



MGA REGISTER eNEWSLETTER
March 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.

The members of the MG Car Club MGA Register Steering Committee can be found at <https://www.mgcc.co.uk/mga-register/contacts/> But we are always looking for new members. Contact any member of the Committee if you are interested in joining us.

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Editor's Notes – Normal Service Resumed?

Welcome to another edition of the MGA Register eNewsletter; - I hope this one goes more smoothly than the January edition. Read on

As usual, I sent the January eNewsletter out in 4 batches, each of about 300 recipients, between Wednesday 27th and Saturday 30th December. (So far, so good....)

BUT, at sometime between 13.00 on Thursday 28th and 15.00 on Friday 29th the "boffins" (???) at Talk Talk / Tiscali / Line One changed the "filters" used on their / your e-mail receiving software, so that they rejected a large percentage of YOUR incoming mail, including the newsletter.

So my messages to all of the Friday and Saturday recipients with @talktalk.net, @tiscali.co.uk, and @lineone.net addresses were rejected repeatedly. You will imagine I was not best pleased.

It is not really clear what the TalkTalk experts did (or why!), but for sure it meant that most other e-mail providers were affected, including senders with @gmail and @outlook addresses. - I suppose if you are going to mess things up, you might as well choose 2 of the biggest providers to do it to! ☺.

Having messed up at 3pm on Friday 29th, of course nothing could be done over the extended holiday weekend. The matter was finally resolved on Tuesday 2nd January, when I re-re-re-re-sent the problem messages.

But now we can start planning for summer 2024.....

As you will read later in this Newsletter, we already have a number of MGA events planned for 2024, including a number of MG Centenary celebrations continuing around the world, including:

- The MG 100 Cavalcade from John O'Groats to Land's End, with Cecil Kimber on navigation duties (?) takes place between 30th April and 25th May. Speak to your local Centre organiser to find out what's happening in your area.
- 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 final 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, and first news on the Autumn 2024 MGA Tour, which will be held near Woodhall Spa in Lincolnshire between 13th and 15th September.

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.)

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

Next edition will be issued between 26th April and 1st May 2024.

Brendan Leach

Editor – MGA Newsletter

MG Car Club News

MGA Register News

The MGA Register Annual General Meeting will take place during the MGA Register Spring Tour – on the evening of Friday 17th May at 5.15 pm.

(The fact that dinner will be served from 7.30 pm should help to keep the proceedings moving along! 😊)

Here is the official notification of the AGM:

MGA Register AGM

Date: Friday 17 May 2024

Venue: Fornham All Saints Community Centre,
Bury Road, Fornham All Saints, Bury St Edmunds
Suffolk. IP28 6JZ

Time: 5.15pm.

Agenda

1. Welcome and apologies for absence
2. Approval of 2023 AGM Minutes
3. Chairman's Report
4. Treasurer's Report
5. Election of Officers and Committee
6. Any Other Business.

Nominations for Election of Officers, Committee and AOB agenda items should be submitted by 3 May 2024 to **Jill Eke, Secretary, MGA Register**. Email:

jillgraham@btinternet.com

Note: We will be electing a new Chairman at this meeting.

MG Car Club News

Have you moved house in the recent past? Or changed your e-mail address?

Maybe you want to choose "Digital Membership" rather than receive hard copy version of Safety Fast! magazine?

Or maybe you have changed your MG and wish to update which Registers you are associated with?

Did you know you can update your Membership details online via the MG Car Club website.

– Just log in to the Members section – top right of the Home page (you will need your membership number and password!) and you can update the records held by Kimber House.

<https://www.mgcc.co.uk/members/login/>

(Sorry, but the MGA Register eNewsletter mailing list is a separate file, so if you wish to update your mailing address for the eNewsletter you will also have to write to me at mgcarclub-mganewsletter@outlook.com for that!)

Reports on Recent Events

I am not sure that the next 2 pieces could correctly be described as "Events", - but it is a slow-news month, and in the absence any other significant MGA-related events since the turn of the year, they are all I have.

But the next couple of months look promising, as we move into Spring. Please let me have a brief report on any events you may attend for publication in the May edition.

New Year Run

In February reader **Geoff Kirk** took the cover off his MGA Roadster to go to a Yorkshire meeting of the MG F Register. – Here's his story:

On the 4th February, because the weather was dry and relatively mild I used the A to attend the F register meeting which is a return drive of over 70 miles. Firstly it was enjoyable and put me in a great mood, - the fresh air is great (I couldn't be bothered to put the hood up!).

On my way home I dropped in on Dave Barber restorations at Church Fenton (east of Leeds). In chatting with Dave he commented that of all the classics he deals with the ones that are used most are always the most reliable. He has an Austin Healey customer who has done 90k in it since he rebuilt it. The point was made as we discussed the issue he was dealing with on a pristine B V8 which had a coolant system that was blocked up with antifreeze that had gone to jelly, mainly because the car had stood for years! It was likely that the engine would have lasting damage to the waterways.

The message was simple – "Use them or loose them....."

MGA Birthday Cake (?)

As suggested earlier, even without true MGA-related events, I still have to fill this eNewsletter every 2 months. So, what to do?

I have news that an MGA owner celebrated his birthday early in January, and his niece made a very special MGA cake to celebrate the event



She even got the registration number, the driving lights, and the mini-lite wheels right!

The stand on top of the cake says **I'M NOT OLD, I'm Classic**

Thanks, **Louise**, for a great surprise on what was a great family day.

Overseas News

The Roadster Factory – Major Fire

MGA owners in the USA and further afield may well have had dealings with **The Roadster Factory** – a company based in Armagh, Pennsylvania, which specialised in parts for classic MG and Triumph cars.

Sadly the Roadster Factory warehouse burned down on Christmas Day 2023.

The warehouse was 48,000 square feet, and at its peak there were 100 firefighters from 13 local fire departments on site. The fire burned for over 12 hours.

