



MGA REGISTER eNEWSLETTER
September 2024
WORLDWIDE CIRCULATION: 1112

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.

For the purposes of GDPR legislation in the UK and the EU, you are receiving this eNewsletter by your request. If you wish to unsubscribe, please contact the Newsletter Editor, at mgcarclub-mganewsletter@outlook.com and your name and contact information will be removed from the records.

Contents

Editor's Notes – Summer's here....!	3
MG Car Club News	4
New MGA Register Safety Fast! Scribe	4
News from Kimber House	4
MG Car Club News	4
Reports on Recent Events	5
Scottish MGA Day 2024 – 7 th July 2024	5
MGA Day 2024 – Severn Valley Railway – 21 st July	6
Hebden Bridge Vintage Weekend	9
MG European Event of The Year 2024 – Luxembourg	9
Overseas News	9
News from the USA – MG Vintage Racers	9
Future Events - 2024	10
LATE NEWS – EEoTY 2025	10
Earls Barton Transport Show NN6 0HX – 24 th to 26 th August	10
Goodwood Revival – 6 th to 8 th September	10
Kop Hill – 14 th and 15 th September	12
Magnetite Lou Shorten Weekend – 28 th and 29 th September	13
Lancaster Insurance Classic Car Show – NEC – 8 th to 10 th November	13
Future MGA Tours and Events – 2025	13
MGA Spring Tour 2025	13
Other MGA 70 Events during 2025.	16
Autumn 2025 and Beyond	16
MGA Register Help Wanted	16
Technical Topics	17
Leaking Carburettors	17
Clutch Problems	18
Tyres and Tyre Ages	18
Hoses and Anti-Freeze	19
Still More News on Cooling	19
Notable Journeys	20
For Sale and Wanted	21
Lost and Found	26
Merchandise Shop	27
Appendix 1 – Notable Journey Nomination	28
Appendix 2 - Lincolnshire Tour	29

To use this Contents List: Press and hold the **Ctrl** button on your keyboard, and then click your mouse on the page number in the right hand column, and you will be taken directly to what you want to read...

Editor's Notes – Summer's here....!

Welcome to the September 2024 edition of the MGA Register eNewsletter – a little earlier than expected because the Editor is going on holiday and "off-line" from mid August to mid September. – So don't expect quick responses to any messages or contributions you may send to him.

By now the Classic Car season is in full flow, with local and national events every weekend. – I hope you are taking your MGA to those events, and "selling the benefits" of MGA Ownership to the admiring public.

In this edition of the MGA eNewsletter we have reports on recent events during July and August, including Scottish MGA Day (a fine driving tour) and MGA Day "South of the Border", which was a social event at the Severn Valley Railway. – My thanks to **Paul Dean** and **Howard Quayle** respectively for their reports and pictures on those 2 successful events.

There is also a brief report from the MG European Event of the Year, which was held in Luxembourg. Thanks there to **Joe Walsh** and **Howard Quayle** (again! – He gets about a bit, doesn't he!?)

Next up will be the MGA Autumn Tour to Lincolnshire between 13th and 15th September, and then in June 2025 the Spring Tour(s) to Ireland followed by MGA Day 2025. More news on all of these events later in this eNewsletter.

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

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

BUT – Please ensure any photos you send are in .jpg format, NOT Apple .HEIC or .HEIF format.

We commoners who do not use Apple phones are unable to view or use photos in these Apple formats, and I am not willing to load yet more "conversion" software to my (personal) PC, since every time I do such a download another different function on the PC which has worked perfectly for years ceases to work, causing me great annoyance.

(If all goes to plan) Next edition will be issued between 27th and 31st October 2024.

Brendan Leach
Editor – MGA Newsletter

MG Car Club News

New MGA Register Safety Fast! Scribe

Exciting News!! - We have a new writer for the MGA Section in Safety Fast! Magazine. Edward Vandyk has handed over the reins (should that be handed over the keyboard?) to **John Prewer**.

John has recently "returned" to MGA ownership after some years enjoying other models of MG.

He is a regular contributor to a number of MG magazines and websites, and his latest, newly-restored MGA – 151 YUM - was featured in the March 2024 edition of Safety Fast! (pages 54 and 55). This is a very early car – the 69th MGA built - and was previously restored by Bob West. In addition, John's supercharged MGB roadster – AER 155 B - was featured in the January 2024 edition of MG Enthusiast (pages 16 to 25).

John's first Safety Fast! write-up will appear in the September 2024 edition.

We wish him well in his new role, and as a fellow Editor I encourage readers to send any contributions to John – his contact details will be at the top of his first MGA Notes piece in September's Safety Fast!

News from Kimber House

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 – "GDPR, y'know!"-, so if you wish to update your mailing address for the eNewsletter you will also have to write to me separately at mgcarclub-mganewsletter@outlook.com for that!)

Reports on Recent Events

Quite a few events during July and (early) August. Here are some reports on some that I know of.

If you go to any events, feel free to send me a brief report and a couple of pictures (.jpg format, please, not .heic or .heif!), and I will publish them in future editions of this eNewsletter.

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

I was not at the Inter-Club Weekend at Malvern, sponsored by Cherished Vehicle Insurance Services. - By the time the show was announced I already had plans for that weekend which took precedence.

By way of background, for readers who attended the MG and Triumph Event at Malvern in 2021 (which was very good!), this event was very similar. – But this time although it was **organised** by the MG Car Club and the two Triumph clubs (TR Register, and Triumph Sports Six Club), it was open to all marques of classic vehicles and all car clubs.

