



MGA REGISTER eNEWSLETTER
January 2025
WORLDWIDE CIRCULATION: 1119

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The **eNewsletter** is not a publication exclusively for MG Car Club members in the UK. The MG Car Club MGA Register sees 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 – Happy New Year, and Best Wishes for 2025!

I hope everyone has had a happy and peaceful Christmas, and I wish you all a Happy and Healthy 2025.

Welcome to the January 2025 edition of the MGA Register eNewsletter, – and my thanks to everyone who has sent in contributions over the past 9 weeks or so. Your input is essential to keep this eNewsletter going.

As I compile this eNewsletter in mid December the Classic Car Season is just about **CLOSED** for Northern Hemisphere readers. The weather in Britain remains highly variable, but we are still getting a few dry and bright days on which we can take a short drive to clear out the cobwebs.

Otherwise, I suspect most of us will be doing the annual servicing tasks, ensuring the MGA is ready for Spring.

The only major, national event I am aware of over the past couple of months was the annual Lancaster Insurance Classic Motor Show, which took place at the National Exhibition Centre in Birmingham between 8th and 10th of November. There is a brief report on this event later in this eNewsletter.

Looking forward to 2025, the MG and Triumph Spares Day, Race Retro, and the Classic Car Restoration Show are all planned for early 2025, and we have a number of MGA Register events planned during the year for the MGA's 70th Anniversary.

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 software 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 24th and 28th February 2025.**

Brendan Leach
Editor – MGA Newsletter

MG Car Club News

Peter Macwaters OBE (That's "Over Bloody Eighty!!")



In the November edition of this Newsletter we reported on **Pete Macwaters'** 80th Birthday celebrations. Sadly, we were not able to show a picture of Pete in his Party Outfit (I almost wrote "Birthday Suit" there, but that could be mis-interpreted!), but now we have pictures of the Birthday Boy with his Birthday Socks, and his MGA Themed Birthday Cake.

Happy Birthday, Pete!



Membership and Records

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!)

Corrections

Eagle-eyed readers may have spotted a couple of mistakes in the November edition of the Newsletter. – My apologies for this

In **Pam Lempicki's** report on the Goodwood Revival event, the caption beneath the picture of flyers in their uniforms said *Pam (left) and Andy (centre) in their Uniforms*. – In fact, Pam was the person on the right of the picture.

And in **Howard Quayle's** report on the Autumn 2024 Tour in Lincolnshire, he mentioned the Lancaster bomber 'Just Jane' NX 611 as the last airworthy Lancaster, now at RAF Coningsby. In fact, Just Jane is not currently airworthy, it only performs taxi runs, and hence never leaves East Kirkby. There **was** a Lancaster flying that day and it was the Battle of Britain Memorial Flight's (BBMF) one, - PA474 which returned to Coningsby and did a landing followed by a circuit and landing. Great to watch from the top of Tattershall Castle. This Lancaster was built in 1945 at Hawarden Airfield, Chester. (Thanks to **John Robinson** for this correction.)

Reports on Recent Events

Very little in the way of MG Events during November and December, as you will see in the brief following paragraphs.

Looking forward, 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.

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, and took place between 8th and 10th November.

As usual, it was an excellent show, filling no fewer than 6 of the halls at the National Exhibition Centre (Halls 1, 2, 3, 4, 5, and 8).

All of the car clubs had stands at the show, including MG Car Club. A number of classic car dealers had stands in hall 3, and the Trader Village and Auto Jumble areas contained sellers of a wide range of parts, accessories, and tools.

Overall, an excellent show, and a great day out for anyone interested in classic vehicles.

The 2025 show is planned for Friday 7th to Sunday 9th November.

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

Overseas News

Mary McGee – 1936 – 2024



Image - Breakwater Studios and The Times

I am sad to report the death on 27th November, at the age of 87 of Mary McGee. Mary was a well known and highly successful racer of motor cycles in the USA throughout the 1960s and 1970s.

Less well known is the fact that she also successfully raced cars in an MGA, - she was Parts Manager of an MG Dealership before going on to set up a Husqvarna motor cycle dealership in Idaho with her husband. She was inducted into the American Motorcyclists Hall Of Fame in 2018.