The Roadster Factory was set up in 1979, and was a family-run business, run by generations of the Runyan family. It supplied high-quality parts to enthusiasts and restorers throughout the USA. In addition to the millions of dollars' worth of inventory, the fire has destroyed tooling, sample parts, drawings, documentation / catalogues, etc. There are many comments from customers on Facebook pages dedicated to The Roadster Factory and also Triumph and MG enthusiasts' groups. (*Source: Richard Truett – Auto News 8 Jan 2024*)

News from Victoria, Australia

The MGA Register for the MG Car Club, Victoria, Australia has a new Captain – our friend **Mike Ellsmore** has handed over the reins to **Paul Vermont**. Paul and his assistant / Register Vice Captain **David Thiessen** keep me informed of happenings in their very active group via their regular Newsletter. Mike will be a hard act to follow, for sure!

Of course, the Classic Car "season" is in full swing now "down under" so January has early morning runs (they mean drives – not running on foot!), the annual inter-register Golf Day, and then on 25th February the Club Concours. The group also has a full schedule of hill climb events scheduled for 2024 – I have a feeling Mike Ellsmore might be making a re-appearance at some of those events!

An interesting new (?) format of event is the **Progressive Lunch**. Members meet at a suitable eating place around lunch time and enjoy their entrée. They then take a gentle drive on to a second establishment for a main course. After that a further drive takes them to a third establishment for dessert. Eating and driving combined – What could be better?

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.

The most recent edition of Dave's Newsletter contains:

- Dave's regular "recruitment drive" for entrants to the Collier Cup race at Watkins Glen in August.
- An excellent photo history of MG, compiled by **Dave Quinn** of the Michigan Rowdies group. This contains some excellent photos of the MG factory and the MGA production process, which I had not seen before.
- **Norm Ewing** from South Africa (he gets in everywhere, doesn't he!) has provided a ghost story about an encounter on the North Yorkshire moors on a foggy night at Christmas 1946.
- **Dave Good** is recruiting MG VR racers for Vintage Grand Prix at the Canadian Tire Motorsport Park (CTMP) in Ontario, Canada, over the weekend of a June 13th to 16th 2024.
- And **Dave Nicholas** and **Mike McLaughlin** pay tribute to the original 8 MG Racers who formed the grid for the "resurrection" of the famous Collier Cup for MG Vintage Racers in 1985.

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

Future Events

("By special request...") In future editions of this MGA eNewsletter, I will also give details of events "led by" or "sponsored by" our colleagues in the Mquette Register. – As someone remarked – "The Mquette is really just a 4 door MGA..."

Mquette Register Events Organiser **John Harris** is looking for feedback on last year's Mquette events, which for a variety of reasons had a "mixed response" in terms of attendance.

Mquette owners and anyone who attended the events are invited to pass their comments to John at johnharris37@btinternet.com

News of 2024 events of all types, MG, MGA, and Mquette in the following paragraphs.

Classic Car and Restoration Show – NEC 22nd – 24th March

The Practical Classics Classic Car and Restoration Show takes place at the NEC between 22nd and 24th March.

It is a similar show to the annual Classic Car Show in November, though rather smaller - and in terms of cars it has a lot more "befores" and a lot fewer "afters" on display!. An interesting show nevertheless.

See www.necrestorationshow.com for full details, or see the advert on page 26 of February's Safety Fast!.

Get £3.50 off your (adult) ticket by using code **S24CC156** when you book online.

Mquettes and Steam – Saturday 30th March

A trip along the 11 mile long Bluebell railway in Sussex (RH17 7BB). The line includes 4 stations where the staff dress up in costumes appropriate to the various periods in the railway's history.

An all-day Rover Ticket allows you hop on and off the railways as you wish.

Meet at Horsted Keynes Station (RH17 7BB) at 10.00 am.

Mquette Register Organiser is Stephen Tickell stephen.tickell@gmail.com

MG Centenary Celebrations – to June 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/

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 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 also has 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/>

Drive It Day – Sunday 21st April

This is a national event, organised by FBHVC. If there is an event near you, you may wish to join in, - but even if your day is not part of a bigger, formal event, let's get our cars out on the road that day, and remind the wider public that MG is still alive and kicking!

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 Land's 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 as a passenger 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 take guide the cavalcade on a tour of the "highspots" of the Centre area, arranging appropriate publicity and photo-shoots en-route, before handing Cec and the main cavalcade team on to the next Centre. The route also includes a trip to Ireland.

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. – I know that he is touring (my) North West Centre on Monday 13th May, on his way (via Ireland) to a weekend at the Brooklands Centenary Celebration over the weekend of 18th and 19th May (and then from there on to Land's End).

Let's get some reports and pictures of this event in the local and national papers, and on the radio and TV. Better still – let's get some MGAs in those publicity photographs and stories, folks! Who's taking Cecil next? See the www.MG100.co.uk website or pages 12 and 13 of the February 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 has been being organised by **Howard Quayle**, and will be centred on Bury St Edmunds, in Suffolk. Here's the latest update from Howard:

[The Priory Hotel is now fully booked, and all places taken at Saturday night's Gala Dinner, but don't worry - you can still come to Bury St Edmunds for the Spring Tour weekend, book into one of its many hotels and B&Bs, and join almost 60 MGAs and a few Magenttes on the tours. There are plenty of places to eat during the evening in the town, ranging from good food in a local micro-brewery all the way up to Michelin-rated establishments.](#)

This link will give you some idea of hotels with parking:

https://www.tripadvisor.co.uk/Hotels-g186383-zfa7-Bury_St_Edmunds_Suffolk_East_Anglia_England-Hotels.html

A comprehensive Route Book is in the course of preparation, so, even if you're a late booker, you must still complete the Entry Form shown on the MGA Register's website or in Appendix 1 to this eNewsletter if you'd like to join the tours. Please return your completed form 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.)

The weekend promises to be an excellent showcase for what this beautiful region of England has to offer.

MG Centenary Closing Event – Brooklands 19th May 2024

The final event of the MG Centenary Celebrations is being hosted at Brooklands Museum (near Weybridge, in Surrey, KT13 0SL) by the MG Clubs in the South East (MG Car Club, and MG Owners Club) over the weekend of 18th and 19th May 2024 – Two days of MG Celebration at Britain's most famous racetrack.

On Saturday 18th there will be road runs to Cobham, MG Displays, live music, guest speakers, and full catering facilities.

