs but also Austin-Healeys and others. He was a very active member of the club over decades and particularly enjoyed continental trips in his MGs. A full obituary will be published on the MGCCSE website and in Safety Fast!.

Our sympathies to Derek's wife, Anne, and the wider family.

MGA Register News

John Draper has taken over as the MGA Register Registrar. Here's John's own CV ...

I started my career as an aerospace engineer, and retired as the founder and majority shareholder in a company producing software for computer-aided engineering. The company was bought by the French company Dassault Systemes ten years ago, hence the retirement. Spare time activities included an honorary visiting professorship in computer-aided engineering, and a co-founder and some-time honorary chairman of the Engineering Integrity Society (e-i-s.org).

I've had an MGA Mk1 Roadster for 9 years, and I recently bought one of the last surviving MG SA Charlesworth Roadsters (CTE737). I also run a Challenger E-Type Roadster.

Reports on Recent Events

Lancaster Insurance Classic Motor Show – 10th to 12th November

The major national classic car show in the UK is the Lancaster Insurance Classic Car Show at the National Exhibition Centre (NEC) near Birmingham, which took place between 10th and 12th of November 2023.

This is a **big** show, filling 6 halls of the NEC. There were over 600 exhibitors, including model and marque-specific car and bike clubs (like MG CC, MG OC, and Octagon), regional car clubs, classic car dealers, parts sellers, suppliers of tools and garage equipment, restoration specialists Overall, an excellent day out.

As ever, the team from Kimber House, supported by Directors of the Club, worked tirelessly on our MG Car Club stand, and reported brisk business from both existing members keen to see old friends, and potential new members keen to look at the cars on display and to learn about the benefits of MG CC Membership.

Overseas News

News from Victoria, Australia

The MGA Register Captain for the MG Car Club, Victoria, Australia is **Mike Ellsmore**, who sends me his regular Newsletters.

In his most recent Newsletter, he tells us that he is "retiring" as Captain after 6 years in post, and the new Captain will be selected (?) at the Club Christmas Dinner in December. I don't think we have heard the last of him, because he is a keen competitor in the local hillclimb competitions.

Of course, the Classic Car "season" is in full swing now "down under" so the most recent Newsletter includes reports on a lot of events, including the Rob Roy Historic and Classic Hill Climb where Mike came second to Russell Seymour – And all of these events in bright sunshine. Early 2024 sees a further series of social events, including an inter-Register Golf Day and some early morning runs.

Our thanks to Mike and best wishes to his replacement as Captain. – Mike will be a hard act to follow, for sure!

MG Happenings in the USA – MG Vintage Racers

Our USA correspondent **Dave Nicholas** keeps me entertained with the regular MGVR Newsletter. MG VR stands for MG Vintage Racers, and as the name suggests it is not a group limited to MGAs, though MGAs and MG TD / TFs are strongly represented in the group.

Like most of Europe, the racing season has just about ended in the USA, and thoughts and efforts are now directed at the usual "Year End Dinners and Prizegivings" and to planning for the 2024 season. August 2024 will see a return to Watkins Glen for the 70th Anniversary of the first Collier Brothers Memorial Race.

Dave Smith from Michigan wrote an entertaining article about his entry to this year's Lime Rock races. His last racing experience at Lime Rock was 3 laps at the Skip Barber Racing School in 1997, - so a bit of familiarisation was required! From the photos it looks like he gave Dave Nicholas a run for his money!

This month's Newsletter also includes a tribute to long-time MG enthusiast and racer Bob Watkin, who died in October 2023, written by Bob Vitrikas.

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

Meanwhile, In mainland Europe

Reader **John Bray** has recently returned from a visit to the Netherlands, and sent us this story:

Came across this poster in the Philips museum in Eindhoven recently, may be of interest.



As someone who was still using an MGA as a daily driver in the late 1970's, there were various issues around installing and being able to hear a radio. Positive or negative earth had to be taken into consideration, use of the single centrally mounted speaker or installing other speakers under the dashboard or even behind the seats.

Most difficult of all was drilling the bodywork to fit an aerial. I tried various options to avoid drilling, including a tax disc aerial and stick on windscreen aerial before finally mounting a bracket on the rear bumper iron and putting

the aerial on that.

I presume that as the dashboard had a blank fitted where a radio and speaker could be fitted that they must have been a supplying dealer fitting.



John's story led us to a conversation about **another** excellent museum in Eindhoven – the DAF Museum. (The Editor worked for DAF Trucks for some years and lived in Eindhoven between 1988 and 1993!), which John feels one of the best museums he has visited. It contains all types of DAF vehicles, particularly cars and trucks. Strongly recommended.

Future Events

MG Centenary Celebrations – 2023 and 2024

The Centenary Year for the MG Car Club is not over yet, and celebratory events continue until mid-2024. MG Groups and Enthusiasts worldwide have got events planned throughout the full 12 month period.

For a full list, look at www.mgcc/mg100/ - But that list of events continues to grow!