Unfortunately I have not had any first hand reports from readers who **did** attend the event. – but I **know** you were there, Mister Whitewall Tyres, because I have seen the photos of MGAs at the event in August's Safety Fast!. So what follows is what I have gleaned from other sources.

As we knew from 2021 (?) the Malvern Showground is an excellent venue, with lots of space for a big event like this, and from the reports in Safety Fast! (pages 42 to 45) this was another excellent event, but now with more clubs exhibiting.

The event had 3 Zones - a Club Zone, a Trade Zone, and a Motorsport Zone (sponsored by Motaclan).

There were local road runs through the fine local countryside, and there was live entertainment on site throughout the days and the evenings.

Already planning has started for similar events in future years, and I end with the rallying-call from the Safety Fast! article:

The event was a huge success, and though there will be much to learn and improve on, as there always is with inaugural events, it represented a pivotal moment in the history of the classic vehicle movement.

It proved that through collaboration and sharing of resources , it is possible to create a Summer Festival that celebrates our club community and shows a united front.

There is strength in numbers, and we are always stronger together. Plans are afoot for the return of the Inter Club International Weekend in August 2026. – Watch this space for news.

Scottish MGA Day 2024 – 7th July 2024

Scottish MGA Day 2024 took place on **Sunday 7th July**. – Here's a report from organiser **Paul Dean**:

The group of 8 cars and drivers, plus 5 passengers all met in sunshine at the carpark of the Errington Big Red Barn near Biggar in the Scottish Borders. After an attractive drive on single carriageway A roads we got to the most dramatic section of the run. This was the high-level single-track road with passing places first crossing the dam of the Talla Reservoir before taking the long consistently steep 'first gear climb' from the other end of the reservoir. Once over the summit we descended steeply to the larger Meggat Reservoir. After descending to St Mary's Loch and passing the old AA box 723 we headed towards Hawick once again on high level single-track roads. Unfortunately we did experience some patches of light rain on this section of the run. We avoided Hawick on an even more minor road before joining the A7 to Selkirk and our lunch venue.

Lunch was booked at the Philipburn House Hotel on the edge of Selkirk. Lunch was set-out around a single T-shaped table which resulted in a very sociable time and the food was excellent. Many thanks to the new owner Adrian and Stephen.

Unfortunately it started raining fairly heavily during lunch so some hoods went up although the two 'racers' didn't have hoods, and another couple decided to brave the rain and just drive faster. Luckily the rain didn't last long and the sunshine returned so we dried out. The afternoon run was much shorter following the River Tweed westward and finishing in the Courtyard Café of the lovely Kailzie Gardens. The breakfast and lunch venues were very happy to be given spare rally plates that had been produced as always by the Jebbs. Some staff even had their photos taken in one of the cars



*(Editor's Note: I can sense the makings of a **Notable Journey** nomination for the Jebbs – who travelled from Exeter to Scotland return for the event, plus the Tour!)*

MGA Day 2024 – Severn Valley Railway – 21st July

MGA Day 2024 took place at Highley Station on the Severn Valley Railway (between Bridgenorth and Kidderminster, - WV16 6NZ), and was another great success.

I have had reports from **George Dutton**, **Jonny Pollard**, and from organiser **Howard Quayle**, telling us that it was an excellent venue, which made our group very welcome, and it was a very well-organised event. – The fact it was a bright and sunny day probably helped, as well! Here's **Howard's** summary:

It was a very good day on the Severn Valley Railway, but attendance was a bit disappointing - 28 MGAs + 4 Magnettes + 1 (substitute) MGB roadster. We had 50 MGAs + 1 Modern TF last year on the Gloucester Warwick Steam Railway. Maybe there was something on elsewhere for the "regulars" this year....

And here are a few photos, courtesy of **George Dutton**:



Waiting for the train



Still waiting ...?



George DID buy a ticket!



A unique engine used by the RAF



MGAs lined up outside Engine Hall



*Royal Mail Sorting Office van where the Great Train Robbery took place (8 August 1963)
Two Twin Cams and a Magnette (right)*



"Car of the Day" went to **Mike Dancer**, with his Twin Cam Coupe (not the one pictured, left!). – Here's Mike's background information: My first MG was a 1600 coupe, which I sold in 1972 to purchase our Twin Cam Roadster. It is still in the family, our eldest son Chris being its current custodian. It was also there on Sunday, parked next to the coupe. Our coupe is my sensible family saloon, which I use as a second car for (mainly) local journeys. I was very pleased that it had a sun vizor, especially as our eyesight is sadly not as good as it used to be when we were very much younger 😊



Hebden Bridge Vintage Weekend



The Hebden Bridge Vintage Weekend is an excellent annual car show and carnival weekend.

This year's event took place on 3rd and 4th August, and a number of MG Car Club members from the North West and Yorkshire Centres were in attendance, including 8 MGAs. Although not an MGA-based event, it is worth noting that the winning car on Sunday was **Bill Poole** (pictured) with his white MGA 1500. – Good to see the judges have such good taste! (Pity West Yorkshire Police took the opportunity to switch on the Speed Cameras

nearby on the weekend of the event!)

MG European Event of The Year 2024 – Luxembourg

The 2024 MG European Event of The Year (EEOTY) took place between **1st and 4th August 2024**, and was based in Dommeldange, not far from Luxembourg city. I have not had any formal reports on the event, but informal feedback says it was very well organised and very good value, with quality hotels and excellent road runs. At least 1 attendee is already planning to book for EEOTY 2025.