On Sunday 19th there is a full Show Day at the Brooklands Museum, specially featuring competition cars of the past 100 years (see below), runs on the Brooklands test hill, Concours / PoO displays, specialist traders, technical talks in the Napier Room, plus live music and catering.

And **Cecil Kimber** has promised to turn up at the event!!!!

Full details at www.mgccse.co.uk/mg100-south-east

Ticket booking for all aspects of the event is open NOW via the website.

Organiser **Alan Wakefield** is looking for MG Cars (particularly cars with Competition links) to take part in the 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.

MGs in the Park – Burford Sunday 9th June

A very popular event, organised by the MGOC, at Burford OX18 4JJ.

For details, see www.oxfordshiremgoc.co.uk

International Magnette Day – Germany, 28th to 30th June

This is the annual gathering of all things Magnette, this year in Rudesheim, on the Rhine (about 40 miles East of Frankfurt). There is often a small UK contingent at the event.

Organiser is Tom Cordes, who can be contacted at tom.cordes@gmx.de

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

This event will be very similar to the MG and Triumph Weekend of 2021, which was very good! – But this time although it is **organised** by the MG Car Club and the two Triumph clubs (TR Register, and Triumph Sports Six Club), 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.

It will take place at the 3 Counties Showground at Malvern, WR13 6NW (an excellent venue). – Camping facilities will be available on site.

More details at www.interclubweekend.com , or see pages 38 and 39 of the February 2024 edition of Safety Fast!.

Weekend tickets are £65 per person (extra for camping), but there are discounts available for members of participating clubs (like MG CC) - use code **MGCC24** when booking online.

Additional attractions beyond the show itself (for an extra charge) will include a coach trip to Worcester (£10), a visit to the Morgan Car Factory in Malvern (£32), and organised road runs (they mean drives, not runs!) on both Saturday and Sunday (£15 each).

The event is being run on a non-profit basis, with any "surplus" from the event being paid back to the participating clubs on the basis of number of tickets sold by that club.

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

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 the beautiful Scottish countryside, of course, not a static event. Here's Paul's outline:

The 2024 Scottish MGA Day will take place on Sunday 7th July 2024 this time around the Scottish Borders. We will meet at 10am in the Big Red Barn Cafe, five miles north of Biggar on the A702 (ML12 6QZ). The route will first take us to Broughton, famous for its real ale brewery, and then 'over the tops' by the Talla and Megget Reservoirs and down to St Mary's Loch. From there we will take minor wild high roads to Hawick from where we will go cross country to the home of Walter Scott at Abbotsford where we will have lunch in the restaurant.

After lunch there will be options on the route, depending on the time we finish lunch, to drive to the Dawyck Botanical Gardens where we will finish the day in their excellent cafe.

Bookings are now open on the Caledonian Centre website at

<https://mgcaledonian.com/events/> Any queries please contact me on pmz.dean@gmail.com

MG Events in the USA – NAMGAR GT49 – July 15th to 19th

Reader **Peter Tilbury** tells us that the 49th NAMGAR GT in 2024 will be held in Welches, near Portland, Oregon between July 15th and 19th 2024. Anyone visiting the US or Canada in July may be interested in details of the event and accommodation in Welches. You can get this information by contacting Donna McNabb at the Columbia Gorge MG Club, donnamcnabb62@gmail.com.

(NAMGAR is the North American MGA Register - see <https://namgar.com/2023/12/18/gt-49-in-sports-car-heaven/> for more details of the event)

MGA Day 2024 – Severn Valley Railway – 21st July

Here's Organiser **Howard Quayle's** update on MGA Day 2024.....

Keep Sunday 21 July free for our annual summer get-together.

This year, the location will be the Severn Valley Railway, a 16-mile heritage line running for 16 miles between Kidderminster (Worcestershire) and Bridgnorth (Shropshire). The venue will be: The Engine House Visitor & Education Centre, Station Road, Highley, Bridgnorth, Shropshire, WV16 6NZ

By kind permission of the railway's management, we will be allowed to display our cars outside the Engine House and near the signalbox of the adjacent Highley Station. Have a look at this link to find out about the locomotives on show in the museum:

https://www.svrwiki.com/The_Engine_House

The Engine House itself is a good place to greet and meet old friends (and make new ones, too!). Bridgnorth, Bewdley, and Kidderminster can all be reached by the train, with the first two old towns worth a visit. - More details in the May edition of the Newsletter.

Unlike Scottish MGA Day (above) 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".....

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 for the event is now all but complete.

We believe the event is now FULLY BOOKED at about 250 cars / 500 persons.

Almost 40 of those cars are from the UK, including a number from the MGA Register.

Joe Walsh has set up a Facebook page for UK MG Owners going to the EEOTY:

<https://www.facebook.com/groups/371896808902709> which participants are invited to join.

(This is a group for ALL MG owners, of course, not just the MGA contingent!)

It looks like it is going to be an EXCELLENT event.

If you want to see what you are missing, go to <https://www.mgcarclub.lu/eeoty/> , or

contact the organisers at eeoty@mgcarclub.lu

MGA Autumn Tour 2024 – 13th to 15th September 2024

The MGA Autumn Tour will take place between Friday 13th and Sunday 15th September, at the Petwood Hotel, Woodhall Spa, Lincolnshire, LN10 6QG (www.petwood.co.uk)

Here's the background story and booking arrangements, from organiser **Pete Welbourn....**

MGA Register Autumn Tour 2024

First some history.

In Spring 2003, **Stuart and Irene Mumby** organised a one-day tour in North Yorkshire for MGA owners which they advertised as the "Heart Beat Run".

Despite some doubts it was a success with about 20 cars attending, and at its finish all were keen to do it again in 2004. The 2004 tour was a two-day event in a similar area and similarly successful, and as with the previous year it did not include organised accommodation, - if needed, the attendees sorted their own.

Spring 2005 and Stuart and Irene got serious, The MGA Register Spring Tour, a two- day event based at the Blacksmiths Arms, Hartoft End in North Yorkshire. No more meeting in car parks, meet in the bar on Friday evening or over a full English on Saturday morning, another success with 20 to 30 cars attending and a base template being set for all future tours.

