



MGA REGISTER eNEWSLETTER
May 2024
WORLDWIDE CIRCULATION: 1101

Visit the MGA & Twin Cam Register Websites at

<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 the eNewsletter 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 (volunteer) 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 – Ready for the Summer....?

Welcome to the May 2024 edition of the MGA Register eNewsletter.

By now we are probably all planning for summer 2024.....

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

- 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 (That's NOW, folks!). Speak to your local Centre organiser to find out what's happening in your area, and when Cecil is passing through. Or see pages 12 to 14 of April's Safety Fast!
- 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, final, last-chance booking information for 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. There is also an update 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 29th June and 4th July 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 (and to save money on your annual subscription)?

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 this 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

Not much to report during March and April, but plenty of events expected over the next 2 months as spring turns in to summer.

Please let me have a brief report on any events you may attend for publication in the July edition.

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

The Practical Classics Classic Car and Restoration Show took 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 (just Halls 3, 4, and 5) - and in terms of cars it has a lot more "befores" and a lot fewer "afters" on display!

Interestingly, the new MG Cyberster was on display at the show, - but it was displayed on the MG Owners Club stand (?)

Overall, it was a good show, with a good representation from both established classic car clubs and groups, and some of the larger classic car sellers. Plus, of course, plenty of suppliers of parts, specialist services, tools, and equipment.

Magnettes and Steam – Saturday 30th March

This event took the form of a trip along the 11 mile long Bluebell railway in Sussex (RH17 7BB) on the Saturday of the Easter weekend. The Bluebell line includes 4 stations where the staff dress up in costumes appropriate to the various periods in the railway's history.

There were 15 Z Magnettes, 1 Farina Magonette, and 1 MGA at the event. – A full report is available on the Magonette website, www.magonette.org

Dave Holden's Workshop Day – 13th April

Regular readers of the MGA eNewsletter may remember **Dave Holden**, who has restored the same MGA twice (along with a number of other vehicles). His lessons learned from those restorations (including "how to get it wrong") have also formed the basis of past articles by Dave about workshop tools and techniques.

On Saturday 13th April Dave hosted a Workshop Day at his home in Blackburn, for members of the MG CC North West Centre. The day covered body repairs, welding, making repair pieces for rusted panels, panel preparation, and paint spraying. It was not specifically directed at MGA owners, but unsurprisingly most of the "practice parts" used and abused were from the MGA parts stores of Dave and **John Halton**.

A total of 7 "pupils" found the day useful and entertaining (and the lunch provided by Angela Holden was excellent!)

There was no charge for the event, but donations and sales of various tools Dave has accumulated raised a total of £105 for the local Rotary Charity, - and also cleared a bit of space in Dave's garage.

Dave is happy to host similar events in future if members and classic car enthusiasts are interested to do so. On behalf of "The class of April 2024" – Thanks to Dave and Angela for this event.

Drive It Day – Sunday 21st April

This is an annual national event, organised by FBHVC. For most of Britain the day was dry and bright, so there was no excuse for not getting the car out from under their covers. I did 60 miles or so around my area, but I did not see many other classic cars on the road, or any organised events along my route.

Overseas News

From the Album of Norm Ewing



Our honorary (= unpaid) South Africa correspondent Norm Ewing has been going through his photo albums, and unearthed this gem.-

Did I ever send you this pic taken by Paddy Wilmer in 2015 at Silverstone of me and EX 182 replica? He called it *"Sleeping Beauty...NOT the car ...Bernard Douchet in the background"*

(Norm is in the red jacket)

Other Overseas News

This edition of the MGA eNewsletter is published a little bit earlier than normal, which means I have not yet received the latest news from our MG Car Club colleagues in Australia (Paul Vermont, and David Thiessen in Victoria) and MG Vintage Racers in the USA (Dave Nicholas).

But they will be back in the next edition, at the end of June.

Future Events - 2024

("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 Magonette Register. – As someone remarked – "The Magonette is really just a 4 door MGA..."

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

Magonette 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 Magonette in the following paragraphs.

MG Centenary Celebrations – to June 2024

The Centenary Year for the MG Car Club is not quite over yet, and celebratory events continue until mid-2024. MG Groups and Enthusiasts worldwide have organised events 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.