News from the USA – MG Vintage Racers

Our MG VR correspondent **Dave Nicholas** tells us that there is to be Showdown between the MG racers and the TR racers at the 2025 Pittsburgh Grand Prix weekend.

Here's the story

OK MGVR racers. **Eric Russell** has made the deal with those evil Triumph (ugh) people and there will be a bona fide MG vs TR challenge held at the Pittsburgh GP weekend, July 11-13. If you have not been to the Pittsburgh GP festival which takes place over two weekends on two different circuits then you need to check it out. Here is a link with all the info. <https://pvqp.org/triumph-mg-challenge/> Thanks for the update, Dave.

More News from MGCC South Africa

We read in November that our good friend, lifetime honorary MGCC Member, and regular eNewsletter contributor **Norm Ewing** has finally managed to "hand in the keys" as National Chairman of MG Car Club South Africa at the 2024 MG National Meeting / Indaba near Cape Town.

That story took up so much space that I could not find room for his story of his major road trip to **get to** that National Meeting / Indaba. – Norm and wife Pat drove from their home in Johannesburg to Cape Town, picking up MG friends and their cars along the way. – The drive to the Indaba became a **Who's who of MG in South Africa**.

They drove south-west from Johannesburg to Bloemfontein, then due south to the south coast of South Africa (near George and Plettenburg Bay) before heading eastwards (mainly) along that coast to Cape Town. – I reckon it is about 2500 kilometers each way!

Sadly, he did not do the trip in his beloved MGA **Midgy**. – Instead he travelled in **Ducky**, - a modern yellow MG TF.

Here's Norm's story (I will let you work out the bits in Afrikaans...)

The High Speed Cruise of the Two Canola MGs

It has long been a dream, to go on a long distance drive, with just one other car. We have been all over this country, over more than fifty years of MGing on our own in Midgy, Zebby, Coupy, Bumble and Ducky, as well as with huge groups on club tours, Cape Centres and Indabas, but never with just Joe and Anita, the way I had long dreamed it...THIS would be the year! Good friends Dave and Janet Lyons had never stopped inviting us, to return to their Cape Dutch homestead, and when told that I must again refuse, as we would be travelling with friends...Dave said, 'bring them'!

As I had been made an Honorary Life Member of the South Cape Centres at the Centenary Event at Prince Albert, I decided that I would like to join them on their drive to the Indaba, and so a call to good friend Bruce Henderson set up accommodation for Pat and I, with he and Di, and that Jill and Peter Morse would host the DeCastro's ...overnight bookings at 'The Barracks' with Mike and Analise in Colesburg, and an overnight with Elsa in Britstown was all that remained...and we were ready to rock!

On an overcast Saturday morn, I eased Ducky out into Ivy Road, and set off for the Killarney onramp onto the M1 to Bloem. We arrived at the rendezvous at the Vaal Toll Plaza, only minutes before Joe and Anita in the Yellow Peril, and we roared away in tandem, in a blaze of yellow! It was glorious safe driving weather, dry and cool...and with truck free roads we made excellent time to the Ultra at Kroonstad, where we encountered HUGE crowds heading north by bus and motorbike...to the rugby, as if we had forgotten. The vibe there was incredible, and the place was heaving, and we decided that if that lot returned home on winning busses, the trip would be as Hugh put it...UNBELIEVEABLE!!!

Two little kids, admiring the cars as they sat side by side at the pumps, sipping petrol said it all "Kyk daai twee mooi geel Ferraris!" (*trans: "Look at those two very beautiful Ferraris"*). Well not quite, but they had the right idea!" A breakfast coffee and pit stop, and we were off to the Ultra at Bloem for more sustenance and a top up, before the final drag into the Ultra at Colesburg where we topped up before arrival. Mike was ready for us, having the gates open in readiness, and once inside we were ushered to our rooms, which he had prepared and readied with chairs in front of each lit TV, to then be informed that we had "Ten minutes before the start!" They had thought of everything!...It was a very happy foursome that marched up to "Ini Kraal" after that, for my obligatory lamb shank, and whatever else the others really enjoyed! A GREAT first day! And so to bed!