The template was taken up by more willing volunteers and the MGA Register Autumn Tour became an annual fixture based generally in the South of the country.

Mel and I were at the Blacksmiths Arms in 2005 and at Stuart's and Irene's next 11 Spring Tours culminating at The Raven Hall Hotel, Ravenscar, where 60 cars turned up. So, thanks to them for 14 successful tours on the trot (that must be a record), and all the other couples who have organised Spring and Autumn tours, and made it possible for Mel and I, and many others, to benefit from the fruits of their labour. History ends.....

So, last year after enjoying 30 of these events, I stuck my head above the parapet and dragging Mel along declared we would do Autumn 2024 tour - and it will take place in Lincolnshire, - noticeably absent from the list of previous tour venues.

The tour will take place over the weekend 13th to 15th September 2024 and our base will be the Petwood Hotel, Stixwold Road, Woodhall Spa, LN10 6QG, I quote "one of the most memorable places to stay in Lincolnshire, - once home to 617 Squadron, The Dambusters" (or the Officers' Mess of that squadron, at least!). See <https://www.petwood.co.uk/>

We are planning runs to take in Lincolnshire's reputation as "Bomber County" and its Roman past, with the option to short cut one tour and spend time in Lincoln where we recommend a walk up "Steep Hill" and visits to the Cathedral and Castle.

Booking is **now open**, - please contact the hotel (**01526 352411**) to book your preferred accommodation. The booking reference is "MGA Register-MG Car Club Ltd" – by quoting this you will then receive the following preferential rates, (all prices are per night including dinner, bed and breakfast):

- £150.00 for a single,
- £190.00 for a double,
- through to £225.00 and £235.00 for Executive rooms and rooms with 4 poster beds

A £50.00 per person deposit will be required at time of booking.

Irrespective of whether you are staying at Petwood, if you wish to participate in the Tours or to join the Gala Dinner on Saturday evening then you need to complete the application form which is Appendix 5 to this eNewsletter, and to send it to Peter at the address shown. You also need to send your Tour entry fee (covers the costs of event insurance and permits, and the cost of tour guides / documents), either by sending a cheque payable to **MG Car Club – MGA Register** to Peter (address on Appendix 5) or (preferably) by BACS – Again, the Register bank account details are on the Tour Entry Form in Appendix 5.

If you have any questions about the booking process, please contact me at

peterwelbourn@yahoo.co.uk

Finally, many thanks to those who have offered assistance with the planning and administration of the Tour, we will be in touch. – Peter and Mel.

Kop Hill – 14th and 15th September

The Magnette Register will be at the popular Kop Hill hillclimb at Princes Risborough (HP27 0LB) over the weekend of 14th and 15th September. There is even an opportunity to drive up the famous hill, - though this must be pre-booked.

Booking is not yet available, but keep an eye on the event website at www.kophillclimb.org.uk for more news.

Magnette Lou Shorten Weekend – 28th and 29th September

The 2024 Lou Shorten Tribute Weekend will be held over the weekend of 28th and 29th September. Here's an update from our Magnette correspondent **John Harris**

This year as you may have noticed the event has changed back to its original month of September, albeit at the end and not the start.

We shall still follow the usual format of meeting at Lenwade on the Saturday. Historically, Lou always arranged a stand at the police gala on the Sunday – an event that was cancelled many years ago.

This year we shall arrange an event on the Sunday which hopefully will appeal to everybody. Our prize-giving and evening dinner will be held at the Wensum Valley Hotel (01603 261012) as has become usual. If you wish to book accommodation there do not leave it too late!

Those who wish to stay elsewhere can still attend the dinner. More news will follow later.

Johnharris37@btinternet.com

Future MGA Tours and Events – 2025

Spring Tour 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 Events for 2025, to appeal to Register members worldwide – not just in the UK.

One suggestion we have investigated in detail is for the group to participate in a commercially organised 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 Monday 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 May 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, and are still to be confirmed (see later).
- **Note:** - This Celtic Classic Tour from Scenic Car Tours is advertised on pages 28 and 29 of the February 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 starts in Dublin and 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 these proposals.

Following this feature in the January eNewsletter take-up has been “slow”, so I am repeating the questions, below. - If you are interested in participating in one or both of these Tours, please contact the eNewsletter Editor by Sunday 24th March.....

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-mganewsletter@outlook.com by Sunday 24th March 2024.

Be clear that these two Tours will definitely be going ahead, and there will be MGA Register members participating – But some of the details are still dependant on the level / numbers of MGA Register take-up.

We expect to have confirmed prices for these (2025) events by 1st May 2024, - and bookings will open immediately after that. Thanks for your participation.

Other MGA 70 Events during 2025.

Plans are well advanced for a “special” MGA Day event at a major venue in the Midlands, for **Saturday July 5th 2025**, where we hope to get a massive turnout of MGAs from all over the world. More news in the May edition of this eNewsletter.

We also hope to have an Autumn Tour (September – Organisers required, please – see below!), and we wish to help individual members to “feature” the MGA at 70 in many other shows and events during the year.

We are also investigating some MGA 70 Merchandise to help publicise this anniversary. More news in future Newsletters and in Safety Fast!,

Autumn 2025 Tour

Our 3 day weekend driving tours are always popular, and so we are now looking for volunteers to organise the 2025 Autumn Tour (usually held mid to late September). You can get a flavour of these events from the pieces about the Spring and Autumn 2024 events earlier in this eNewsletter.

(Like most things in an organisation like the MGA Register) these events are all organised by volunteers from our membership, and so we are now looking for volunteers to organise the Autumn 2025 Tour. It sounds like a long time from now – but finding suitable venues can be a problem. We typically get between 50 and 60 cars, so we need a venue that has a similar number of rooms, and parking for our precious cars. Beyond that, the details are pretty loose! – Use your imagination!!

If you think you could organise such an event, please let me know at mgsclub-mganewsletter@outlook.com and I will put you in touch with organisers of past events who will be able to answer any questions, and to advise and guide you through the process.

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. Eight 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 now 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 MG Car Club Council, and thus has a role in the future direction of the wider Club. The Chairman is an elected post, and we will be electing our new Chairman at the Register AGM on 17th May (at the MGA Register Spring Tour. – See separate news item in **Future Events**.)