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/>

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 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 to 14 of the April 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:

56 cars are booked in for this event, now only four weeks away at the time of writing. All menu choices for the Gala Dinner have been made, the traditional rally plates are on their way from the manufacturers, and the comprehensive Route and Tour Book is now at the printers.

The Runs have been checked, with final validation planned in the next three weeks to make sure that no dreaded "Yellow Signs" - the curse of tour organisers- have appeared!

One Run is scheduled to visit the Dad's Army Museum (4.5 out of 5 stars on Tripadvisor) in Thetford - normally open only on Saturdays , the volunteer-run museum is now kindly opening on the Sunday of our weekend.

MGA's never break down , do they but if you need any spares, and want to avoid shipping costs, a reminder that NTG Motor Services lies only five minutes off one of our Tour Routes and is open on Saturday mornings.

All we need now is fine, warm, and sunny weather....!

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) over the weekend of 18th and 19th May 2024 – Two days of MG Celebration at Britain's most famous racetrack.

It starts with multiple road runs on Saturday 18th May converging at The Fairmile in Cobham for a large MG event in the evening. This location is close to Brooklands where the Celebrations will continue on the Sunday. The weekend event is being organised as joint club event, with numerous MGCC Centres, Registers and MGOC clubs in attendance at Brooklands, together with major suppliers such as Moss and the MGCC/MGOC clubs. The Brooklands event on Sunday features a large display of over 70 competition cars from over the decades, some of which raced at Brooklands, together with talks during the day by prominent MG personalities, free entry Pride of Ownership, "Pull an MG" competition and test hill runs amongst other attractions and displays. MG UK will be attending via one of their dealers and will have a Cyberster on display.

Members are invited to enter one of the road runs on Saturday 18th May. There are five starts across the SE as follows:

- Run 1 starting at the Bush Inn near New Alresford covers the west, with good access for Winchester, Southampton and surrounding areas.
- Run 2 starting at the Red Lion, Ashington, covering the south coast and South Downs.
- Run 3 starting from Spadeworks, Offham, between Sevenoaks and Maidstone covering central and West Kent.
- Run 4 starting from the Owl, Kingsfold, north of Horsham on the Surrey/West Sussex borders.
- Run 5 starting at the White Horse, Mark Beech, accessible from East Grinstead, Edenbridge, Tonbridge and Royal Tunbridge Wells

Entry to the runs includes a Rally Plate, coffee at the start for two and entry to the evening event at Cobham. The routes include suggested stops at places of interest including refreshments. The Saturday evening event includes MG display, entertainment, a presentation on MG and options for buffet dinner. Full information is available along with entry on <https://www.mgccse.co.uk/mg100-south-east/> and select tab appropriate for Saturday, Sunday, Tickets, etc. Tickets booked via this MGCC website provide **discounted tickets** compared with booking direct with Brooklands for the Sunday

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 as part of his Centenary Cavalcade tour!!! Full details at www.mgccse.co.uk/mg100-south-east

ALSO - Organiser **Alan Wakefield** is still 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 18 and 19 of the April 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.

Ticket sales to date have been described as "brisk".

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 MG CC 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.....

A reminder that the date this year is Sunday 21 July at the Engine House, Highley Station, on the Severn Valley Railway in the West Midlands.

More details in the next edition of the Newsletter, but for any advance planning, the railway will be operating Timetable B (see the SVR website) and is also operating two "Gin Trains".....shades of Stanley Holloway as wealthy Mr Valentine drinking in the Buffer Car in the Titfield Thunderbolt. !

A site visit to Highley, to meet with the railway's management, is planned next month to finalise parking arrangements for the Register. More information in June's eNewsletter.

The Severn Valley Railway is 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

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 July edition of this 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

STOP PRESS – EEOTY 2025 ? Unconfirmed information from our international correspondent **Howard Quayle** is that EEOTY 2025 will be held over 4 days between 30 May 2025 and 2 June 2025.

Event region will be Emilia-Romagna, which includes Modena (Ferrari factory) and the Ferrari / Lamborghini Museums. Seems a good location with Venice to the north-east, Adriatic Coast to the south-east, and Tuscany to the south..

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 an update, from organiser **Pete Welbourn**....

MGA Register Autumn Tour 2024

The tour will take place over the weekend 13th to 15th September 2024 and our base will be the Petwood Hotel, Stixwould 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 4 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 4) or (preferably) by BACS – Again, the Register bank account details are on the Tour Entry Form in Appendix 4.