The MGCC's own Centenary website contains 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/>

MG 100 Cavalcade – 30th April to 25th May 2024

Here's a truly national centenary celebration - MG CC is taking Cecil Kimber on a relay-style road run from John O'Groats to Lands End.

In fact, the relay "baton" will be a life-size cardboard cut-out of Kimber, who will be ferried the length of the mainland in a variety of MG Cars, courtesy of all the MG CC Centres and members along the way. After collecting Cecil from the previous Centre, each Centre will set its own route, nominate cars and drivers, and arrange a proper handover to the next Centre. This event is an opportunity for lots of great publicity for the club, from both local and national media.

Your Centre Committee will be working on the routes and details over the coming weeks. – Let's get some MGAs in the publicity photographs and stories, folks! Who's taking Cecil next? See the www.MG100.co.uk website or page 13 of the December 2023 / January 2024 edition of Safety Fast! for more information.



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 the latest update from Howard:

Planning for this weekend, based in Bury St Edmunds, continues, and the first Tour Bulletin will be issued shortly, giving some details of the Runs and the area's attractions. Our base for the weekend - The Priory Hotel- is now fully booked, apart from three single rooms, but other accommodation is available in and around the town. Most of these hotels, pubs-with-rooms, etc. are only a few minutes away from The Priory.

For any help with this and other aspects of the weekend,, please contact organiser Howard Quayle at: hquayle1947@btinternet.com

To make a booking at the Priory (<https://prioryhotel.co.uk>), please call the Hotel Reception on **01284 766181** (or, if necessary, e-mail 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).



Guild Hall at Lavenham



Felixstowe Port from viewing area

When you have booked your accommodation, please complete the Tour Entry Form, which can be found on the MGA Register website, or as Appendix 1 to this eNewsletter, and forward it to Howard at the address shown. (Payment details for the Tour are on the entry form, and can be made by BACS to the MGA Register bank account.)

MG Centenary Closing Event – Brooklands 19th May 2024

The final event of the MG Centenary Celebrations is being hosted at Brooklands Museum by the MG Clubs in the South East (MG Car Club, and MGOC) over the weekend of 18th and 19th May 2024.

Organiser Alan Wakefield is looking for MG Cars (particularly cars with Competition links) to take part in a 100 year timeline at the event on Sunday 19th.

Full details of how to get your car in the timeline are in Appendix 3 to this Newsletter, - or contact Alan at wakefieldalan@aol.com, or on 01932 873170.

MG Car Club North West Centre Tour – 26th to 28th June

The North West Centre of the MG Car Club has organised 3 day / 2 night driving tour of the Yorkshire Dales for Wednesday 26th to Friday 28th June 2024.

It will be based at the excellent Fat Lamb Country Inn in Ravenstonedale (CA17 4LL)

www.fatlamb.co.uk

Cost for 2 nights, dinner, bed, and breakfast for 2 people is £360 (beer extra!). There will be organised driving tours on the Thursday and Friday.

There are still a couple of rooms available. – If you are interested, please contact me at mgcarclub-mganewsletter@outlook.com to book.

Inter-Club International Weekend – Malvern, 28th to 30th June

This event will be very similar to the MG and Triumph Weekend of 2021 – but this time although it is **organised** by the MG Car Club and the Triumph clubs, it is open to all marques of classic vehicles and all car clubs.

Attractions will include autojumble, specialist traders, crafts and fashion sellers, bar with live music day and night, concours, show and shine, autotest, live action arena, and more.

Camping facilities will be available on site.

It will take place at the 3 Counties Showground at Malvern, WR13 6NW (an excellent venue).

More details at www.interclubweekend.com

Ticket will be on sale from January 2024, and there will be discounts available for members of participating clubs (like MG CC).

As the organisers say – ***"The classic world is stronger together, so let's collaborate!"***

MGA Day 2024 – Severn Valley Railway

Organiser **Howard Quayle** tell us that MGA Day 2024 will be held at the Severn Valley Railway, a heritage railway which runs from Kidderminster to Bridgenorth.

We have asked the Severn Valley Railway for parking at the Engine House, Highley, Bridgnorth. WV16 6NZ. This is the SVR's main museum and visitor centre, with cafe and gift shop on the same site. It is midway between Bridgenorth and Kidderminster. More details in due course.

It will take place either on **Sunday 21st July or on Sunday 18th August** (more details in due course).

Unlike Scottish MGA Day (below) this is a static "social event" held on the railway site, with catering on site and attractions including train rides throughout the day.

No booking required – just "turn up on the day".....

Scottish MGA Day 2024 – 7th July 2024

Paul Dean tells us that Scottish MGA Day 2024 will be on **Sunday 7th July**. - Scottish MGA Day is a driving tour, of course, not a static event. Here's Paul's outline:

The date for this event is Sunday 7th July 2024, and for a change will be in the attractive Scottish Borders. The day will start at the Big Red Barn's cafe in the Biggar area. The route will firstly take us over the top by the Tulla and Megan Reservoirs and down the descent to St Mary's Loch. From there we will take wild minor roads to Hawick and then cross country to the home of Sir Walter Scott at Abbotsford where we will have lunch in the restaurant. After lunch there will options on the route, depending on the time we finish lunch, to drive to Dawyck Botanical Gardens where we finish the day in the excellent cafe.