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!")

Technical Topics

We have a follow-up on **Joe Walsh's** piece in the January eNewsletter about radiator caps and the challenges of finding one to suit our cars. – We are not much nearer to finding a consistent supply of caps to the required spec.

There is also a piece from **Martin Mead** about his recent "upgrade" to his 1600 Roadster.- Guaranteed to provoke some reactions...

And a piece about clutch spigot bearing failure – guaranteed to excite you!

Radiator Caps and Pressures

In the January edition of this Newsletter reader **Joe Walsh** told us of the trials and tribulations of finding a replacement radiator cap for an MGA, which met the required dimensions for radiator neck depth (1"), cap reach (again, 1"), and blow off pressure (should be 4 psi). - The 1" neck depth is often advertised as a "long reach" cap.

The combination of cap depth and reach determines whether the cap actually seals when tightened on to the radiator, and the cap pressure determines how hot the coolant must get before it forces its way past the cap seal and out to atmosphere.

Joe purchased and tested a variety of caps on a test rig to see how closely they matched their claimed settings, and thus how closely or otherwise they matched the required spec for an MGA. The most generous description of the results of his tests would be to say they were "varied"!

(If you want to see the full details of Joe's tests and his results, see the full article in the January 2024 edition of this eNewsletter.)

Joe's article generated a few responses – in particular one from reader **Gordon Wright**, who purchased a number of caps before finally getting one that works. He bought 2 caps listed as GRC101 (*that is a Unipart number, so these could well be NOS – Ed.*) both of which were stamped G490. Both were advertised as having 1" reach, but both were only 15/16", so did not seal in the 1" deep radiator neck.

He then purchased item BRC64 which came in Borg and Beck packaging (*Borg and Beck is now a Firstline brand – Ed.*), but on opening the box it was another G490 and so too short. The failed part Gordon has removed from the car had a 1 1/8" reach – notionally too long, - but at least it sealed when it worked!! Gordon has returned the incorrect items for credit. Meanwhile, he found a "new old stock" AC Delco cap, which "worked, but only just", and finally a Fah-Ler cap which was "perfect". - This Fah-Ler brand cap was one of the better caps in Joe Walsh's tests in the January 2023 article, of course.

Late News from **Joe Walsh** I've since found a NOS 4lb Waxstat WPC6 (1" reach) which does exactly what is says on the box - but so far that's the only one.

Here is an updated version of Joe's Table of Test Results (with the 2 latest tests shown):

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
Waxstat WPC 6 **	4	4
Waxstat J81	7	5.5
* These 2 caps have a rubber seal ** Tested January 2024 *** Tested February 2024		

Editor's Note: I suppose all of this story shows that you cannot really trust suppliers' claims, or believe "what it says on the tin / box". If you are buying a new cap, you can check the DEPTH of your filler neck (usually 1"), and the REACH of the cap easily, but the pressure setting you will only be able to check with a test rig like Joe's or by road testing. If anyone finds a reliable source for the correct spec of caps, please let me know the details and I will publish it in a future eNewsletter

Originality or Update?

It's an age-old question for classic car owners, of course. – Here are the thoughts and experiences of eNewsletter reader **Martin Mead**

I have owned my MGA since 2015 and have made a few modifications over the years on a smaller scale, but I had been considering a 5 speed gearbox conversion for sometime, "whenever finances allowed".

On the 2023 MGA day last August I was driving up the A40 on the dual carriageway section towards the Cotswolds, travelling along about 55-60mph which seemed a reasonable speed for the road, (my MGA seems to sit at 50mph quite happily at 3,000 revs). I thought I recognised a shape of a blue MGA in my mirrors closing in on me. When it pulled up alongside me he waved and continued on his journey disappearing into the distance.



I thought he was most probably heading for the same venue and I could have a chat with him there. When I arrived at the Toddington Railway Station, I was within the first half dozen cars to arrive. But there was no sign on him!

As the morning passed by he arrived later (above, left), - he had been to pick up his Mum enroute. Once he was parked and settled, I had a chat with him. Apparently not only did he have a Ford 5 speed gearbox he also had a 1950cc stage 2 engine installed. *(The mystery driver of this blue MGA is Tony Bratt! – Ed)*

This promoted my thoughts of an upgrade although I was thinking of going down the Mazda route rather than the Ford option. My MGA had been refurbished in Sweden during the 1980's. This included changing the original 1588cc engine for a 1622cc unit. That engine seemed willing enough, just a bit rattley which I thought could maybe cured with a good service. - Although, it did have an oil leak from the rear scroll seal.

I contracted David at Oselli for an informal chat about my options, the gearbox was first on my list of definites, but in order to do this the engine had to come out. David's advice was the most popular choice with customers was to upgrade to their 1950cc stage 2 engine fully lighted and balanced. My thoughts were...

For	Against
Increased performance keeping up with today's traffic	Extra costs
Better cruising ability	Increased insurance premiums
No scroll oil seal to leak oil	Loss of originality (though already a replacement engine)
The right time to do it, as the engine is being removed for the gearbox conversion.	
Normal unleaded fuel (currently runs on super unleaded)	

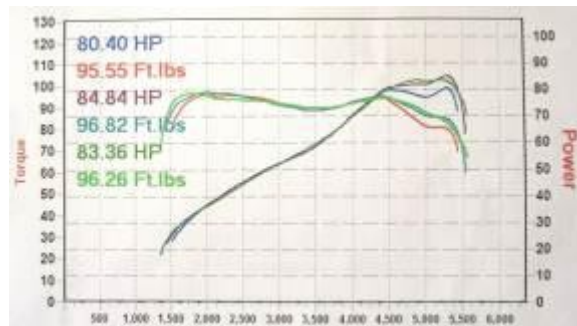
The new engine would be based on a 5 bearing MGB engine being bored out to size and rebuilt. After considering over the weekend I decided to go for it, thinking maybe in the new year, then it will be ready for spring time motoring. I normally go to Classic Stony Motor Show on 1st January.

I mentioned this to David and he said they could complete the work before Christmas if I wanted to go ahead. The engines are built to order to the customer's specification so I went for a compression ratio that would be able to use straight unleaded fuel this would keep life easier rather than having to look for super unleaded.