If you have any questions about the booking process, please contact Peter 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, designed to appeal to Register members worldwide – not just in the UK.

We have had a lot of interest in the suggested tours of Ireland in June 2025 outlined in previous eNewsletters, - including no fewer than 15 cars who intend to come all the way from Australia to join us, as part of their larger 40 day tour of Europe.

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 the option of a guided tour of the city. Whilst in Belfast, there will be an opportunity for exclusive MGA parking on the famous Titanic slipway at the docks.
- We intend to be able to visit the historic Dundrod racing circuit, near Lisburn. Scene of many MGA successes in the 1950s. (More details to follow.)
- 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.)
- Provisional dates are Thursday 26th June to Monday 30th June 2025.
- 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 complementary tour of the south and west coasts of Ireland.

What you are about to read is a longer (= more £ expensive) tour than the 6 days and 5 nights originally considered – but Ireland is a big place, the roads are slow, and the route through the south and west is over 700 miles. Hence this revised plan, as follows:

- A 10 day, 9 night tour along the South and West coasts of Ireland, from Dublin clockwise up to Derry. (2 nights in Dublin, then Waterford, Cork, 2 nights in Killarney, Galway, and then Westport, before joining the Celtic Classic in Derry.)

- This tour takes place BEFORE the Celtic Classic event, so is likely to be 17th to 26th June 2025 (15th to 26th for our Australian tourers, who will be starting in Bilbao!).
- And the route starts in Dublin and arrives in Derry to join the Celtic Classic and the wider group on 26th June.
- Budget price for this tour starting at Dublin or Rosslare is around £1800 per person. – This is in addition to the Celtic Classic cost, of course. Ferry costs for this tour are zero for members who are also joining the Celtic Classic tour, because costs to and from the mainland are already included in the Celtic Classic prices.

Unlike the Celtic Classic, in which the MGA Register is just part of a larger gathering of classic cars, this tour is dedicated to the MGA, so ideally we would like all the participating cars to be MGAs, as was the case in the tours of 2005 and 2015.

Already, up to 20 MGA Register members from Australia are planning to join this tour as part of their 6-weeks long 70th Anniversary Grand Tour of Europe, departing for Ireland from Spain on 15th June, and then moving on to the UK (for MGA Day 2025) after the Celtic Classic.

So it looks like it should be a good event.

Here is the detailed schedule / itinerary for that south and west coast pre-tour:

- 10 days / 9 night add-on tour, from 17th – 26th June 2025
- Sail from mainland to Dublin 17th June
- Meet Australian contingent in Dublin 17th June
- 2 nights at the Sandymount Hotel, Dublin, or similar, 17th and 18th June
- 1 night at the Waterford Marina Hotel, or similar, 19th June (with dinner)
- 1 night at the Kingsley Hotel, Cork, or similar, 20th June (with dinner)
- 2 nights at the Randles or Dromhall Hotel, Killarney, or similar, 21st and 22nd June (with dinner)
- 1 night at the Ardiluan Hotel, Galway, or similar, 23rd June (with dinner)
- 1 night at the Westport Woods Hotel, or similar, 24th June
- 1 night at the Waterfoot Hotel, Derry, or similar (with dinner) to meet up with Celtic Classic Group on 25th June. Only 1 night here in this package, as from Thursday 26th June, the next 4 x nights (so 5 in total including this one) are included in the main, separate Celtic Classic event pricing.
- Breakfast included each morning at the hotels – 9 x hotel breakfasts in total, per person

Guests From	Budget Prices per person (to be confirmed)		Ferry Arrangements
	Celtic Classic Thursday 26 th to Monday 30 th June 2025	South and West Pre-Tour Sunday 15 th or Tuesday 17 th to Wednesday 25 th June 2025	
UK Mainland	£649 pp for twin / double (£1150 single)	£1799 pp for twin / double (£2798 pp single)	Mainland to Ireland, return, incl in Celtic Classic Prices
Ireland	£525 pp for twin / double (£900 single)	£1799 pp for twin / double (£2798 pp single)	No ferry costs

What happens next?

Unfortunately, we do not yet have firm prices for 2025. – Neither the hotel owners nor the ferry operators have released their 2025 tariffs yet. But based on the “expressions of interest” numbers from eNewsletter readers over the past 3 months we do have budget prices which we are confident we will not exceed (shown in the table below), and the itineraries are now firm.