Overseas News

News from the USA – MG Vintage Racers

The vintage and classic racing scene in the USA is still strong, including the MG Vintage Racers group. – **Dave Nicholas** sends me regular updates.

2024 is the 70th Anniversary of the Collier Cup (originally called the Collier Brothers Memorial Race) – which will take place at Watkins Glen as part of the Hilliard US Vintage Grand Prix Weekend between 21st and 25th August.

The Collier Cup is now the most prestigious MG Racing event in the US, - but Dave tells us that entries to date have been "disappointing..."

There is still time to enter! - Thanks to Tony Parella of the Sportscar Vintage Racing Association (SVRA) the groups has kindly offered a special deal for the MGVR Group - \$295 to enter the race and to have one practice session and one qualifying session.

See <https://svra.com/events/2024-watkins-glen-speedtour/>

STOP PRESS: Late News from Dave Nicholas....

Every car that enters and goes on track during the weekend will get a \$100 check from the MGVR.

We have this extra incentive to help encourage you to get your car ready and come to Watkins Glen August 22-25 for the 70th anniversary of the Collier Cup.

This is not dependent on you finishing the Collier Cup. Should you have a failure, you still get your check.

LET'S SUPPORT THE MGVR.

STOP, STOP, PRESS – Even later news from Dave



If you enter, please let Dave know your tee shirt size for your FREE tee shirt (above). In addition you'll also get a very nice Festival Poster (pictured, above) plus an MGVR BBQ and social, probably on Friday evening. Not bad for \$195 fee (after your refund). Pay the \$295 entry and get your MGVR refund check at the track.

Future Events - 2024

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

Magnette Register Events Organiser **John Harris** is still looking for feedback on any previous Magnette events, which for a variety of reasons had a "mixed response" in terms of attendance in recent times. - Magnette owners and anyone who attended the events are invited to pass their comments to John at johnharris37@btinternet.com

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

LATE NEWS – EEoTY 2025

EEoTY 2025 will be organised by the MG Car Club in Italy, and will be held over 4 days between 30 May 2025 and 2 June 2025 (So before the 2025 MGA Spring Tour to Ireland – see below).

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.

Full 2025 program etc should be available from September. – Here's the "holding page" website <https://mgcarclub.nl/evenementen/european-event-of-the-year-2025>

Earls Barton Transport Show NN6 OHX – 24th to 26th August

A typically varied "country" event, with dogs, traction engines, and Vikings. Free admission for drivers and passengers in pre-booked exhibitors' vehicles. For an entry form please contact John Harris (Magnette Register) at johnharris37@btinternet.com. Entries with vehicle details need to be submitted by July 18th to be included in the show programme.

Goodwood Revival – 6th to 8th September

The 2024 Goodwood Revival meeting will take place between 6th and 8th September, and will feature no fewer than 7 MGAs on the grid for the Fordwater Trophy on Saturday 7th - SRX 210, 1 MTW, 2 MTW, VUF 541 and TWN 900 (the 2 Fitzwilliam cars), YRX 310, and LBL 301 (LBL 301 being the only non Twin Cam).

<https://www.goodwood.com/motorsport/goodwood-revival/>

MGA Autumn Tour 2024 – LAST CALL!!!

This is the **LAST CALL** for the MGA Autumn Tour 2024, which will take place between **Friday 13th and Sunday 15th September**, (4 weeks from now!) at the Petwood Hotel, Woodhall Spa, Lincolnshire, LN10 6QG (www.petwood.co.uk) Here's an outline from the organisers, **Peter and Mel 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, 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 2 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 2) or (preferably) by BACS – Again, the Register bank account details are on the Tour Entry Form in Appendix 2.

If you have any questions about the booking process, please contact Peter at peterwelbourn@yahoo.co.uk

If you have already booked for this tour you will have received a tour update by e-mail over the weekend of 10th / 11th August – If you think you are on the tour and have not received said update, you need to contact Pete Welbourn at the address above asap!!.

And here's part of that latest update from Pete -

This is your weekend to do as you wish, and to this end there are four tours.

Two tours are more traditional where you can get out and about and find Lincolnshire is not flat and there is more to it than aeroplanes.

Two tours are shorter where you can walk in its historical past and find out it is all about aeroplanes.

Tour 1 The Lincolnshire Wolds

North on minor roads through numerous villages and passing Horncastle and Caister to Kirmington, now known as Kirmo the home of the Marrowbone and Cleaver, Guy Martin's sisters pub.

Time now to head south on the other side of the Wolds, again through many villages, passing Louth, but not closely, and back to WS. Mileage in a modern car is 102 miles.

You will pass signs for **Cadwell Park**, the circuit is holding a historic motor cycle racing event this weekend, more than the usual number of motor cyclists will be out and about so please take extra care at road junctions

Tour 2 Two Continents

Across to the International Bomber Command Centre, further across and down to Newark on Trent, home of the National Civil War Museum, then back across towards Boston and up through New York passing the Bubble Car Museum (open Saturday and Sunday 10.00 till 5.00), and back to WS. Mileage in a modern car is 90 miles.

Tour 3 International Bomber Command Centre and Lincoln

A 40-mile round trip to two places not to be missed.