In early November I placed the order, in early December I delivered my MGA to Oselli for the Engine/gearbox installation. The first thing was to do a power run to see what power the current engine produced, the results were quite surprising with an average of 82.8bhp (should be 90bhp) and 96.1 lb/ft Torque (should be 97lb/ft) from the 3 runs. I was told that the new engine is going to be not less than 30% higher across the whole rev range and the fuel economy wouldn't be a lot different, although it is a bigger engine it should be more efficient.



(Martin's car on the Oselli rolling road)



(Output graphs)

Whilst up on the ramps they identified a problem with the braking system and front suspension bushes which they corrected.

Once the old engine came out the oil leak was worse than expected which proved the point that it was the right thing to do.



(Old 1622 engine, on removal)

They completed all of this work within a fortnight and I picked up the car just before Christmas. Thank you Santa!

As the engine has just been rebuilt and is 'tight' they cannot perform a power run until I have at least 1,000 miles on the clock when it has loosened up a bit. Although, I have only driven it for about 200 miles it feels completely different, it's just like a new car with a classic body. This has made the car a lot safer making pulling out of junctions, overtaking slower traffic and better cruising capabilities, overall effortless driving with a nice engine note. Regarding the extra insurance premium (for 10 months remaining on the policy) £46 - Money well spent!

Once I have added more miles over the summer I will write a follow up report.

Thanks for that report, Martin. We look forward to hearing how you get on with the car over a full year of driving.

Spigot Bearing / Bush

(Editor **Brendan Leach** writes:) On the way to the 2023 Autumn Tour in Faringdon my MGA developed a problem. – A high pitched squealing noise, rather like a brake squeal. It only happened when the car was in motion, on the over-run (i.e. foot off the accelerator), and the noise stopped when I put the car into neutral. Worst of all, it only happened “sometimes”. It would be a couple of days before I could see (i.e. hear, and understand!) the full pattern of the problem.

I spent a jolly couple of hours on the hotel car park that Friday afternoon checking brakes and suspension, but found nothing.

70 miles into Saturday’s drive, the noise came back. (First clue: When the engine was hot!), and over the following days I gradually worked out the full pattern; - It happens in any gear (but not in neutral), with engine hot, on the over-run.

What was the problem? The highly educated and experienced guess (Thank you, **Entune 2000!**) was that the spigot bearing into which the gearbox input shaft fits into order to meet the back of the crankshaft was spinning in the crankshaft. – Hence the whistling noise.

Removing the engine confirmed the diagnosis.

But then it is a bit more complicated. – My car has a 5 main bearing 1800 engine (later MGB), and a Hi-Gear / Sierra T9 gearbox. So the spigot bearing is not a simple bush, but a larger, more complex piece to suit the 1800 crankshaft. The original bush is still there for the gearbox shaft to sit in, but it is contained in a larger bush to suit the MGB crankshaft. That larger bush has a milled surface where it is an interference (i.e. ***** tight) fit into the end of the crank. And those milled grooves /splines spinning in the crank (as the rear wheels and gearbox were going faster than the engine on the over-run) were the source of the noise. By spinning in synch with the rear wheel / gearbox speed, the spinning of the bush was over-riding any engine braking, of course.

Sure enough, rather than an interference fit, the bush came out of the back of the crank by hand.

Here's a picture of the bush that was removed:



- The smaller diameter (left) fits into the end of the crank.
- (You can see the splines on the outer surface, which are rather worn.)
- The larger diameter (right) contains the “standard” phosphor bronze bush that supports the gearbox shaft (just visible in the bronze colour).
- The two additional holes in the flanged surface are threaded. - By screwing a standard both through those holes

those bolts will meet the back of the crank and so “push” the bush out of its interference fit in the crank if required. (No assistance required in this instance!)

- The replacement bush was an interference fit – an interference assisted by some Loctite.

Of course, with the engine out it would be a false economy not to replace the clutch and release bearing, so they became part of the job.

Another lesson learned!

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 holder of the award in 2023 (for a 2022 journey) was **Beth Corbett**, who to drove her 1600 Coupe, Mavis, to and through Italy, retracing the footsteps of her father when he escaped from POW Camp 49 in Fontanello in Northern Italy in 1943.

After some deliberation, the award for 2023 has gone to **Mat Moore**, who was nominated by our Register Chairman and Safety Fast! scribe, **Edward Vandyk**.

Mat rebuilt an MGA Twin Cam VUF 541 (originally part of the Fitzwilliam Team in the 1959 1000 km race) and then took it, on the back of his transporter, to Nurburgring and raced it to a second-in-class prize winning finish. The return journey did not go well when his race-car transporter suffered a major engine failure. Undeterred, Mat ditched the transporter and drove the Twin Cam home under its own power – still in race trim, without a hood and with a cut-down race screen, and using the same tyres he had used in the race!

However even that journey, challenging in itself, was not all plain sailing as the dynamo gave out. This necessitated a two day beer stop at Spa whilst Mat procured a heavy duty battery which enabled him to complete the return trip, - the transporter / camper and trailer were only recovered from Germany a month later!

(Further details of the adventure in the November 2023 edition of this eNewsletter)

We will have a picture of the “award Ceremony” (?) in a future edition of this eNewsletter. –

If you make a Notable Journey in your MGA in 2024 and wish to enter for this prestigious award, the Notable Journey Nomination form is Appendix 2 to this Newsletter.

Please get you entry in by 31st January 2025.

Meanwhile

Here’s an impressive MGA journey from 2022 which has only recently come to light, from reader **Simon Broom**. Sadly, he does not get an award, but it is a great story all the same. Here’s Simon’s story:

First of all, it’s worth noting that 796 YUL which I have owned for 6 years now is one of the few UK cars manufactured with RHD and not for export. It had/has the original engine and it had the original 4 speed box which I kept and will insist goes with the car if and when I sell it. It also has the original steel wheels which (with the possible exception of the twin cam knock ons) are much more practical to have than wire wheels.

For reasons of its RHD status, when I restored it I couldn’t face chucking in an MGB engine but I did fit it with a Pete Gamble / HiGear 5 speed gearbox which transformed it!