We intend to have firm prices by 20th June 2024, which will be notified to all members expressing interest in these tours at that time.

If you are still interested in proceeding, and you want to be kept informed of the firm prices, **please let me know at mgcarclub-mganewsletter@outlook.com by 19th May.**

We expect that bookings will open from mid August 2024. Bookings will require a deposit of 20% of total cost, with the balance paid 10 weeks before the tours (so April 2025).

Be clear that these two Tours will definitely be going ahead, and there will be MGA Register members participating from far and near – All we are doing now is finalising the details.

Thanks for your co-operation and patience.

Other MGA 70 Events during 2025.

Plans are well advanced for a “special” MGA Day event at a major venue in the centre of the country, for **Sunday July 6th 2025**, where we hope to get a massive turnout of MGAs from all over the world. More news in the July edition of this eNewsletter.

We also hope to have an Autumn Tour in 2025 (September – Organisers required, please – see next item!), and we wish to help individual members to “feature” the MGA at 70 in many other (local) 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 mgcarclub-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 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

This month, we have a piece from **Bill Jeffries** about his solution to "oil drips on the driveway"

We follow that with a piece from **Tony Bratt** about replacing the rear hub oil seals on an MGA (which involves releasing that very big nut you can see on the end of the half-shaft when you take the brake drum off!).

Having fixed his oil leak, **Tony** then tells us of his problems adjusting his new rear brakes (not an unknown problem!).

And then we finish with another piece about ethanol in fuel....

Oil Drips On The Driveway?

As anyone with a three bearing crank MGA or early B will know, the characteristic drip from the rear of the engine can be at best irritating, but at worst embarrassing, when leaving a calling card on a pristine drive.

Having built several of these engines over the years I decided to treat myself and invest in a fully reconditioned engine, by 'Skiptune' who have specialised in MG engines for 40 years. Their work is first class and thorough and I'm delighted with my 'fast road' spec 1500. It's perfect, other than it still drips from the rear main and there's nothing that can be done, other than the expensive and questionable re engineering of the rear engine plate, to take a rubber seal.

The alternative is the non engineered solution of a fitted catch tray. This solution is nothing new, but mainly employs a cut down oil can, utilising the top, complete with cap and handle, which are somewhat exposed lower than the sump.



My solution employs an old quart can cut along its length, which fits neatly under the engine to gearbox join at the same height as the sump. It is filled with absorbent material that can be changed periodically. It works well and looks fairly discreet. - The pictures are self explanatory.

Rear Hub Seal Replacement

"Rear brakes are not doing much, Sir!" – a story from reader **Tony Bratt**

I choose to have my MGA MOT'd to ensure that another pair of eyes are on it for brakes, suspension and steering; the stuff that makes it ride and stop. Anything else I fiddle with – the worst that can happen is it will not go!

At the last MOT my sympathetic tester said the rear brakes were not doing much on the NS – probably because of all the oil coming out of the axle. I knew this was a problem and had tried replacing the paper seal and the O-ring to no avail.

Onto www.mgaguru.com to see what Barney had to say on the matter. Replacing the hub seal is a moderately challenging job but it can be done. You do however need to invest in the right tool to remove the 1 & 61/64" retaining nut. (*See Editor's Note, below*)



Hub and backplate with shoes removed



Contaminated shoes

Removing the wheel showed the inside to be covered in Hypoid 90 – yuch! Pulling off the drum explained why the brakes were not at their best. After much soaking in diff oil these were only fit for the bin.

Being careful to photograph the springs so I could put it back together I took off the brake shoes and moved onto the hub.

There is a large nut that holds on the hub. On first glance it looks like a 2" nut – a size that perhaps you have a socket or spanner for (above, left). Ha!



The wizards at MG in their wisdom decided to make this a 1 & 61/64" nut. Many have been wrecked over the years by being driven on and off with a cold chisel. As it needs to be done up to 140lb to hold the hub effectively, I decided to buy the right tool. It is an old-fashioned box spanner with a 3/4" socket drive, and it costs just under £40 delivered from Moss (reference 384-905). The picture on the left is a similar item from NTG, their reference X214.

The original BMC reference was for this tool was 18G152B

If anyone wants to borrow it, it would probably cost £10 to post it twice – just a thought. This nut pictured below, left, has been hammered off more than once – (this one's not mine I hasten to add – this picture was taken from www.mgaguru.com)



If you haven't discovered the MGA Guru website yet you must go there. There is nothing MGA related that I have failed to find.