We were up and away at eight after coffee and a rusk for the planned welcome breakfast at Karroo Padstal, which was closed, so on we went to Richmond, and here an electrical gremlin appeared...Ducky stone dead...but after Joe moved a connection, that he had moved many years ago in Craddock...a push and we were off for breakfast at Three Sisters, and Joe's hot chocolate! Joe had been in hospital the week before with eye problems, and with Anita now behind the wheel we fairly ate up the miles. The rail from Kimberly rejoins close by, and we raced past the blockhouse so eloquently described in Kipling's "Guarding the Bridge", and on into Beaufort West, birthplace of Christian Barnard, where we saw the Hutchesons and Nortons on a different path south. We made excellent time on a virtually deserted road via Meiring's Poort and Oudtshoorn to De Doorns for a quick snack, before that glorious and exciting plummet over and down the Outiniqua...pausing only to admire the "ver verlate vlaktes met die kreun van ossewa, en waar die kraanse antwoord gee"

(*trans: "the desolate plains where oxen groan and cranes answer"*) before drinking in that glorious sight of the Indian Ocean, which always has an overwhelming effect on me!

We were met at the Quays in Knysna, by Bruce Henderson and the Morses and hustled home for tea! An evening meal to meet the new Chairman, Brian Davidson and wife Bernie, with utterly superb mussels rounded off another perfect evening. Back on the deck of Bruce and Di's fantastic home (sadly they had lost their other super home on another hill...to that awful fire years back) the Cross and Pointers in the starry sky above, proved that the view ahead was true south...WHAT A VIEW! Before retiring, I gave the first of some MG memorabilia for absent members.

After a light brekky it was up and away behind a swift moving Morse Midget, and Johan and Ilse Kruger's MGA, to George, after which our first real sight of the sea, was that long glorious sweep around Mossel Bay where we grouped together, and fuelled up at Engen. What followed was a leisurely run to the next lunch stop, at Bali Trading along with the Vadas, Giersings, Tindalls (I was thrilled to see the steady progress that Brendan Tindall had made on his MGA total rebuild) and Waterstons through glorious yellow countryside to Swellendam. It was here through fields of Canola, that the cars, travelling in

close tandem, received their title, as some members of the group, tried desperately to photograph the flying pair, in all those truly wonderful Canola fields. The call went out. Had anyone managed to catch them?... on their cell? Jill had organised a stop at Dassiesfontein, and this proved for me to be the highlight of the trip...for removing bags from the boot of his car, was none other than Errol Tobias, first man of colour to wear the hallowed Springbok jersey, and in Syd Nomis' eyes (and Hugo Porta) the greatest flyhalf ever! I was overwhelmed! He was selling his books, so I bought one, asking Allan Waterston to take a pic, truly a gem!... and then seeing that there were not many takers there, I suggested he bring his books on the morrow to the Indaba, and sell them there. Which he did. It was great to just sit chatting, while the concours judging, and rocker box racing was going on, and to see how many came up, just to shake his hand and buy a book. I was able to hear first hand, the way he had been treated in New Zealand in 1981 by both Johan Claassens and Nellie Smith, as Syd had described at work, all those years ago. I had always thought incorrectly, that he had refused to attend church services with the team, because he was of muslim faith, but was staggered to hear he was actually an Anglican lay preacher, and had told the then team management, that if he was not regarded as good enough to represent his county because of colour...then he would pray alone. It was just wonderful to sit swapping anecdotes about the one man we most loved and respected, and who had had such an influence on both of our early rugby lives...Chick Henderson. I told him the story of how when Juan Manuel Fangio was brought out to SA by Pirelli, I was given the job of arranging the banquet...and how someone with what sounded like a Mexican accent, had called, wanting to be included. I had explained that the event was oversubscribed, asking what marque club he belonged to. "Ah no" he responded "I do not belong to any club, since I was a leetle boy, Fangio has been my idol" Because he sounded nice, I just asked for his name and a contact number. "My name is Hugo Porta" he said. "The flyhalf?" I asked "The Argentinian Ambassador?" I continued..."Yeees" he responded in hushed tone. "You MUST come as my guest" I insisted, his quiet response was that he had "No wish to impose"....That is the sign of a great man....he never stated that he was an Ambassador...and that he must attend! Sadly ambassadorial duties prevented him from attending...so although I met the great Fangio...I very sadly never met the great Hugo Porta!