Bookings should soon be open on the Caledonian Centre's website

<https://mgcaledonian.com/events/> but if anyone wants to book first please let me know at pmz.dean@gmail.com.

MG European Event of The Year 2024 – Luxembourg

The 2024 MG European Event of The Year (EEOTY) will take place between **1st and 4th August 2024**, and will be based in Dommeldange, not far from Luxembourg city.

Planning is now in full swing – Here is an update:

- Cost of the Tour (including group meals, but excluding accommodation) will be between 650 Euros and 750 Euros for 1 car, 2 persons, from evening dinner on Thursday to breakfast on Sunday. Full details of alternative packages on the Tour website.
- Planned programme comprises a rally to Luxembourg on Thursday. Friday will be a “community day” in Mondercange, including cycling, karting, rocker-cover racing, gymkhana, regularity tests on the karting track, and then a scenic drive back to the HQ hotel. On Saturday there is a choice of 2 different scenic driving tours (Classic and Comfort) which cleverly meet for lunch at Berdorf. The day ends with a gala dinner and entertainment. Plans for Sunday are still being finalised, but could include a guided tour of Luxembourg city.
- Tour will be based at the Parc Hotel Alvisé in Dommeldange. A special rate has been agreed with the hotel for tour participants.
- Luxembourg is not a very big place, and finding venues with the required space (not just rooms, but space for the wider event!) is difficult. So the event will be limited to 250 – 300 cars, and spaces are going fast!



Here's a final note from the organisers ..

As a little teaser, we invite you to have a look at the pages of www.visitluxembourg.com
The Luci Magazine Special Grand Tour will also show you the most beautiful parts of the country on different routes.

For full details, and to make a booking, go to eeoty@mgcarclub.lu

STOP PRESS: Late News!!!! Joe Walsh tells me that as of 10th December there are 192 cars and 339 persons already booked on the EEOTY event. 31 of those 192 cars are from the UK (including Joe!), placing the UK in fourth place behind the Netherlands (48) and Germany and Belgium (32 each). 37 of the 192 cars are MGAs (second only to 54 MGBs).

Future MGA Tours and Events – 2024

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. You already know about the Spring 2024 Tour (see details above), and 2 MGA Days during summer 2024. We also have plans for the Autumn 2024 MGA Tour, which will take place in Lincoln area, and organisers **Peter and Melanie Welbourn** are looking for help from eNewsletter readers in the area in organising details of the event – in particular to refine and to “test drive” the tour routes around the Lincolnshire area. If you can help, please let me know at mgcarclub-mganewsletter@outlook.com and I will put you in touch with Peter and Mel.

Future MGA Tours and Events – 2025

2025 is a special Anniversary year for MGA and for MGA owners – it will be 70 years since the first MGA was made.

The MGA Register Committee has been investigating what the Register could do as a correspondingly “special” and memorable Tour and Event for 2025, to appeal to Register members worldwide – not just in the UK.

The outcome of those deliberations is a proposal for a tour of Ireland in June 2025.

The main tour would be based around Scenic Car Tours Celtic Classic Tour,

<https://www.celticclassic.co.uk> as follows:

- It is 5 days and 4 nights based in Derry. Driving tours will cover the North East corner of Ireland, between Belfast and Derry, and will include tours of the Causeway Coast (East) and a stretch of the Wild Atlantic Coast from Derry to Letterkenny (West). It will also include a visit to the Giant’s Causeway (sorry - extra charge of £20 per person for non members of the National Trust!). We will also drive to Belfast, where we will visit the Titanic Experience and have a guided tour of the city.
- Provisional dates are Thursday 26th June to Sunday 30th June 2025.
- Budget price per person for this tour is likely to be £650 for Bed and Breakfast, plus an additional £80 per person for the Sunday Night Gala Dinner and Ceilidh, using the 4* Waterfoot Hotel in Derry. (Half board may be available.)
- The tour price includes daytime ferry crossings between the mainland and Ireland – Liverpool to Belfast, Cairnryan to Belfast, Holyhead to Dublin, Fishguard to Rosslare, or Pembroke to Rosslare. Overnight sailings may carry a surcharge. We would hope to have firm 2025 prices by July 2024. (For Irish residents, and members not travelling from the mainland, “Event only” prices excluding ferry costs are available.)
- Details of the itinerary for the 5 days, and details of the Waterfoot hotel, are on the Celtic Classic / Scenic Car Tours website. <https://www.celticclassic.co.uk/> and at <https://www.celticclassic.co.uk/cc-tourpackages>
- All prices assume 2 persons per room, and 2 persons per car.
- **Note:** - This Celtic Classic Tour from Scenic Car Tours is advertised on pages 18 and 19 of the December 2023 / January 2024 edition of Safety Fast! by Scenic Car Tours. Please note that this website is showing details for 2024 only – The pictures will be the same, but we are looking at **2025**, remember!