While not concourse it is A1 and did in fact win a pride of ownership award - probably because I spent ages buying all the original tools including jack and starting handle that would have come with it including the old burlap tool wrap!

For our 2022 journey of course I packed a more modern toolkit! – Here’s the story

In 2022, we drove to Monza in Italy and back from Twickenham, where we live, setting out on the 14th June and arriving back home on the 26th June. Here is our route...

Day One.

Twickenham to Dover - 104 miles.
Eurotunnel to Calais
Calais to Saint Menehould 218 miles
Total: 322 miles.

Day Two.

Saint Menehould to Eguisheim.
Total: 216 miles.

Day Three.

Eguisheim to Monza via Switzerland and the Gotthard Pass.
Total 303 miles.
Grand total: 841 miles. - Total journey including return to the UK - 2000 miles plus.



(Eguisheim, Alsace)

This was a nightmare and we sat in an endless queue surrounded on all sides by lorries chuffing diesel fumes into our faces while hanging out of their windows admiring the bodywork.

The first two legs were an easy saunter through the picturesque villages of Northern France and the Alsace. It was all fairly flat and we were able to maintain a speed of around 40 - 50 with no traffic and beautiful scenery. Even at 30 degree plus temperatures, we were cool, comfortable and unhurried.

Day 3 was a whole different story however due to various queues, border controls and long, slow climbs.

I wanted to follow the old Goldfinger or Italian route of course but my wife Janine was highly nervous about the car's ability to make the tight unsafe turns. We therefore decided to go through the Gotthard Tunnel.



(Beginning the Ascent in Switzerland)

Meanwhile the MGA temperature gauge just climbed and climbed! And within about 15 minutes of this never ending traffic jam it was way past 212 degrees and off the scale completely. The car was juddering and spluttering; even pulling the choke out didn't prevent lumpy idling and allowing it to stall was risky as I wasn't sure I'd ever get it started again! The lead brazing sealing the radiator core was in dire danger of softening and springing a leak.

So, I decided to risk being stopped by police by driving onto the hard shoulder. Happily, within a few hundred yards a discreet painted sign soon appeared on the ground reading: "Gotthard Pass".

We were saved! I told my wife that as we climbed the air would naturally become cooler so the car would start running more smoothly!

It didn't!

We chugged up endlessly while the air showed no signs of getting cooler but was getting noticeably thinner. These two factors combined to turn the poor car's 79bhp into what felt more like 20bhp! Nevertheless, and with frequent cooling down stops (which also allowed the queue of frustrated, lunatic super bikes and M series BMWs to hammer past) we made it!

While in the outskirts of Monza where we were staying with our old friends we also has a chance to catch up with an Italian petrol head buddy Giulio who owns an Austin Healey 100/6.



(Cooling down on the Gotthard Pass)



(Giulio and Veronica with their 100/6)

On the way to meet up with him a few days later, the MGA started to lose speed on the motorway until we were finally crawling along at 30 mph. Convinced that the Gotthard Pass and Swiss Alps had killed the engine I finally pulled over into a petrol station where the archetypal garage owner sporting beer belly, string vest, cigarette dangling from the corner of his mouth and severe attitude decided he would not help one bit and in fact told us that we could not leave the car standing by one of his petrol pumps. Happily, a couple of young guys lent a hand. To my relief, the problem was a simple one; the accelerator cable had stretched or slipped so I re-tensioned it. Easy enough except for the fact that it required 3 pairs of hands to hold everything while I loosened and re-tightened the cable. Then there was the searingly hot engine compartment inflicting lots of burns on various pairs of knuckles. After about 30 minutes of sweating and grunting and some cold beers, it was all fixed and we shot off again to the hills and lakes... good as new.

This is where the basic mechanics of the MGA comes in handy. You could argue of course that a new car wouldn't get into that kind of bother in the first place but where's the fun in that? On the other hand, a dodgy engine management system would require being towed off the road and a day in a garage at least with all the attendant delays and expense!

When we got to the meeting point Giulio and his girlfriend Virginia were kind enough to take us up into the hills on a long tour and back down again for a drive around Lake Iseo. Out horsepowered we were nevertheless able to keep up by sliding the back end around the various 90 degree bends.

Having decided that we needed to take it a little easier on the return home we made an additional stop in Northern France.

Thanks for that story, Simon. – Where are you going in 2024?

Car Of The Month

Our International Correspondent, Barry Brownleader has been in Palm Beach (Yes, that's Palm Beach, California!) and came across this MGA.



The owner told him that the only replacement parts on the car are the leathers in the interior trim – Everything else is restored. All the instruments rebuilt, and even the switch knobs polished rather than replaced. (But he admitted he had spent a lot of time with an electric polisher!)

For Sale and Wanted

The advertisements below are placed in good faith on behalf of readers of the eNewsletter. The seller writes the advert and the description of the parts or car. These products are not covered by the MGCC public liability insurance. The MG Car Club and the MGA Register has no responsibility for the quality or completeness of the products offered, or the accuracy of any description. Buyers should convince themselves the part is of the required condition and / or specification when buying.

For Sale – Safety Fast Magazines

Safety Fast magazines 1992 to current. All in mint condition, with 10 years in MGCC Safety Fast binders. Offers over £75, all proceeds to Prostate Cancer UK. Delivery may be possible by arrangement. Contact Stuart on 01430 871078 or email mga@live.co.uk

Parts For Sale

Reader **David Brown**, in Andover, has a large quantity of used spares for the MGA coupe, collected from breakers' yards in the 1970s, when there were no aftermarket suppliers. These are items I felt would be difficult to find in the future. Most require work to make them fit for use. - Too many to list but include ...

- Usable 16GA engine,
- 2 x 1600 gearboxes (high starter / flange types),
- Lockheed calipers,
- 1600 master cylinders,
- Instruments,
- Ignition spares,
- Lights,
- Complete steering column,
- Prop shafts,
- Starter and dynamos,
- Carbs, Fuel pump,
- Some chrome ...

Cheaper than you could imagine, because I don't need them any more – my coupe is perfect!