We parted promising to stay in touch, and sent greetings on my cell to Hugh and Bronwyn Bladen, to which they warmly responded. After lunch I chaired my last ever meeting as National Chairman, handing the reins to Robin Clarke. Knowing as we did, that the route that we would follow on the morrow, through what is undoubtedly the most beautiful of mountain passes in the entire country, we could not wait to get going...and setting off in tandem followed by the Wises, off we went to Villiesdorp. My Ship Society pal Philip Short had weeks before, sent pics and a story about a farmer, who had 'saved' a Cape Town tug, the "Alwyn Vincent", first transporting the hull by road to his farm, then reassembling the superstructure in position...this I had to see! Well we did, as it was the first stop on the run...and a photo op! What followed was the most glorious of drives up and down Franschoek Pass, and a glorious lunch at Taki's where we discovered not only the Moores and Wickens, tucking into mussels, but that all the murals were painted by good friend Michele Lupini, and that Pappa and Mamma Lupini were in a home in the town. It was all over far too soon...with a Masked Ball forsooth! There were definitely those who came out of cupboards somewhere...or at least their clobber did! As many we could not recognise. After handing over the Nuffield Trophy for the last time, and thanking Martyn and Alison Wise for their loyal support of the Indabas over many years, it was time for my final farewell, and to welcome Robin Clarke to his new role, and to invite Roger Pearce up to talk about the next Indaba in 2026, which is Johannesburg's.

I began by thanking the National body for their faith in me, for having elected me forty six years ago, thinking it was for two years, but never believing it would be forty six, and the honour that truly was...for which I thanked them.

However as I continued...."If the truth be told....If the beautiful English nurse I fell in love with fifty seven years ago, had not only said yes when I asked her to marry me, but had then agreed to allow me to drag her around the world, in my MG and the ships I loved, for the next few years, and then returning home, had continued to support and care for me for the next fifty five years, as we produced a family, a home and life together...and still caring for me in 2017 and 2019 when things looked really bad... It was she, who ensured that I would be standing here tonight...or a great many of the things, we have all done together, in the last more than forty years, would never have happened!!! So

it is to my wife Pat, I say the biggest thank you...I love you dearly!" It was heart warming to see the applause she received...blushing as she turned aside, sad that it was no Kodak moment!

My MG life has always been more about the people, than the cars...we had met Karl and Tilly Reitz in Dassiesfontein, and admired their lovely TC and heard of the trip to China. We had shared a fun supper in Swellendam with Alan Froom, and been thrilled to see Sarah's TC being enjoyed by Peter and Vi Vadas, after Ricky Coopers great restoration, of back to black, and being able to tell the bubbly Tersia how much we enjoyed the Prince Albert décor! It was equally great to see Stewart Cunninghame's V8 in the care of Frans Theunissen, and that the glorious little MGB roadster that young Renzo Decastro had built all those many years ago, was still so loved by Frenske and Brian Aslett! Most of all it was the old friends who thrilled us most...Joan Parker, Dieter and Lorraine Reck still in fine fettle, Mike and Frances Johnson who as great editor of " The Breed" ensured that the MG world knew that there was life in Africa! To be able to pass on photo memories to the Moores and Wickens, and to get a smile from Jenny Armstrong for a pic taken in 2001 in Switzerland...To be able to pass on Bob Wilmot's good wishes to Ted Borchards along with our own, as well as our congratulations on his most phenomenal rebuild of Feliciano Martin's 1934 MGPA and to hear from Feliciano, that the special he is building, with my ex Bobby Olthoff racing J2 chassis and bonnet, will now receive a Lancia power plant...why not? And as for Chalkey Schonknecht and ever suffering wife Lorraine, in his enormous MustanG...only Chalkey could do that! It was great to see both young Megan and Colin Greyvensteyn involved, as well as Beth and Brian James (getting a special ride in Viv's P to the concours) while just being able to chat to Ronnie and Desire van Eyk, Tony Greenwood and the Reids (Graeme having been on the FIRST Natal Indaba committee in 1982) as well as the Browns and Burnets, was to me what Indabas are all about!