In addition to this Celtic Classic Tour weekend, if participants wish to extend their visit to Ireland and to visit the Republic of Ireland / Eire, and in particular to see the west coast of Ireland, - the **Wild Atlantic Coast**, we have worked with Scenic Car Tours to devise a variation on their Wild Atlantic Coast tour, as follows:

- An additional 6 day, 5 night tour along the South and West coasts of Ireland, from Dublin up to Derry. (Dublin, Adare, 2 nights in Galway, and then Ballina)
- This tour takes place BEFORE the Celtic Classic event (rather than AFTER the event as is “normal”), so likely to be 19th to 25th June 2025.
- And the route goes South to North rather than the reverse.
- So it arrives in Derry to join the Celtic Classic and the wider group on 26th June.
- In effect, this extra 6 day tour is the <https://www.celticclassic.co.uk/copy-of-hotel-accommodation> tour (Ignore the words in this web address – it does take you to the right place!!)
- Budget price for this tour is around £900 per person. – This is in addition to the Celtic Classic cost, of course. Details of the accommodation and the route is in the web-link above (but, of course, we would be doing the route “in reverse” in order to meet up with the wider group at the Celtic Classic).

What happens next?

In order to progress this proposal, the MGA Register Committee and Scenic Car Tours need to get an indication of how much interest there is in these proposals.

In order to make the base tour (the Celtic Classic) viable with an MGA identity we need at least 45 cars. To make the "bolt-on" Wild Atlantic Way pre-tour viable we need at least 20 cars.

So we need your thoughts and opinions between now and the end of February 2024.

1. Are you interested in the Celtic Classic Tour for 2025, as outlined above?
2. If so, would you prefer Bed and Breakfast basis, or Half Board?
3. Would you want to join the Sunday Night Gala Dinner and Ceilidh?
4. Are you interested in the 6 day / 5 night "pre-tour" from Dublin round the Wild Atlantic Way up to Derry?

Please send your replies and thoughts to the MGA eNewsletter Editor at mgsclub@mgaclub.com by 29th February 2024.

Thanks for your participation.

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

For more information on any of these roles, please contact the current job holder via their email address on MGA Register website **Contacts** page. ("Free consultations - No obligation!")

Technical Topics

Some new topics this time, including a piece by **Bob Zannetti** about the difficulties of finding an original Twin Cam clutch, and the best techniques for replacing the clutch in a Twin Cam, a piece by **Graham Smith** about replacing a crownwheel and pinion, plus a piece by **Joe Walsh** on the variation in performances of a selection of aftermarket radiator caps.

Twin Cam Clutch Replacement

Bob Zannetti writes:

Over the past couple of years I have needed to get to the clutch in my Twin Cam. As it happens this has been three times and initially 'how to do it' was uppermost in my mind. One line seemed to be to take the engine and gearbox out in one piece and then separate the engine and gearbox. As we all know the engine bay aperture is very narrow and the engine needs to be fully stripped of pretty well all components to get it out. I remember seeing a very old MG magazine with a picture of Peter Wood, no less, on the front. He is pictured guiding an engine with gear box attached and with all manifolds, carburettors etc. in place. He is positioning it into a gap that we all know could not accommodate such a unit. I asked him about the illustration and he advised me that it was a complete fabrication and that the picture had been dreamed up by the Magazine.



I am well aware how much time it takes to strip a Twin Cam engine down and I was not keen to do it again. Could the gearbox come out through the car? Opinion seemed to be divided but I chose to give it a go. I can advise you that not only does it go but it is infinitely preferable as a method of getting to the clutch. It is really feasible to have the box out, clutch replaced and the box back in complete with seats and all trim in eight hours. Resistance to this method seems to centre on the difficulty of getting the floorboards up. On my car these are all in very good shape and the screws released without any problems. It would seem to me that if they are rusted and difficult, the best way is to persevere and get them out. Floorboards can then be renovated and all the fixings replaced. I have shown below my car with the gearbox out (below, left).



Why have I had the gearbox out so often in the last couple of years you might well ask? When I first bought the car I found that the clutch would slip when I was subjecting it to extreme conditions. Being a Twin Cam I was not asking it to do more than I should, it was just that I was asking it to change gear, say into top, with the R.P.M. reading at the top end of the register (but not into the yellow). One such occasion was at the highly enjoyable replication of the Twin Cam Launch Day 60 year anniversary at Longcross track, Chobham.

A racing change would need a momentary lift to get the clutch to bight before going flat out again. I had to know why. Thus for the first time for me out came the gearbox and the removal of the clutch. I found that it was a standard MGA pushrod engine Clutch Plate and Cover. OK it was fine all the time you drive the car as if it was a standard car but that defeats the object of having a Twin Cam.

I enquired about a new clutch and cover from one of our main suppliers. I was told by the Principal of this company that they supplied standard clutches and they performed perfectly. I was a little nonplussed by this but assumed they knew what they were doing. The clutch that was coming out looked OK but perhaps the Cover had lost some pressure or maybe the plate was glazed and down on bight. I put the new unit in and the car was reassembled. It was no better. I tried to look into the problem and chatted, one day, to Colin Manley. He told me that most people who drove Twin Cams with gusto had changed the clutch assembly to MGB diaphragm clutches and this solved the problem.