The IBCC, open Tuesday to Sunday 9.30am to 5.00pm see <https://internationalbcc.co.uk>
Lincoln, walk up Steep Hill to Bailgate and look for Newport Arch and you are back to the 3rd Century AD, light refreshment and on to The Cathedral and Castle.
Much more information www.visitlincoln.com

Tour 4 Battle of Britain Memorial Flight Coningsby and Lincolnshire Aviation Heritage Centre

This is all about the history of aviation during WW2, although about 100 yards up the route from the BBMF carpark is the unofficial fast jet viewing area.

BBMF visitor center is open **Monday to Friday** 10.00am to 4.00pm, so unfortunately will require an early start on Friday or a late getaway on Monday, see www.lincolnshire.gov.uk/bbmf

The **Lincolnshire Aviation Heritage Centre** is open **Tuesday to Saturday** 9.30am to 4.00pm and among the many exhibits are Lancaster "Just Jane" and Mosquito HJ711. Just Jane will be doing taxi runs on Saturday 14th September at 11.00, 13.30 and 16.00. See www.lincsaviation.co.uk

Other Places of interest

Newark on Trent

The National Civil War Centre, 14, Applegate, NG24 1JY

Open Tuesday to Saturday 10.00am to 4.00pm, See www.nationalcivilwarcentre.com/visit

Castle and Gardens, Castle Gate, NG24 1BG, Open daily 9.00am to 5.00pm

Newark Air Museum, Drove Lane, NG24 2NY, Open daily 10.00am to 5.00pm

See www.nrewareairmuseum.org

National Trust See www.nationaltrust.org

Gunby Hall and Gardens, Spilsby, PE23 5SS, Open every day 10.00am to 4.00pm

Tattershall Castle, Sleaford Road, LN4 4LR, Open daily 10.30 to 3.30pm

English Heritage See www.english-heritage.org.uk

Bollingbrooke Castle, Moat Lane, PE23 4HH, Open every day

Tattershall College, Sleaford Road, LN4 4LG, Open every day

Aviation

Aviation Heritage Lincolnshire highlight 15 sites within a rough triangle

Brigg – Boston – Newark. - See www.aviationheritagelincolnshire.com

Kop Hill – 14th and 15th September

An old favourite with Magonette Register members, with the Magonette Register gazebo as the focal point. – All MGs welcome! There is an opportunity to drive up the hill, though you need to book early for this popular feature.

The Kop Hill hillclimb is at Princes Risborough (HP27 0LB) over the weekend of 14th and 15th September.

Tickets are on sale NOW 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. With global warming and longer summers we are hoping for good weather.

We shall still follow the usual format of meeting at John Shorten's home at 44 The Street, Lenwade, NR9 5SD during the Saturday morning.

A buffet lunch will be served about midday, followed by a talk from John Beesley comparing the restoration of a steam locomotive with that of a Magnette.

Next will be an AGM and a chance to elect replacements on the Register Committee, after which we shall adjourn to the Wensum Valley Hotel, NR8 6HP (01603 261012) for our annual dinner and prize-giving 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. We shall assemble in the bar at 6.00 pm, for dinner at 6.30 pm.

On Sunday 29th we shall meet at the Norfolk and Suffolk Air Museum at Flixton NR35 1NZ. The site opens at 10.00 am and closes at 4.00 pm. Food is available at the museum, or if you prefer a full lunch the pub opposite the entrance is well recommended.

In addition to the aircraft in the museum there are riverside walks, - so something for everyone.

Our friends from the MGA Register are invited to join us for one or both of the days.

Further details and application form available from July, from Johnharris37@btinternet.com

Lancaster Insurance Classic Car Show – NEC – 8th to 10th November

The biggest indoor Classic Car Event in the UK is the annual Classic Car Show at the NEC, which will take place between 8th and 10th November.

All the car clubs will be exhibiting there, including the MG Car Club.

Tickets are on sale NOW – use discount code **CCNOV215** to get a discount on pre-booked tickets. It is also worthwhile pre-booking your parking if you are going by car.

See <https://www.necclassicmotorshow.com/> for more details about the show.

Future MGA Tours and Events – 2025

MGA 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.

In conjunction with Scenic Car Tours, the MGA Register Committee has been investigating a correspondingly "special" and memorable Tour for 2025, designed to appeal to Register members worldwide – not just in the UK.

As reported in the July edition of this eNewsletter we have put a package together, which is based around Scenic Car Tours **Celtic Classic** Tour of Northern Ireland, - Full details of that tour (albeit the 2024 Tour!) are at <https://www.celticclassic.co.uk/mga-celtic-classic> .

In summary:

- 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 £19.50 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.

- Price per person for this tour is £649 for Bed and Breakfast, plus an additional £75 per person for the Sunday Night Gala Dinner and Ceilidh, using the 4* Waterfoot Hotel in Derry. The MGA Register has reserved all the available rooms at the Waterfoot Hotel for the period of the tour. **But space is limited.** We have an "overflow" hotel nearby – The White Horse, but that will cost £699 per person. Guests staying at the White Horse will be able to join Sunday's Gala Dinner and Ceilidh at the Waterfoot Hotel.
- Sadly, single supplements apply to all tours – even the car ferry costs the same with one passenger or two!. But current MG Car Club Members can get an extra £50 per **booking** discount on these prices – see the table of prices below.
- 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. (For Irish residents, and members not travelling from the mainland, "Event only" prices excluding ferry costs are shown in the table below.)
- **Tour 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 MGA 2025 Celtic Classic / Scenic Car Tours website.
<https://www.celticclassic.co.uk/mga-celtic-classic> .
- All prices assume 2 persons per room, and 2 persons per car.
- **Note:** - This Celtic Classic Tour from Scenic Car Tours is advertised on pages 28 and 29 of the February 2024 edition of Safety Fast! Please note that the website and details there are showing details for 2024 only – The pictures will be the same, but we are looking at **2025**, remember!