The hub will now either fall off or need a hub puller. Mine just came off by hand, so it was not really doing a good job.

Picture to the right shows the backplate (alone) with the nut removed (you can see the thread on the end of the axle casing) and the hub pulled off. If the axle has the requisite amount of oil in it, by now it will be dribbling out of the axle where the seal should be!



The next thing is to remove the seal from the hub carrier. To do this you need to push out the bearing as the oil seal is fitted from the inside. Follow the instructions on the website and you can't go wrong. With the hub off you can inspect the axle surface for wear. This is where the decision will need to be made: "Does it need a sleeve or not?"

If the axle is badly scored by the old hard rubber of the seal then it will simply leak as soon as you put it back together. If it has only a mild marking (like my own in the photo above, right,) then you may well get away with it.

If the axle is badly scored, then it will need to be sleeved. This is done with a Speedi-Sleeve which is available from the usual suppliers. Full details are on www.mgaguru.com

I took the call to not sleeve mine as I couldn't feel the slight mark on the axle. I sent a photo to Barney Gaylord, the owner of the MGA Guru website and he suggested I check it after 500 miles to see as it could be borderline. I will do so before I wreck another set of brake shoes.

After reassembly use the correct box spanner to tighten the hub to 140lb. This is best done with two people. One to press it hard onto the nut while the other turns it. The nut is not very deep and you don't want the box spanner flying off. Having said that, I was pleasantly surprised what a good fit the spanner was.



Fit new brake shoes (left) and we are good to go. If I find after 500 miles that the hub is leaking again then it will need to be sleeved. That is not too challenging but the sleeve is quite pricey and a bit fragile (it is 10 thou thick!) so you want to get it right first time. If you are lucky enough to be able to stop your axle leaking by replacing the paper seal and the O-ring then happy days. If you need to do the hub seal then have a go – it is satisfying once completed. - Safety Fast!

Editor's Note: A couple of interesting points which Tony does not mention...

1. The hub end nut is OCTAGONAL. - It is not a standard hexagon nut. That is the real reason why you need a special spanner (unless you are really brave, and want to try to release 140 ft lbs with an open-ended spanner!)
2. I believe that the weird 1 and 61/64 inch across flats dimension was MG's early attempt at "going metric". - It "translates" to 49.6 millimetres, which is a 50 mm A/F "spanner". The "missing" 0.4 mm equates to 15 thou in "english", which is just enough clearance to get the "spanner" on.

Need to change your MGA brake shoes in the near future? – Beware!

Tony Bratt moves seamlessly from 1 problem to the next.... After a leaking oil seal had destroyed the OS rear brake shoes, I ordered all the replacement bits from MG Abingdon spares (David Manners) and set about fitting them, once I had replaced the oil seal (above). I thought it was a little odd that the "snail cam" seemed to go all the way round until the drum locked on the handbrake, but I thought little of it. It is all new bits after all.

I had my first MOT fail this year. My tester is very sympathetic – even asking why I bother to MOT the MGA as it is so clean and well cared for? My mantra has always been "brakes, suspension and steering" – that's why I do it. He told me I had negligible footbrake or handbrake on the OS. That might explain the long pedal travel and what felt like air in the system which I had bled to death. Gets quite costly when you are flushing DOT 5 through it.

My late Father taught me; "You can mess around all you like with stuff that makes it go – worst thing that will happen when you have buggered it up is that it won't go. Don't mess about with stuff that makes it steer or stop."

But what had I done wrong? I really thought I had fitted it all properly.....

Off to the best website in the world – www.mgaguru.com

The site owner, Barney, had a rant about the fact that all pattern brake shoes for the MGA (and TC, TD, TF etc?) are undersized. While he resents having to find an engineering solution to fix a faulty replacement part, this is the only way forward it seems. This is not a problem for one supplier; MGOC, Moss etc. are all listed as supplying undersized brake shoes. They just don't reach the drum.