SO YES, the farewell breakfast was sad, and no doubt for many, their last MG Indaba farewell. We broke camp, and with Joe and Anita racing off to spend time with family, we headed off with the Wises following in the Kia, to Hermanus to whale watch, at a coffee break above the rocks. Then it was off via a toastie at Betty's Bay to the Strand, on that truly FANTASTIC coastal drive from Rooi Els to Gordon's Bay... with soaring cliffs and crashing waves, without doubt there is nothing to match it, anywhere on earth! We stopped often, to just take it all in! As agreed we all met at the Lyons' at 4pm...rang the bell and in we went. The welcome our friends received from Janet and Dave was warm and joyous, and we were thrilled, to be able to share in their delight, at not only Dave's Grand Tour of his fabulous garages, but the car collection and memorabilia it housed. It is always mind blowing, (and I was able to add more pics and a book to his collection)...as is the homestead that Dave and Janet researched and planned; down to the finest detail...authentic in every single way...and a delight to the eye! The proportions, the fittings the furniture...my French pal, Philippe Douchet said it best years ago ... MaGnifique David!!! MaGnifique!!! Too true! Janet had organised a Curry Evening supreme, and we ate, laughed

and drank in wonderful surroundings, the happiest of meals in the company of our oldest pals, and of course reminisced about the good old days, when we were all much younger. Every Saturday morning when possible, son Russel! and David choose two cars from the collection to 'do' Chapman's, a coffee and a thrash home...As I had suggested some weeks before, to meet Philip Short from the Ship Society, at a place Philippe Douchet had loved...Mariners Wharf...this is what I arranged, inviting Joe and Anita and Martyn and Alison, along for the meal. Yet again it was as if my old friends and new friends, had known one another for ever...maybe the fact that the Wises and Shorts were from Yorkshire, had something to do with it! So we met, shook hands, handed over some ship stuff I had brought for Philip, thrilled that one item, was the ship they had spent their honeymoon aboard, the Achille Lauro. We dined in the lovely Union-Castle room...where else...surrounded by pictures and posters of the ships we so dearly loved. There was the matter of another rugby test, and so promising to stay in touch, we rushed away to the Lyons' TV lounge, and yet another enthralling game, which we were more than happy to win...well the Springboks did. Off we went to treat the Lyons at a local Italian eatery...Massimo's, where I believe we all overdid it somewhat! And so to bed. As this was our last morning, there were again, sad farewells...and sincere thanks to Janet and David for their incredible and kind hospitality. Martyn and Alison would leave after us, to drop off the Kia at the airport before flying to Mauritius, while Anita working hard with two cell phones would safely, and expertly lead us through the maze of spaghetti junctions, on to the correct route home. What a gal! We were on our way through the tunnel, into some rain and back to Three Sisters where we again flattened the meal! The traffic we had joined on the M1 vanished after brunch, and we raced along on a quite deserted road to the night stop in Britstown. It is truly sad to see how these little towns are just being allowed to decay and die. The historic Hopetown, where the Hope Diamond was discovered, will sadly one day vanish. Off we raced to Kimberly, passing on the way, away to our right, Belmont Hill. Yet another British Boer War disaster, with the Scots learning the hard way, about trenches and smokeless Mausers. On we went into Kimberly, where I, having stopped to point out a building I did not know existed, "Ewing House", then proceeded to turn a block too soon ...not on to the 12 but the 64! After stopping it was agreed to carry on, which we did, taking us all to a place we had never been to before, and are not likely to ever see again. Boshof... Carrying on we found ourselves back in Bloem...and after another lekker (**trans: delicious**) and oversized brecky, we charged home!