How to Book the Tour?

- Follow the booking links on the website OR
- Phone Scenic Car Tours 01732 879153 Monday to Friday, 9am-5pm, quoting your unique MGA Tour codes "CC-WFMGA" for the Waterfoot Hotel, or "CC-WHMGA" for the White Horse, overflow hotel OR
- If you have previously booked a tour with Scenic Car Tours, and your details remain unchanged from your last tour, you can simply email Scenic at admin@sceniccartours.com to ask to book, and Scenic will send you an invoice using the saved details.
- An ADDITIONAL £50 per **booking** MG Car Club discount can be used by MG Car Club Members (only), if a current and valid MGCC membership number is quoted at the time of booking. Those booking online, will need a unique discount code, obtainable from the Members Area of the MG Car Club website, <https://mgcc.co.uk/members/login/> and click on the Member Discounts box, or to speak to the Membership Team at Kimber House on 01235 555552 in order to enjoy the £50 per booking discount.

Tour Prices

Prices per person – 4 nights and 5 days, B&B basis (MG Car Club Members deduct a further £50 per booking!)			
Guests From	Celtic Classic - Waterfoot Thursday 26 th to Monday 30 th June 2025	Celtic Classic – White Horse Thursday 26 th to Monday 30 th June 2025	Ferry Arrangements
UK Mainland	From £649 pp for twin / double (from £1049 single)	From £699 pp for twin / double (from £1199 pp single)	Daytime sailing - Mainland to Ireland, return, included
Ireland	From £520 pp for twin / double (from £791 single)	From £570 pp for twin / double (from £941 single)	No ferry costs
All prices are PLUS £75 pp for the Sunday Night Dinner and Ceilidh, which must be pre-booked.			

Other useful information:

- Online prices are based on standard rooms, upgrade rooms might be available on a request basis, at additional cost.
- Anyone can book the overflow White Horse Hotel if that is your preference, but to date the Waterfoot Hotel has been “reserved” for MGA Register members only. – But that exclusive offer is about to end (see Latest Update, below).
- 20% non-refundable deposits are due to confirm a place, with full balances payable 10 weeks prior to the Tour (so mid April 2025). All bookings are bound by Scenic’s conditions of booking, found at <https://www.celticclassic.co.uk/terms-and-conditions>
- Please ensure you have thoroughly read all the information, before making a booking with your non-refundable deposit.

LATEST UPDATE!

We already have almost 40 cars booked on the tour, and almost all the rooms at the “main” Tour hotel, the Waterfoot, are taken, with just a handful of rooms there left.

ALSO – Until now the MGA Register has had “advanced access” to the 2025 Scenic Car Tours schedule, but Scenic will be sending out their 2025 brochure by Royal Mail to almost 10,000 recipients from 21st August. – So if you are thinking of booking, we suggest you do it **NOW**, before the wider public see the Tour and take the final places at “our” hotels.

Additional South and West Coasts Pre-Tour

In addition to this Celtic Classic Tour weekend, some MGA owners are investigating their own “pre-tour” and to visit the Republic of Ireland / Eire. - In particular to see the south and west coasts of Ireland, - the **Wild Atlantic Coast**.

This **could be** up to 10 days, 9 nights touring from Dublin clockwise up to Derry, joining the Celtic Classic in Derry. It would take place BEFORE the Celtic Classic event, so is likely to be 17th to 26th June 2025.

This will **not** be an organised tour. – Rather, it will simply an outline itinerary, a suggested route, and a list of possible hotels en-route. – It will be down to the participants to make their own hotel bookings etc.

Even getting to that outline is proving to be a challenge, and it is likely to be the end of September before we have anything concrete to publish. – If you want to be kept informed of this pre-tour, please let me know at mgcarclub-mganewsletter@outlook.com

Other MGA 70 Events during 2025.

Plans are well advanced for a "special" MGA Day event on **Sunday July 6th 2025**, which will be held at Fawley Hill, near Henley on Thames, - RG9 6JA. <https://fawleyhill.co.uk/> Fawley Hill is the private estate of the late Sir William McAlpine and Lady McAlpine in the heart of the English countryside. Once described by Country Life magazine as 'the most bonkers estate in Britain', it is home to a restored Victorian railway station, the steepest standard gauge railway track in the world, a railway museum and over 20 animal species. We hope to get a massive turnout of MGAs from all over the world for this event, which follows the 2025 Spring Tour of (Northern) Ireland.

More news in the November edition of this eNewsletter.

We also hope to have an Autumn Tour in 2025, ideally in 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.

More news in future Newsletters and in Safety Fast!,

Autumn 2025 and Beyond

Our 3 day weekend driving tours are always popular, and so we are now looking for volunteers to organise the **2025 Autumn Tour** and / or the **2026 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 and previous editions of 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 and Autumn 2026 events. 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!!

Perhaps surprisingly, plans for the **2026 Spring Tour** (so that's May 2026!!) are already progressing well, and our organisers are in discussions with a venue in Lancashire. More news to follow!