The reports below are from Mga Guru (Topic: *Faulty Parts – FT094*):

- *On April 20, 2022 Peter Ryle in Peterborough, CAMBS, UK (another eNewsletter reader – Ed) wrote: "I tried adjusting up the rear brakes to get the drums to lock - with the adjusters fully rotated there was only slight dragging of the drum - I could still turn the drum by hand, and could not get it to lock. I bought the shoes from MGOC, whom someone had reported previously were the right size, but I am now not so sure. They came in a box branded as Powertune and Made in Taiwan".*
- *On April 21, 2022 Peter Ryle wrote: "The box that the shoes came in carries the number R18G8526. The drums measure exactly 10 inches across all round, so they seem fine. The shoes however, are only 4 inches tall - should be 4 1/4 according to Barney, so I definitely have undersize shoes. So, do not buy Powertune MGA brake shoes ! I'll return them to MGOC".*

At least it is not me getting it wrong – this time!

The solution is simple. - Use some 1/8" steel sheet and weld a shim to the mask that holds the snail cam. This mask sits between the piston and the heel of the brake shoe, and rotating the snail cam in the mask pushes the shoe closer to the drum, effectively increasing the diameter of the friction material.



The MGA Guru website recommends two pieces (total of 1/4") for the rear drum – I needed to weld up 3 shims (3/8") to get my snail cam to lock on the 9th click (of 18). Perhaps the shoes I bought are particularly bad.

One thing I noticed was a lot more effort was needed to get the shoes in place as the spring tension was now much greater.

I could have put a file to the spring holes to take some of the tension out, but haven't done so.

The handbrake travel is now much reduced (no surprise!) and the foot pedal feels much firmer. Hopefully I will get a pass when I take the MGA back within the 10 days.

My learnings from this debacle are that it is really important (for me) to use the MOT process to check the stuff that makes it stop / steer. I am not that good a mechanic / engineer.

Secondly, assume that any replacement parts you buy are going to be rubbish until proved otherwise.

Finally, I heard a rumour it might stop raining sometime soon – enjoy your MGA when it does.

Editor's Note: The total travel on the rear brake cylinder piston is limited, so sometimes the sum of all the tolerances and wear in the mechanism (possibly combined with brake shoes that are slightly undersize on the webs at the heels) can mean that it is impossible to get the brakes adjusted correctly. But Tony does not mention what is often the most likely cause of the problem – worn brake drums!

We all check the inner surface of the drum, of course, and check for "ovality" which appears as intermittent "binding" on adjustment. But the drums wear as well as the linings (more so in recent years since we have moved to "harder" non-asbestos linings), and that drum wear can push you over the maximum tolerance build up. I have not managed to find out for certain the design dimension for the inner diameter of the drums, but I am quite confident it should be 10", with a maximum recommended machining /wear tolerance of 0.015" (fifteen thou off the inner surface, so a maximum inner diameter of 10.030"). Look at the wear "lip" on your drums next time you take them off!!!

P.S. If you think an MGA is tricky, try adjusting the rear brakes on an A35. They work from a single hydraulic cylinder beneath the driver's seat and then through a succession of rods, pivots and levers to get to the wheels. Any wear in the linkage is a nightmare!

Ethanol in Fuel

Over the past couple of years we have carried a number of pieces in this eNewsletter about the move to E10 standard fuel. E10 (i.e. fuel which contains a maximum of 10% ethanol) is now the standard grade for petrol in Europe, with E5 (maximum of 5% ethanol) now reserved for the "premium" or Super grade fuel, like Shell VPlus.

However, in some parts of the country, Esso Synergy Supreme 99+ continued to be available with zero ethanol content (though it was still correctly labelled as E5, because there is no defined class for E0!).

Robin Astle is the Austin Healey Club representative in FBHVC and reading a piece by him in the club magazine **REVCOUNTER** (November 2023), I have now learned that this is no longer the case – All Esso Synergy Supreme 99+ fuel now contains up to 5% ethanol, bringing it into line with the "premium" fuels from the other major fuel companies. – Here's the statement from **Esso** as published in **REVCOUNTER**:

"We currently supply an ethanol-free Synergy Supreme+ 99 in some parts of the UK. From September 2023 our Synergy Supreme 99+ will transition to contain a maximum of up to 5% ethanol at all Esso pumps irrespective of which part of the country they are located. The labelling at our pumps will remain as E5 for Synergy Supreme+ 99 unleaded"

The FBHVC's fuel specialist **Nigel Elliot** explains:

"The ethanol-free Synergy Supreme 99 petrol was available in areas where the fuel terminals are supplied by underground pipeline from the Esso Fawley refinery. Esso have maintained the supply of ethanol-free petrol for as long as practicable within the requirements of the UK Renewable Transport Fuels Obligation. They have been able to meet the obligation by blending higher levels of biofuel in other grades to meet the overall obligation but are under increasing pressure to have renewable content in all road fuels. This brings Esso into line with other Super grade fuel suppliers.