It was Joe and Anita who had made this whole adventure possible! Pat was keen to fly...but I would rather die than go to an MG event in a plastic! (*trans: "plastic" = colloquial term for a modern car, usually a hatchback*). So thanks to the reassurance of being shepherded around the foot of Africa, in Ducky...a car I love to drive... it is to Joe and Anita, that I dedicate this story, with love and thanks to them, and to the love of my life...PAT!

Norman Ewing

The yellow MGs, in front of restored tug Alwyn Vincent

Thanks again for that, Norm. – We hope you enjoy your "retirement!!
(But remember that the Indaba returns to Joburg in 2026, - so you had better start planning NOW!)

Future Events – 2025

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

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

Here's a summary of the 2025 Events planned by the Mquette Register (MGAs Welcome!):

- Mquettes & Steam Easter Saturday (April 19th) to be held at Ecclesbourne Valley Railway, near Matlock
- EEOTY in Italy, Padua / Venice – See later – (29 May — 1 June)
- Fawley Hill. - MGA Day. – See later - (6th July)
- Kop Hill. (20 – 21 September)
- Lou Shorten Weekend, Norwich. (4 – 5 October)

News of future events in 2025 and beyond for all types of MG, MGA, and Mquette in the following paragraphs.

MG and Triumph Spares Day – Stoneleigh Park, 9 February 2025

This popular show returns to Stoneleigh Park, near Kenilworth CV8 2LG on Sunday 9th Feb. Advance tickets are £12, or £15 "on the day". See www.mgandtriumphsparesday.co.uk

Race Retro, Stoneleigh Park, 21 – 23 February 2025

NAEC, Stoneleigh Park, Kenilworth, CV8 2LG. See www.raceretro.com

NEC Classic Car and Restoration Show, 23- 25 March 2025

Similar to the November Classic Car Show, but whilst the November show includes a lot of "after" cars, the Restoration Show features rather more "before" cars.

As well as vehicles, the show has a good range of trade stands and specialist suppliers. See www.necrestorationshow.com. Use Promo Code EM9 to save £2 per ticket.

Scottish MGA Day 2025 – 18th May 2025

Paul Dean writes The Scottish MGA Day will be held on the earlier than usual on Sunday 18th May in 2025. This is because the Register's 2025 MGA Spring Weekend traditionally held in May has moved into July for this 75th Anniversary Year. It is also across the water in Derry Northern Ireland. This has given us the opportunity to move the Scottish MGA Day into May which is something we have always fancied doing as the Scottish weather tends to better a bit earlier in the year.

Planning is progressing and it is expected we will start at the Blair Drummond Smiddy Farm Shop. Our route will take us north over the high road to Comrie and via Loch Earn to Loch Tay. Then we take the spectacular Ben Lawers Road to Bridge of Balgie in Glen Lyon. Lunch isn't sorted yet but after lunch we have a choice of route to head south towards Crieff. The main route takes us directly south from Kenmore up the many steep hairpins and over to Glen Quaich. I really like this road but it is possibly the most vicious bit of road in Scotland hence if drivers prefer they can take the easier route via Aberfeldy with its excellent views north. The routes come back together at Amulree and we then head south to Crieff and the finish in the Caithness Glass Shop Café.

Bookings will be on the Caledonian Centre's web site but until this is in place please let me know if you will be attending or have any questions. My email address is pmz.dean@gmail.com and my phone is 07803-602209.

MGA70 – 2025

Joe Walsh writes:



The MGA was launched in 1955 meaning that 2025 is the marque's 70th anniversary. If you read the previous edition of the eNewsletter you will know that the MGA Register commissioned a limited edition of 100 very special grille badges to celebrate the event. The eNewsletter gave full details of the badge and although it was stated "*when they are gone they are gone*" it was not expected that the entire production run would be over-subscribed and would sell out within a few weeks. So as not to disappoint MGA owners we have now commissioned a further 50 grille badges. So if you missed the first run now is

your chance to grab a badge before they sell out again. This time, when they are gone, they really will be gone.

Those who missed the November eNewsletter might like to know that the design was inspired by combining the iconic oval wing grille with the Union flag in recognition of the heritage of the MG brand. Some owners have told us that the badge looks just as good on their mantelpiece as it does on their car.