Whilst I appreciated the pragmatism of this approach I was keen to retain the originality of my car. The engineers who developed the car had recognised the need for a different clutch assembly.....

Whilst the higher power of the Twin Cam was an issue the main problem was the higher R.P.M. of the motor. They had come up with the Twin Cam clutch.

I started to look for one but where was I going to find one. Peter Wood could not find one in his vast stock of parts and I realised that I was looking for hen's teeth.

Eventually I managed to find a unit in the wilds of Yorkshire and the supplier was able to refurbish it to look as if it was new. The photo (above) shows this unit and the differences can be clearly seen.



Out came the box and it turned out to be fortuitous timing. The unit supplied by said specialist was shot to pieces. It had been in for less than a year and the car had done less than 1000 miles in that time, yet it looked like this! (left)

The actuator had fallen to pieces, there was no carbon left in the thrust race and the plate was in poor conditions. It was very clear that

the product was not fit for the purpose that it had been sold to me for!

So in went the new Twin Cam clutch and I was left wondering if my clutch was fated and would never be right.

This new unit seemed to be good and my confidence returned. It could handle both the power and the upper register of the R.P.M, What could possibly go wrong? My gearbox had weak synchromesh on second gear but that is not unusual. Over the next few months, however, I detected a slight noise from the gearbox on overrun except when in top gear. The noise started to get slightly more intrusive, well to me at least and it had all the symptoms of a worn layshaft. Out came the box again and I took it to Leatherhead to a MG gearbox specialist. The gearbox was thoroughly overhauled, a new layshaft and synchromesh put in and I had a gearbox that was like new. Inspection of the clutch assembly showed that it was still in perfect condition and solicited no worries. In went the box and the car is perfect. If only I could go somewhere – damn it, Covid 19.....

Now for Something Diff-erent (by Graham Smith)

Reader **Graham Smith** owns a roadster (1959 MGA 1600) which was imported from the USA in 2015 and restored by Tony Newbold in Nottingham. Two owners later, by now with a Mazda gearbox fitted, Graham bought the car and has continued to enhance it as budgets allow (notably new hubs, wheels, and tyres, and a carburettor rebuild). Earlier this year he got round to investigating a grumbling noise which he decided was from the diff. – Read on

.....

In Smiffo's garage there's a tale of chasing down a whirring noise. Since purchase of our MGA in September 2021 it has had an annoying cyclic whirring (in harmony with wheel rotation) emanating from somewhere around the rear of the vehicle. New rear hubs, new rear wheel bearings, swapping around the wheels, checking rear brake drums and checking front discs, were all to no avail. Finally pulled the diff to find 25% of the crown wheel teeth badly rusted and pitted. Quite likely from it's long time laid up in the US. – See photo of a nasty, rusty crown wheel (below).



A smashed diff, with the same 4.3 ratio, was offered by an MG pal in Redditch (thank you Kevin, you're a star). It had a good crown wheel but the pinion was damaged. {a cautionary message here; the diff carrier fractured after a carrier bearing failed. The bearing failure was down to EP oil, which attacked the brass bearing cage!}

Now the dilemma; I had a good pinion in my old diff and a good crown wheel from the smashed diff. The WSM is crystal clear that both items should be replaced as a matched pair. The backlash figure etched on the back of the old rusty cw was identical to the etching on the 'new' cw, both at 7 thou. The pre-load on the old pinion was within spec too, so it was left in situ. Therefore the 'new' cw was mated with the old pinion.

Another shortcut was to pack out the crown wheel with 3 thou waxed rust protection storage paper as an alternative to stripping off the press-fit carrier bearings and adjusting the shims. The backlash was set to 6 ½ thou and the meshing blued up fine. A road test confirmed success, no more whirring and no noise or clunking from the unmatched crown wheel and pinion.



Checking the backlash



Checking CW run out

Life is always sweet with old cars, - the front end obviously felt left out with the back end getting all the attention. The ns front wheel bearings decided to give up the ghost! (No, I know what you are thinking, they were not the source of the whirring noise. The wheel bearings are clicking, have play and are throwing their grease, quite different symptoms.) That's done now too.



Before



After

Radiator Caps and Pressures

Reader **Joe Walsh** has been investigating radiator caps. – Here are his thoughts.....

This article attempts to answer a question about whether radiator caps with a reach of 1" will give an effective seal in a 1" deep neck. If a cap is not sealing correctly it may allow coolant to vent off too early and cause coolant loss. If a cap is holding too high a pressure it may cause stress on hoses, clips and soldered joints. Radiators which "vent off" in summer temperatures whilst performing normally at other times of the year may have a radiator cap which is not operating as it should.