The octane and volatility will not be affected although the blend will change slightly to take account of the additional octane provided by the addition of ethanol. The fuel will contain a small amount of oxygen from the ethanol and will cause some engine mixture enleanment which may require a small carburettor adjustment to maintain vehicle driveability."

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 2024 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 2024 (for a 2023 journey) was **Mat Moore**, who had an eventful trip back to the UK after racing his former Fitzwilliam Team MGA at Nurburgring in August 2023.

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!

There are pictures of Mat and his vehicles in the MGA Register Notes on page 84 of April's Safety Fast! We may have a picture of the Award Presentation by the time the July edition of this eNewsletter goes to print.

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.

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

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

For Sale – Safety Fast Magazines

Safety Fast Magazines - 1992 to current or will split into individual years. All in mint condition, some in MGCC Binders. All proceeds will go to Prostate Cancer UK. Reasonable offers to Stuart on 01430 871078 or email to mga@live.co.uk

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.

Price REDUCED to £10,750 ONO

Located in Aldridge, West Midlands.

Call 07776966983

Wanted – Twin Cam History Book

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

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

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)

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 (YSU 204, left) 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

For Sale - 1960 Mk 1 1600 MGA Roadster in OEW.

Genuine UK car with all matching numbers and toolkit.

I have owned the car for 6 years and totally rebuilt it 4 years ago with all bills, parts list and photos.

As it is a rare UK car I kept the original engine which runs perfectly and have upgraded to a 5 speed box and poly bushes on the suspension. It drives perfectly and will sail down any motorway all day long.

We drove it to Italy and back last year and over the alps with no problems (see *Notable Journey*, in the March 2024 MGA eNewsletter).

Original gearbox and various spares are included in the price.

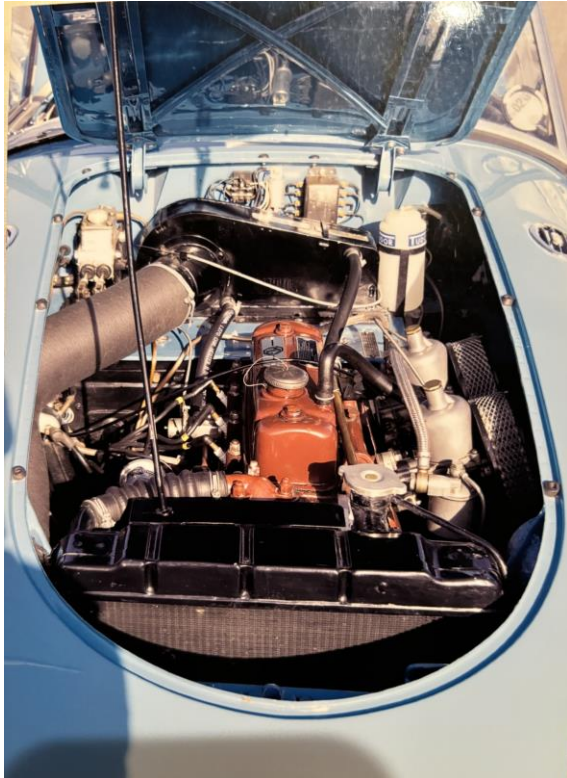


£35,000, - Contact **Simon Broom** on 0778866 8783 or email me simon@simonbroom.com

MGA 1500 Roadster 1956 Chassis no: HDL 43/16480

Glacier blue with grey upholstery, trim and hood and tonneau. Wire wheels. Acquired in August 1994. Full restoration by the owner and his son together with various experts followed. A photo history is available together with various records kept during restoration and beyond. Originally designed for North American market but is now RHD.





Reason for Sale: The owner has passed away and it is time for the car to move on for someone else to enjoy. It has always been kept in a dry garage has been regularly driven over the years and shown at club events and taken out on runs. It has been regularly maintained and refurbished. BMIHT certificate available.

Asking price £25000.

Viewing by appointment.

Contact **Vivienne Murphy** on 07885476950 or email at vivienne@conscious.com.