If you think you could organise such an event (Autumn 2025, or Autumn 2026), 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. ("Free consultations. No obligation!")

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 – supporting it's activities in the MGA world.

As reported earlier in this eNewsletter, we now have volunteer for the role of MGA Correspondent / Scribe for Safety Fast! magazine in the shape of John Prewer.

But we still have one more role we need to fill immediately – MGA Register Registrar. Unlike the Chairman role, which must be elected by the membership, this role is appointed by the Register Committee, should there be more than 1 volunteer for it. (We have enough of elections for now, thanks!)

Here is a bit more information from **Howard** on the role: - **Your Register needs YOU!**

MGA Registrar

The Registrar's role is to maintain records of as many MGAs as possible, on an Access database held on a PC. The Register has been maintained over many years, with several thousand detailed entries already held, but details of newly-discovered cars are still coming

to light, either from purchasers or from adverts seen on classic car websites, and are then added to the database.

This is a challenging, interesting and enjoyable role, and the new post-holder will be given full system and data support from past Registrars and from other MGA committee members.

*If you are interested in this role, please contact Howard Quayle at:
hquayle1947@btinternet.com*

He will be very happy to give you more details about what is involved, and to have a chat about supporting you during any transition period.

Technical Topics

Leaking Carburettors

Here's a note from reader **Roger Martin**, on a simple fix for leaking carburettors:

Since the introduction of ethanol to UK fuels I have got into the habit of checking the carburettors after each time I use my MGA and until this weekend everything has been fine. However, after exercising the car on Sunday and having turned off the engine on my driveway I noticed fuel dripping slightly from the front carburettor. Closer inspection revealed it was coming from the bottom of the banjo bolt that holds the float chamber to the main body.

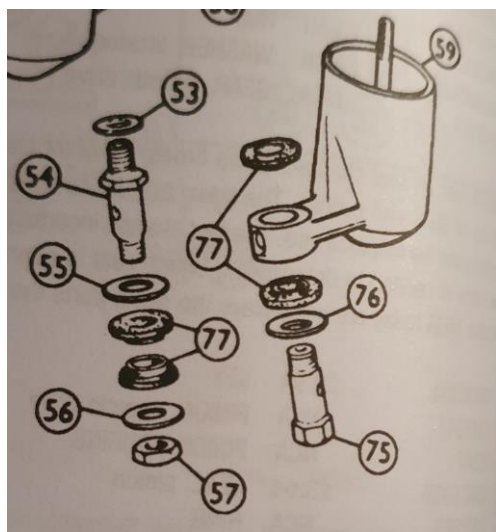
The bolt was still tight so it could only be an issue with the little rubber sealing grommets and, sure enough, on removal the top one had clearly seen better days - see photo left.



Fortunately, since my trip to the 2009 MG Car Club International meeting in Norway, where ethanol had already been introduced to fuel, I have always carried spare fibre washers, rubber seals and grommets so could quickly replace the offending items with new ones. So, with even super-unleaded petrol now

containing up to 5% ethanol in UK and given the grommets are only a couple of quid each with their replacement a potential roadside or hotel car-park job, I recommend MGA owners carry some spares just in case. Part no.

AUC1534 item no.77 on the parts list diagram below. And, while they're about it, also add spare fuel hose banjo fibre washers and possibly the cork jet bearing washers too. I have had experience of both of these leaking in the past but I don't think that I'd ideally attempt replacing the cork jet washers at the roadside.



Note: The illustration shows 2 different versions of the fuel feed from the float chamber to the carb. The (Moss) picture on the left of the illustration (items 53 to 57) shows the later type, and the picture on the right (items 75 and 76) shows the earlier type. – The offending seal is item 77 in both cases – Item number AUC 1534)

Clutch Problems

Over the past few days I have learned of an interesting problem with the latest type aftermarket Borg and Beck clutches.

It appears that Borg and Beck have changed the design or tooling of the MGA clutch cover, and the latest clutch covers are thicker / taller than the originals, which means that in some circumstances (see later) the clutch cover fouls on the inside of the clutch housing / bell housing. – Of course, you do not find out about this until the engine is back in place and you rotate the engine and clutch! 😊 – **"Wonderful!"**

The problem occurs when this new style clutch cover is fitted to later 1600 cars with the "high position" starter motor (high starter = different clutch housing, you see!).

To date, the only solution seems to be to fit the later MGB clutch cover, which of course is a diaphragm clutch and so is thinner - but fitting the MGB clutch means also replacing the flywheel with a (3-dowel) flywheel from a 3 main bearing MGB, plus replacing the clutch release bearing, clutch fork, and gearbox front plate with corresponding MGB parts.

Here's a link to a piece on this matter on the MG Experience Forum (with input from Barney Gaylord, the MGA Guru). About 65% down the piece there is a picture of the inside of a "high starter" clutch housing, and you can see the fouling marks on the inside, just by the starter aperture.

<https://www.mgexp.com/forum/mga-forum.2/clutch-interference-question.4276144/>

Can any other readers of this eNewsletter shed any further light on this problem, and other possible solutions?

At least one of the subscribers of this eNewsletter has contributed to the MG Experience correspondence strand above, so may have further information to add?