At the time of writing many specialists and other suppliers sell what they describe as a "long reach" cap for the MGA with a 1" deep radiator neck. Visually these appear to be identical caps sold under different brand names and numbers e.g. First Line number FRC60. QH number FC41. Moss & MGOC Parts GRC103. NTG number B350. It may or may not be the

case that all these caps have been made by the same manufacturer and only the part numbers are different.

The tests results recorded here were obtained using a simple home-made test rig, like this :-



The "Test Tube"

In this article "depth" refers to the distance from the top of the radiator's filler neck to the sealing flange on the bottom of the neck. The word "reach" refers to the cap and is the measurement from the lower face of the top seal (whether metal or rubber) to the lower face of the bottom seal. In other words, the sealing faces. Other measurements such as overall length from the top of the cap to the very bottom metal ring can be ignored as they are irrelevant; it is the distance between the seals which is being considered here.



DEPTH



REACH

Objective: The objective of these tests was to establish how well a cap with a 1" reach seals in a 1" deep radiator neck.

Method: Each cap was tested 5 times. The "test tube" was pressurised using a bicycle pump to replicate the build-up of pressure in a radiator when the coolant heats up and expands.

The point at which air bubbles were seen in the glass jar replicates the point at which the pressure in the radiator exceeds the rated cap pressure and vents off coolant into the overflow pipe. The pressure readings at which bubbles appeared in the glass jar were recorded. The results shown below are the lowest figure recorded for each cap with the exception of the unbranded 4lb cap (with the metal upper seal) where the result shown is the highest recorded.

Results:

Make	Rated PSI	Vent Off PSI
Unbranded *	4	5.5
Fah-ler * ([§])	4	7
Unbranded	4	0.5
AC Delco (NOS)	4	3.5
Unbranded (1)	7	5.5
Unbranded (2)	7	7

*these two caps have a rubber upper seal. ([§])the Fah-ler cap has reach of 1¼"

Conclusion:

Apart from the unbranded 4lb cap all of the "long reach" caps tested appeared to demonstrate that the lower seal was being adequately compressed onto the bottom lip of the filler neck. This would prevent any leakage when the coolant was cold and will probably be tight enough to seal the radiator once the coolant gets hot and the radiator is pressurised. However, based on the sample of 6 caps tested it can't be taken as a given that any 1" cap will hold pressure. Nor can it be taken for granted that the cap will release at the claimed pressure rating. The unbranded 4lb cap failed to hold any useful pressure and only one cap vented off at the pressure stated on the cap.

A 50/50 mix of glycol/water boils at 223dF at sea level so if the cap is failing to seal under pressure then the radiator will vent off coolant at this temperature. The coolant's boiling point increases by 3.25dF for each psi of applied pressure meaning that a 4psi cap, which is working correctly, will vent off coolant at 236dF. A 7psi cap takes the boiling point up to about 245dF. See this www.mgaguru.com article (*2).

So if your radiator "vents off" on hot days then it could be that you have a cap which doesn't hold the coolant under sufficient pressure.

It is worth noting that the early MGB radiator also had a 1" deep neck and the cap listed for that is often sold as a direct replacement for the MGA 4lb cap. (see MG Service Memorandum MG/289 referred to on www.mgaguru.com (*1) However, the reach on this cap is also 1" (25mm) meaning that if this cap does not seal properly in a 1" (25mm) deep neck then the poundage is irrelevant. See this www.mgaguru.com article (*2)

If you can find a NOS AC-Delco RC-4 you will see a size chart on the side of the box. This implies that for a 1" deep neck a cap with length of more than 1" is required. However, the cap which came in this box has a reach of 1" and has the same issue as the other 1" reach caps on test.

Although, apart from the No.2 unbranded 7lb cap, it was the only one which held a pressure close to the value stated.

Fitting a radiator cap of the correct length and pressure will not make your engine run cooler,



but it may well stop the radiator venting off when the engine gets hot. It may also prevent the vicious cycle of; running temperature increases, coolant temperature/volume increases, radiator vents off increased volume of coolant meaning engine is running with less coolant in the system, meaning the volume of coolant left is unable to absorb sufficient heat meaning the engine runs hotter still, the coolant further increases in temperature/volume so more coolant is vented off thus reducing the volume of coolant in the system still further and the cycle starts again. If you want to reduce the running temperature of your engine you need to look for another solution.

Fitting a radiator cap which functions correctly will improve the efficiency of the cooling system and allow it to work as originally designed. It will not compensate for clogged up waterways or a blocked radiator.

Sources:

(*1) <https://mgaguru.com/mgtech/care/csm/mg289.pdf>

(*2) https://mgaguru.com/mgtech/cooling/cool_200d.htm

HRG Derrington Cross-Flow Heads for B Series Engines

In the March 2023 and May 2023 editions of this eNewsletter we ran a piece about HRG Derrington Cross-Flow cylinder heads, which offered significant power increases in the hey-day of B Series engines during the 1950s and 1960s.

In the July 2023 edition of MG Enthusiast Magazine (number 427) Roger Parker of the MG Owners Club responded to a reader who had bought a dilapidated 1500 MGA and during the course of his restoration had realised the car had a Derrington head.