Location - West Yorkshire

For Sale – MGA Fibreglass Hardtop

Rare MGA Hardtop. In very good condition.



Works style fibre glass. Black with white painted interior. - Enjoy your MGA throughout the whole year!

Located near Guildford, Surrey. (Near J 10 of M25). - Can assist with transport by negotiation

Price £390 (Bargain compared to new price of over £1900)

Contact **Rory Smith** on 07710905521 or rorysmith@btinternet.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



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 mgcclub-mganewsletter@outlook.com and I will put you in touch with Nick. Thanks in anticipation.

Model Time – And a Correction

MGA Models

In the March 2024 edition of this eNewsletter, I wrote a review of a recent re-release of a popular 1:45 scale model of a Corgi Toys MGA originally sold in the 1950s.

A total of 633,000 of this model were made, under Corgi reference number 302.

In my article I stated that the model was originally made in 3 different colour combinations, namely:

- (Orient) Red with cream seats (the model now reproduced)
- Metallic Green with red seats
- Cream / White with red seats

Newsletter reader **Alan Feast** is also a collector of model MGAs, amongst his wider collection of MGA memorabilia (which includes a hand made 1/8 scale model of his own 1956 MGA Roadster – see the next article).

Alan believes that the cream version of the Corgi model MGA was never, in fact manufactured. – And I agree that I have yet to find anyone who has actually seen the original model in this colour.

My search continues, - but for now I stand corrected!



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

Another Collection of Model MGAs

Following my mistake in the March edition, I have learned that eNewsletter reader **Alan Feast** has an extensive collection of MGA models and memorabilia. Here's Alan's story:

MGA toys and models – from the sublime to the ridiculous!!

So I've been told it's quite often that owners quite like a model of their car on their desk, or somewhere on display, and I guess that's how I started when I spotted a nice Matchbox MGA in a junk shop 25 years ago... trouble is I've somehow been transformed into an inveterate collector of anything and everything toy and model MGA – and some of them are rather bizarre.

So here goes with a taster of one or two from my collection, which has grown into the hundreds over the years (well, if it's been done in different colours you have to have one of each, don't you?).



Let's start with the sublime, and in the first pic (left) you can see little and large – that's a 1/8 model of my car in front, my current project with just the racing screen to go, which is from a kit from Romania by Wespem Models, see <https://www.wespemodels.com/index.php?route=product/search&search=MGA> Had quite a few mods from the standard car, but they've done an excellent job of capturing the lines. Now somewhere between the two we have the Triang pedal car in pic 2 (below) which must have delighted many a child when it was unwrapped. This one has working lights, horn and rarely seen wing mirrors, and it's been little used so is almost in factory finish.



Next let's go down to typical 1/43 size with the A from Marx Models in pic 3 (left), and this was available in a number of colours and with a range of Disney characters. Pretty hard to find.

So now we get to the ridiculous (below) – but they clearly pleased many a child in the 50's, and pic 4 shows the Super Mouse A by Ichiko. There are half a dozen in the series, including Super Duck, pic5, and the Space Patrol in pic 6 is extremely sought after. In A1 condition and in the box that one can go for thousands... There's both friction and battery models.



Then in pics 7 and 8 (below) you can see the same basic body pressing, but this time by Linemar, of Popeye, and his beau, Olive Oyl (below).



But, hey, talking of ridiculous, I feel really sorry for any kid getting one of the final MGAs in pic 9 (left) as a present – look at that picture on the box, and then see what's inside! No wonder it's been dubbed the "jelly mould" MGA by fellow collectors.

Well there's plenty more where that lot came from, and would be delighted to hear from any other model A fans out there. Happy collecting!.

Thanks for that article, Alan. – We look forward to more in the future (and maybe to seeing your 1/8 scale model MGA in the plastic / metal?)

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

Mqcarclub-mganewsletter@outlook.com

And for vehicle registration and history matters, please contact the MG Car Club MGA Registrar, **John Draper, MGA Registrar**, at:

Mqcarclub_mgaregistrar@hotmail.com

Happy MotorinG, All.....

Brendan Leach, May 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 - Lincolnshire Tour 13th to 15th September 2024 Entry Form



Your Details

Driver's NameNavigator's Name

Address

.....

Telephone..... Email

I am / am not * a Member of the MG Car Club – Membership Number

Your MGA

Type – Roadster or Coupe Year

Registration Number 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.

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.