I do want them all to go in one hit – you'll need a van! - Located at SP11 9EH. Contact David at davidbrown@archerbrown.com

1957 MGA Project For Sale

Reader **Terry Perkins** writes:

If you're looking for an MGA to restore this car will make an excellent project car.

Spent most of its life in USA. Imported 5 years ago. Import tax paid

A friend and I bought 2 MGA's with the intention of carrying out full restorations on them both.



One is now completely restored, but my friend is now suffering from arthritis, so plans have had to change



The vehicle has been retro fitted with the more powerful 1800cc MGB engine. It has good compression and we have had it running.

The car is in need of a full restoration however the general condition of the body is good for its age. We have stripped most of the paint off the car and coated it in rust inhibitor so the full condition of the body can be seen. The chassis also appears very solid

£11,750 ONO

Located in Aldridge, West Midlands.

Call 07776966983

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

** FREE DELIVERY (?) ** If required, Barry has offered to take the keys to the MGA Spring Tour in Bury St.Edmunds in May 2024.

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/>

1961 MGA 1600 MK 11 Coupe For Sale



Owned by the late **Derek Edwards** since 2002. The car was originally a LHD export to the USA. UK registered in 1989. RHD conversion. Full bodywork and mechanical restoration. Engine fully reconditioned 2015. Wire wheels conversion. Brand new interior – seats (black leather with red piping), trim, carpet and dash top. Very low mileage. BMIHT certificate. £16,500 Contact **Anne Edwards** on 07850 410830 email: edwards.mgmadness@ntlworld.com

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)

Lost and Found

New member and reader **Nick Coley** has recently purchased a 1600 Roadster, **208 AOP**, and is anxious to learn as much as possible about its history.

He has records of a few awards it won between 2003 and 2007, but very little information before or after that brief period.

If you have any history or information, please get in touch with me at mgsclub-mganewsletter@utlook.com and I will put you in touch with Nick. Thanks in anticipation.

Model Time

No!. Not **that** kind of model. I leave that sort of thing to John Robinson (see the next article!)....

Older readers may remember Corgi Toys model cars from their childhood, - They were remarkably accurate models of the real cars, and as childrens' toys they were also very robust.

They remain very popular as collectibles now, and some of the originals are quite valuable particularly if they are in good condition (unlikely, for what was a toy!).

That interest from collectors is such that a company called the Corgi Model Club <https://corgimodelclub.com/> has introduced an authorised range of copies of these models, which are now available to buy either on a subscription basis (one model per month) or to purchase as individual models.

Remember that although 3/-d (that's three shillings / £0.15) was a lot of money in the day for a toy, as we get older and claim that collecting toy cars is a "hobby" the rules and budgets clearly change!

One of the more popular Corgi models (introduced in 1958, at that price of 3/-) was #302 – an MGA 1500 Roadster. Over the years it was released in 3 different colours, - red, metallic green, and white, all of them under Corgi catalogue number 302.

A reproduction of the (orient) red version has now been released by the Corgi Model Club and is an excellent model. Not only is it an excellent reproduction of the original 1957 toy (arguably better-finished than the original toy) it is also a surprisingly accurate model of the real car, even down to the dials on the dashboard. It just needs a bit of silver paint and a steady hand to touch-in the MG badge on the boot lid, the number plate light, the air vents alongside the bonnet, the rear hood fixings, and the instruments...

For an independent review of this model, go to the excellent MAR Online (formerly Model Auto Review) at <https://www.maronline.org.uk/corgi-model-club-update-34/>



(Photos courtesy of MAR Online www.maronline.org.uk and the Corgi Model Club)

For information, Corgi's #327 MGB GT in dark red has also been released in this range, with opening doors and tailgate - and it even comes complete with the opening suitcase in the luggage area.

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 don't have a picture of him modelling the item – we have to settle for pictures of the hats alone!

Both the beanie (above) and the bobble hats will have the MGA grille embroidered on, - the illustrated bobble hat (below) is not showing the MGA grille in this image, 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, as shown on the black beanie, above.

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.

This is the Last Call for these high-fashion items.

"Last Orders" 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 other members on the Spring Tour wearing their hats, and then you will be very jealous. – So you need to place your order **now**. Order it **now**, and it will be a nice surprise when the parcel arrives in late 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 MGA Register 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**

This book was compiled and published by the MGA Register, and 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.

We have the final few copies of MGA Register - The First Fifty Years remaining and to clear we are offering a reduced price of £20 plus P&P (was £35)

Post and packing is around £5.50 to a UK address.

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, MGA Registrar**, at:

Mgcarclub_mgaregistrar@hotmail.com

Happy MotorinG, All.....

Brendan Leach, March 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.



Appendix 5 - Lincolnshire Tour
13th – 15th September 2024
Entry Form



Your Details

Driver's Name: Navigator's Name:

Address:

Tel: email:

I am/am not* a member of the MG Car Club - Membership No:

Your MGA

MGA Type: (Roadster or Coupe) Year:

Reg No: Colour:

Your Arrangements

*** Please delete all that do not apply**

1. * I/We have booked a room with dinner at the Petwood Hotel for the nights of *Friday 13th Sept, *Saturday 14th Sept, Sunday 15th September 2024
2. * I/We will be making our own accommodation arrangements elsewhere.
3. *I/We wish to attend the Gala Dinner at the Petwood Hotel on Saturday 14th September.
4. *I/We will be joining: *Saturday Tour *Sunday Tour
5. *I/We have made payment by BACS to The MG Car Club MGA Register
Sort Code 40-36-15 Account 33828727 for our entry fee per car of £25.00 as members or £50.00 for non-members. Please reference your payment "Autumn tour 2024 - your surname"
6. *If you prefer enclose a cheque made payable to The MG Car Club MGA Register for your entry fee.
7. Please return the completed entry form and fee to **Peter Welbourn, 45, Miles Lane, Leconfield, HU17 7NW** or **peterwelbourn@yahoo.co.uk**

We will only use your personal data to process your entry for this event. You can obtain more details on this use, or withdraw from the event, by contacting the Organiser. Contact the General Manager, MG Car Club for a copy of the MGCC privacy Policy or for any subject requests at 12 Cemetery Road, Abingdon, Oxon OX14 1AS. Telephone: 01235 555552 or email: info@mgcc.co.uk.