Considerable thought went into the design of the badge and that didn't stop at the pretty part! The shape of the MGA radiator grille and the narrow gap between the slats meant that a badge made with the standard spacing for the mounting screws would not fit the MGA grille. The new badge has bespoke mounting screws and so *should* fit *most* grilles. Given that there are likely to be many slight variations in the distance between the slats depending on the origin of the grille we can't guarantee that the badge will sit flush on the grille on every car but we are confident it will be a very neat fit on *most* cars.

For those who prefer to use a badge bar (right) it will be necessary to fabricate or buy a suitable bracket. If you choose to buy a bracket be sure to check out the spacing between the badge mounting holes. Due to the custom spacing of the grille mounting screws you will probably need to modify any standard mounting bracket in order to attach the badge. Badge-bar brackets and clips can be purchased from various sources.

There's more! We also commissioned a matching pin badge (below). This measures 30mm wide.



To order your badge(s), contact mgaregistershop@outlook.com. Our PayPal account continues to be the preferred method for invoicing and payment, but other payment options are available.

Prices:

- Grille badge only = £25.00 + p&p (Currently £2.70 for UK – Royal Mail 2nd Class)
- Grille badge + pin badge = £26.00 + p&p (Currently £2.70 for UK - Royal Mail 2nd Class)
- Pin badge only = £3.50 + p&p (Currently £2.00 for UK for up to 5 Badges)

Future MGA Tours and Events – 2025

MGA Spring Tour 2025

(As you probably already know) 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 arranged a correspondingly “special” and memorable Tour for 2025, designed to appeal to Register members worldwide – not just in the UK.

As reported in previous editions 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 are at <https://www.celticclassic.co.uk/>

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. There are still a small number of rooms available in both hotels at these prices.
- 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.
- During the afternoon of Saturday 28th June (following our visit to the Titanic Experience in Belfast) there will be an option to drive to the Dundrod circuit – the site of many famous MGA successes in the 1950s. If you would like to join this group, please let me know before the end of February so we can plan the numbers.

How to Book the Tour?

- Follow the booking links on the Scenic Car Tours 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 the "exclusive for MGA offer" has now ended, so other guests could book the rooms. (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 at least 46 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. But there is still time to book a place on the Tour. – **And remember to let me know by the end of February if you want to join the visit to Dundrod on Saturday afternoon.**

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**.

Here's some information from Organiser **Ian Prior**:

A very enthusiastic group of Australian MGA owners will be touring the UK and parts of Spain and France in 2025 to celebrate the 70th anniversary of the introduction of the MGA. We will also be undertaking a Pre-Tour of southern Ireland as a prelude to the Celtic Weekend. 29 Aussies and friends in 15 cars will be arriving by ferry at Rosslare from Spain on the 16th of June staying in Gorey before driving to Dublin for a two-night stay on the 17th and 18th of June.

It is envisaged that European based MGA Register members could join in on this Pre Tour commencing in Dublin. Members could stay with us either one or two nights in Dublin or alternatively join us early in the morning of Thursday the 19th of June to commence the Tour proper.

Schedule & Route Summary:

Tuesday 17th June: Arrive Dublin - **Stay: Sandymount Hotel, Dublin.**

Wednesday 18th June: Explore Dublin. - **Stay: Sandymount Hotel, Dublin.**

Thursday 19th June: Drive from Dublin to Waterford via the scenic route over the Wicklow Mountains. Possible tour of Waterford Crystal factory. - **Stay: Waterford Marina Hotel**

Friday 20th June: Drive from Waterford to Cork. Possible stops at Blarney Castle (and kissing the stone), Midleton (Jameson's Whiskey Centre) etc. - **Stay: The Kingsley, Cork.**

Saturday 21st June: Drive from Cork to Killarney via the famous "Ring of Kerry". Including Skibbereen, Bantry Bay, Glengarriff, Kenmare, Waterville, Cahersiveen, Glenbeigh and Killorglin. - **Stay: Killarney Plaza Hotel, Killarney.**