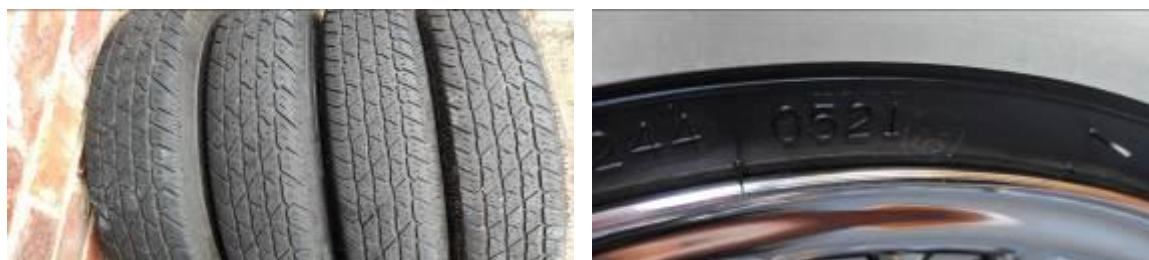
Tyres and Tyre Ages

Tyre manufacturers recommend that tyres should not be used on the road when they are over 10 years old. Which could be a problem for cars doing low annual mileages.

I have had a note from Mister Whitewall Tyres himself, **Pete Macwaters**, about the importance of ensuring your tyres are still within the recommend age:

Beware of continuing to use old tyres because "there's loads of tread left". We all know that rubber hardens over the years and I'm sure there are members using tyres that should be discarded due to age/cracking. All tyres have a manufacture date code on the outer tyre wall (photo), I wonder how many would own up to still be using 10+ year old tyres?

I've brought this up because I was guilty of this and I replaced my Bridgestone tyres last year which were 10+ years old despite having plenty of tread left (photo, left) with new Nankans. But note those new Nankans in the photo on the right were already 2 years old!!



(Editor: Date Code 0521 denotes Pete's "new" tyres were manufactured in week 5 of 2021)

P.S. from Pete: Thanks for including the picture of Kylie in my workshop the July edition, - I've had one message saying how well Heather (my wife) has aged!

Hoses and Anti-Freeze

Another of those "regular jobs" that you never get round to is replacing the coolant / anti-freeze in your car.

Here's a salutary tale from **Dave Holden**...

Keep a check on when you change and flush out aged Antifreeze.

I didn't, and began to see high running temperatures.

In hindsight the AF had been in for longer than I care to admit, certainly many times beyond the recommended change date, and it's likely (!!!) to have lost its rust inhibitors.



The attached pic (left) shows debris from the top hose and an engine flush before fitting a newly recored radiator that had been diagnosed as blocked. Who knows how much had been pumped into the rad?

And when replacing hoses, always lubricate rubber when fitting. Water works well, but when fitting hoses a little extra is required. Use K-Y jelly, available from Chemists and Pharmacists in tubes.

It was developed for ...er... other discreet purposes, but it works a treat when used as above. - Why else would you have a tube in your toolbox?

Editor's Note: For cast iron engines like ours, the recommendation is to use Inorganic Acid Technology (IAT) anti-freeze. – This is usually BLUE in colour, the main brand name seen is BLUECOL, and the main ingredient is Ethelene Glycol. – Recommended renewal interval is 2 years.

The PINK anti-freeze used on more modern engines is referred to as Organic Acid Technology (OAT) has a recommended change interval of 5 years – but it is really designed to be more compatible with modern aluminium radiators rather than with our older, cast iron engines.

Rather like engine oils, there are now many different variants of coolant additive (with correspondingly different colours), which are now effectively specific to individual VMs.

Still More News on Cooling....

In the July edition of this eNewsletter our correspondent on all things cooling, **Joe Walsh** gave us his wisdom and advice on how getting the correct design of radiator can be the best solution to MGA cooling problems.

That prompted this response from reader **Gordon Wright**.....

Having suffered from a constant tendency to overheat (particularly in traffic queues) over the past 20 years and trying all manner of mods and cures, a couple of years back I finally found an answer, for my car at least...

My previous heroic failures included:-

- Timing / mixture adjustments
- Antifreeze and water wetter combos
- New head gasket
- Replacement cylinder head
- Clean out block sediment
- Oil cooler

- Fan shroud
- Water pump replacement
- Stats / blanking sleeve
- Bob West 'traditional core' radiator
- And others I have probably forgotten...

Then I came across a 7-blade nylon fan (originally part no. 434-322 on Moss USA site) but available from Moss UK as part no. AHH6999Z.

Fitted inside my shroud ok (- but see MGAGURU website for more info!). The tone of the engine has changed but not unpleasantly so, just a bit different with a couple of mild beat frequencies (heterodyne?) generated at certain revs. It simply moves much, much more air. It worked for me...

Here was my (Editor's) response*Gordon, Thanks for the information. Sometimes the simplest ideas can be the best! I suspect this story of MGA Cooling will run and run. (After all, we are still talking about it 60 years on from cessation of car production!)*

And Gordon's conclusion: Yep, this story will run forever. - Joe is (in my opinion) on the right track. Radiator construction and fuel properties are probably the issue.

And yet I meet many other owners who have cars from basic 1500's up to tuned 1800's and some are a problem, some not! All stock rads. Why? Block casting?

You obviously have to question temp gauges, but personally I have never met a wild one. I use a cheap IR gun calibrated to a Comark. It's surprisingly accurate!

And then you have to ask if owners actually monitor their temp gauge. Maybe we should all just ignore it..

I do not know the actual construction of my Bob West radiator. He said it would do the trick but it hardly made a difference.

The Moss fan **has** solved my problem and the original will go with the car in a few years time when I pass it on to the next custodian...