Roger outlined the history of the Derrington heads, their technical features (and so why they bring a performance improvement, notably improved gas flows), and quantified the typical improvement delivered with a variety of different carburettors fitted. He also told us that there have since been other manufacturers and sellers of aluminium cross-flow heads, including Brown and Gammons in the 1990s (whose heads incorporated porting improvements from Peter Burgess), and the Pierce Manifolds MSX head.

If your car has a Derrington head, it could be worth buying a back-copy of the magazine (Kelsey Media) to put in your car file.

MGA Air Intake Hose

In the December / January edition of Safety Fast! it was mentioned that long-established MGA expert and restorer **Bob West** may have located a source for the MGA air-intake hoses (grille to heater, and grille to carb air intake), - a hose that actually fits!!

I have been in touch with Bob and his advice is to use Moss part number 13H58X, which is shown as an "alternative" in the Moss catalogue and is imported from the USA.- it stretches a little to suit the size of the metal tube. The "standard" items listed – AHH5394 and AHH5430 are undersized and virtually impossible to fit. Current RRP from Moss is £34.80 and you will need 2 pieces (but you will have half of the carburettor length left over, of course!)

Our thanks to Bob for this information and advice.

(Editor's Note: From my years with various BL companies in Parts and Technical roles, the 13H58X reference is probably the original number used when the MGA was in production. – The AHH**** references are subsequent "aftermarket" references.)

Alternatively, reader **John Halton** tells me that Car Builder Solutions sell heater inlet hose in various sizes by the metre. Anyone else used this product?

Notable Journeys

"What's this Notable Journey story, then?". Here's **Stuart Mumby's** background info. 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) 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 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.

In the September edition of this eNewsletter we read about **Mike Jacobsen's** trip to NAMGAR GT-48, a drive from San Francisco, California to Memphis, Tennessee and back – a very impressive journey of 4,500 miles.

In the November edition we read of a second nomination, - this time from our Register Chairman and Safety Fast! scribe, **Edward Vandyk**, who nominated **Mat Moore** for his heroics whilst returning from Nurburgring circuit after racing to a second in class finish in his Twin Cam VUF 541 there earlier this year. In a variation of the normal transportation arrangements, in which the race car is carried home on a transporter, - in this case the transporter itself suffered a serious breakdown on the return journey and so the Twin Cam made its own way home still in race trim and on (used) race tyres.

If you have made 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. **Please get your entry in by 31st January 2024.**

Car Of The Month

Not really!

Barry Brownleader (Yes! Him, again!) has brought my attention to the following article from Adrian Flux. **MGA – The Most Beautiful MG of All.**

Not 100% accurate, but certainly a nice piece for us MGA fans.

<https://www.adrianflux.co.uk/cult-classics/mga/>

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.

Wilmot Breeden Ignition Keys

Reader **Barry Brownleader** writes:

I have the following 6 original ignition keys, if any reader wants them – free of charge.

The key / lock numbers are: FP 660. FP672. FP636. FA515. FA600. FP648.

Contact me at barrybrownleader@gmail.com

Editor's Note: By the time you read this eNewsletter Barry will be on his annual winter break to warmer climes (California, usually!), - so do not expect a response until mid February.

If required, Barry has offered to take the keys to the MGA Spring Tour in Bury St.Edmunds in May 2024.

Wanted – Serviceable MGA Hood Frame

Reader **Adam Davis** is looking for a serviceable (= older / original) roadster hood frame. He has purchased a brand new frame, but he tells me the quality is poor - It keeps snapping when it folds as the welds are not that good. Hence he is trying to find an old one. Contact Adam on mgadmotorsport@gmail.com. Adam is based in Kingsteignton, Devon.

Additional Luggage Space Required?

Ever thought about alternatives to a boot rack for carrying additional luggage on those longer trips?

Here's an advert from Car and Classic (a UK-based Classic Car website).

<https://www.carandclassic.com/l/C1655699>

Asking price is 3,500 Euros

Wanted – Twin Cam History Book

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

1959 MGA Twin Cam Coupe For Sale

The late **Derek Edwards'** Twin Cam coupe (811 UYG), as advertised in these pages some months ago, has undergone a complete recommission over recent months, and is now up for sale via Stone Cold Classics based in Banbury. See

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

1959 MGA 1600 Roadster FOR SALE

Sadly due to lack of garage space we are selling our 1959 MGA



We have had many happy times in the car over the last 10 years but now it is time for someone else to enjoy it

It is a UK car and it has a large history file Comes with a MGB engine for extra power and a Ford five speed gearbox.

Finished in Jaguar blue. Car is in Wellesbourne, Warwickshire.

Offers based on £33750 will be considered For more information and a test drive please contact **Mel Harvey** - email

mel@melharvey.com or telephone 07860 485578



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)

Fashion Corner

Our fashion correspondent **John "Robbo" Robinson** has been out on the catwalks of Leicestershire, scouting for the latest trends for 2024. – And he has identified what is likely to be MGA Drivers and Co-Drivers 2024 latest head gear.