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.

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 1 to this Newsletter.

Please get your 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.

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 £10,250 ONO

Located in Aldridge, West Midlands.

Call 07776966983

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 Coupe For Sale

1957 MGA Coupe in Orient Red fitted with an 1867cc MGB engine and 5 speed gearbox. The car was imported from the USA and a full body off restoration carried out including conversion to RHD, chassis shot blasted, checked and painted and a full body respray. The conversion was carried out by the previous owner and completed in 2015, since when she has covered less than 9000 miles.

She is now a very attractive and driveable car that is completely at home in modern traffic.



Specification includes:

- 1867cc Peter Burgess Engine, balanced, Econotune head, Piper HR270 camshaft.
- Hi Gear Engineering 5 speed gearbox conversion using a type 9 Ford Sierra gearbox.
- 3.9:1 final drive.
- Front disc brakes from a Mk 2 MGA, front anti-roll bar.
- Rear adjustable Spax telescopic dampers.
- 'Radtec' alloy radiator and electric fan.

I am now looking to purchase either an MGB GT V8 or maybe an MGC GT. Happy with a genuine car that is bodily sound but is a little tired and needs some work. Would look at some sort of exchange if that does not complicate things too much.



£22,950 - Call Paul Burry on 07711 640838, or Email: burry.paul@gmail.com
Car is located in Kingsbridge, Devon.

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)

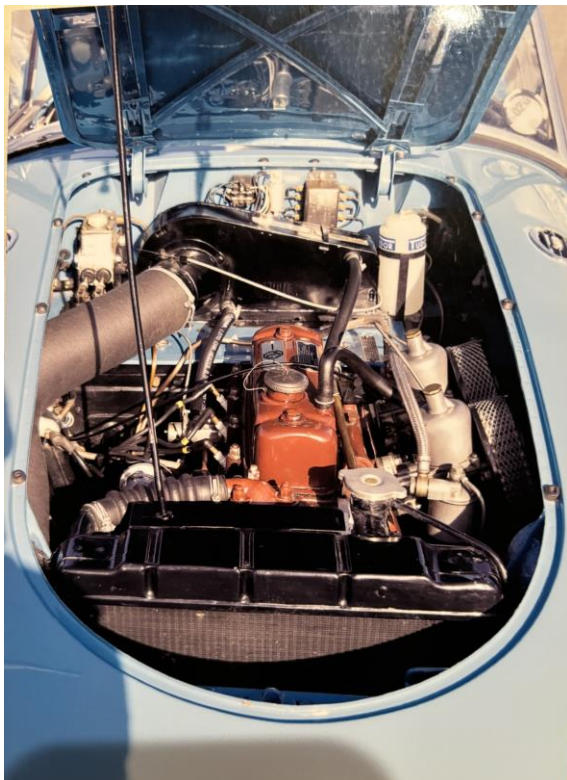
MGA Luggage Trailer

I noticed this advert in Car and Classic a couple of weeks ago. – Ideal for those longer continental trips??

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

MGA 1500 Roadster 1956 Chassis no: HDL 43/16480

Glacier blue with grey upholstery, trim and hood and tonneau. Wire wheels, 12V battery, and disc brakes fitted. BMIHT certificate available. Acquired in August 1994. Full restoration by the owner and his son together with various experts followed. A photo history is available. Originally designed for North American market but is now UK registered and RHD.



Reason for Sale: The owner has passed away and it is time for the car to move on. It has always been kept in a dry garage has been regularly driven over the years and shown at club events and taken part in runs. It has been regularly maintained and refurbished. Offers are invited around £25,000.

Viewing by appointment.

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

Location - West Yorkshire

1959 MGA Roadster Mk 1 For Sale



I am planning to sell my beautiful MGA as shown left and below. - I have owned the car since 2001

I am the third owner and have pieced together the history.

The first owner had the car for 21 years, The second owner who purchased the car in 1980 seems to have at some stage had to hand the car to a farmer in Church Stratton, Shropshire apparently against a debt. He did not use it but just left it in a field until I bought it in 2001 in a sorry state

It has since a 'no expense spared' complete nuts and bolts restoration from the chassis up with photographic record. I also have a full file of supporting invoices.

All electrical components, brakes, hydraulics, carburettors etc etc have been rebuilt and/or renewed. The engine has been professionally rebuilt and had an unleaded conversion and is bored out to 1622cc. The gearbox has also been rebuilt and a new clutch plate fitted. The spare is unused with a new Pirelli Cinturato tyre.

It is a very original and reliable car. (We have had several tours to Le Mans and UK/Europe in her without missing a beat.)

Price £29950. – The car is located in Dorking, Surrey, off J9 of the M25.

07710905521 or roryjmsmith@btinternet.com





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

Wilmot Breeden Ignition Keys

Reader **Barry Brownleader** has a wide selection of original style FP*** and FS*** series keys.

They are FREE to any MGA owner wanting spares – Just tell Barry the key number you want and he will post them to you (overseas customers please pay him the postage costs!).

The key / lock number is stamped on the front face of the ignition barrel in the car! - Contact Barry at barrybrownleader@gmail.com

Since the July edition, Barry has "found" some more keys, - so if he has previously not been able to supply the one that you want, please contact him again – he may have "your" key now.

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

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**, at: - Mgcarclub_mgaregistrar@hotmail.com

Happy MotorinG, All.....

Brendan Leach, September 2024

Appendix 1 – 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 2 - 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.