Presenting the stylish new MGA Register Beanie and Bobble hats, available in 4 colours (red, black, navy blue, and heather grey). One size fits all, and they are multi-purpose to suit all hairstyles - If you have hair then it stops your hair from flapping about as you drive, and if you do not have hair it keeps your head warm.

Unfortunately, Gigi Hadid had a prior engagement, and John himself was having his hair done on the day of the photo shoot, so we have to settle for pictures of the hats alone! Both the beanie and the bobble hats will have the MGA grille embroidered on, the illustrated bobble hat is not showing the MGA grille, but both versions will carry it when produced.

The bobble hat has a bi-colour bobble and shall also have the MGA embroidered grille.



The hats are 100% knitted acrylic, and the MGA 'register' grill is silver embroidered on the front.

Price is £18 per hat, payable to John by BACS or by cheque.

That price includes postage to any UK address.

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

"Last Orders" for these hats is **5th April**, and they will be delivered to you within 4 weeks of that date. - **The order form is Appendix 4 to this Newsletter.**

If you think the hats look good, then please don't think "I will order one later", - because you will forget all about it until you see members on the Spring Tour wearing their

hats, and then you will be very jealous. – Order it **now**, and

it will be a nice surprise when the parcel arrives in April. (Order one for your wife / husband / partner as well! – they will **love** it)

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 do it.

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/>

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 the MG Car Club MGA Registrar, **John Draper**, at:

Mgcarclub_mgaregistrar@hotmail.com

Happy MotorinG, All.....

Brendan Leach, January 2024

Appendix 1 – 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

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 – MG Centenary Weekend Invitation



MG100 South East

Brooklands Celebration Weekend – May 18th & 19th 2024

Vehicle displays Sunday 19th May

100 Years of MG Performance at Brooklands

1. Join in this Great Event!

As you may already have seen in various Club, Register or Centre publications, social media and on line web sites etc, the South East MG Clubs are organising a major MG Centenary Celebration weekend in May 2024 to close the year-long, world-wide events celebrating 100 years of the MG brand and its many famous vehicles.

The Sunday 19th May event will be taking place at Brooklands Museum, Surrey, the Birthplace of British Motorsport and Aviation, along the lines of the former MG Era Days, with a variety of vehicle displays and active events in and around the Museum venue.

2. MG and Brooklands

In keeping with MG's long and active association with the famous historic Brooklands venue, a key aspect of the vehicle displays will be to celebrate 100 Years of MG Performance and Competition, featuring examples of MG Competition Cars from across all the ten decades since 1923. All competition cars of any MG type are welcome and there will be a particular emphasis on those MGs that raced in the pre-war Brooklands era.

This MG competition cars display will be similar to the excellent Timeline displays at earlier 2023 MG Centenary events which took place eg at BMM Gaydon, MG & Triumph 100 at Silverstone and MGCCSE Brooklands Motorsports Festival – but with the emphasis on Competition, Racing and Rallying MGs – indeed we hope many of those competition cars which appeared at those events will also be available and enter for the Brooklands MG Centenary in May 2024.

3. Expression of Interest

At this stage we are seeking to make contact with owners of appropriate competition MGs who are able and willing to display their cars at the May 19th 2024 Brooklands event. If you have an MG which falls (broadly) within the Competition MG category (especially if it has racing, rallying or hill climbing pedigree) we would like to hear from you soon, in order to prepare a list of potential exhibitors, and subsequently to make arrangements with you for entering the car and yourself at the Event.

In the first instance please get in contact with Alan Wakefield by clicking/tapping the button below

email Alan Wakefield

(email Wakefieldalan@aol.com; mobile 07831618520; landline 01932873170)

and let him have your contact details, and the details of your MG competition car(s). If you want to know more about this event and the arrangements, don't hesitate to give him a call.

A website will show all the updates on the event as we approach and is available at <https://www.mgccse.co.uk/mg100-south-east/>

Alan Wakefield

MG100SE Planning Group and MGCC T Register

Appendix 4 – MGA Beanie & Bobble Hat Order Form

MGA Register beanie and bobble hat
Only available for UK delivery
ORDER FORM – orders to be received by 5th April 2024

Beanie & Bobble Hats

Name:	
MG Car Club Member Number	
Delivery Address	
Your e-mail address	
Colour – RED Quantity	Beanie Bobble TOTAL RED
Colour – BLACK Quantity	Beanie Bobble TOTAL BLACK
Colour – NAVY Quantity	Beanie Bobble TOTAL NAVY
Colour – HEATHER Quantity	Beanie Bobble TOTAL HEATHER
Total Number of hats Ordered	

Total number of hats X £18.00 = £.....

Hat prices include P & P to UK Mainland only and shall be despatched out to the customer approximately 4 weeks after order closing date of 5th April.

Ordering and Payment details:

Order by post.

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

John Robinson
Meadowcroft
Bridgate Lane
Hickling Pastures
LE14 3QA

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

Bank account: J P Robinson:

HSBC. Sort Code: 40-10-06

Account number: 21787845

Please State your name and membership number as payment reference.