Sunday 22nd June: Drive the Dingle Peninsula, a 16 Km wide by 64km long projection into the wild Atlantic Ocean. Apparently, it is best to do it in a clockwise direction. Alternatively, a free day in Killarney to visit local attractions or just chill out. - **Stay: Killarney Plaza Hotel, Killarney.**

Monday 23rd June: Drive from Killarney to Galway inland via Adare, Limerick and Ennis and then out on the coast to visit Lahinch, Doolin, the Cliffs of Moher, Lisdoonvarna, and the Burren National Park. - **Stay: The Ardilaun Hotel, Galway.**

Tuesday 24th June: Drive from Galway to Westport. The route heads into the Connemara Region with its mountains and national park. It is said to be one of the last unspoilt areas of Ireland. We will visit Clifden the most westerly point in the Connemara. - **Stay: Westport Plaza Hotel, Westport.**

Wednesday 25th June: Drive from Westport to Dungloe. A scenic costal route via Killybegs. - **Stay: Waterfront Hotel, Dungloe.**

Thursday 26th June: A coastal drive from Dungloe to Londonderry via Dunfanaghy, Letterkenny and Marlin Head. There will be time in the afternoon to explore Londonderry.

Stay: - First night of Celtic Classic

For those who are not in this Australian group, this will **not** be an organised tour. – Rather, it is simply an outline itinerary, a suggested route, and a list of possible hotels en-route, as listed above. – It will be down to the participants (= **you**) to make their own hotel bookings etc. - If you previously asked to be kept informed of this pre-tour, you will have already had full details of hotels and rates etc as agreed by Ian Prior from the eNewsletter editor mgcarclub-mganewsletter@outlook.com If you require that information now, please contact me at mgcarclub-mganewsletter@outlook.com

Finally, IF you choose to participate in this pre-tour, be sure to let me know, so that I can tell Ian Prior and he can include you in further update communications.

MGA Day 2025 – Fawley Hill – Sunday 6th July

2025's MGA Day will be held rather earlier in the year than usual, on Sunday 6th July, at Fawley Hill, near Henley on Thames RG9 6GA. <https://fawleyhill.co.uk> As the website says: 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. This change of date is so that guests from outside the UK who are joining us for the Spring 2025 Tour of Ireland can also join us for MGA Day (it is a long way to travel twice from Australia!!)

Can we get 70 MGAs to Fawley for MGA 70 Day????

Organiser **Jill Eke** writes: To help us achieve this target of 70 MGAs we have reserved rooms at Sudbury House Hotel, Faringdon, Oxon, SN7 7AA for Saturday 5th July 2025. – See details below. Not only that but we are offering you the chance to attend a Gala dinner where we will be able to welcome our Australian friends who will have returned from their epic tour of Spain, Ireland and Isle of Man.

On Sunday 6th July 2025 we have a private invitation to visit Fawley Hill Railway and Museum, the home of the late Sir William McAlpine, to celebrate our MGA Day. A route will be provided from Faringdon to Fawley Hill which will include one of the test routes used by the MG Factory "back in the day".

Entry to Fawley must be pre-booked via the MGA Register (£15 per **head**). Details are given in the Booking Form at Appendix 2 to this eNewsletter.

You may wish to extend your stay. There are many interesting places to visit around the Faringdon area. Have you been to the Classic Motor Hub at Abington? - Well worth a visit. Blenheim Palace is close by as is Jeremy Clarkson's pub and farm shop. A little further afield is the Bus Museum at Long Hanborough or Kelmscott Manor the home of William Morris (Arts and Crafts) then we shouldn't forget the home of our William Morris, Lord Nuffield at Nuffield Place.

You don't have to stay the weekend. Why not join us for the dinner on the Saturday evening or just attend Fawley Hill on the Sunday? But please remember there is an entrance fee to be paid prior to the event. This is a private function and tickets will not be available on the gate. Payment to be made in advance to Jill Eke, - see Appendix 2.

Rooms are limited at Sudbury House Hotel with 42 of 50 rooms already taken, so please book early, but the Gala dinner has over 100 places.

Let's try and make this a bumper weekend. Can we meet the challenge? – it's now up to you. Booking details are below and can also be found on the MGA Register website or the e-Newsletter.

Hope to see you there.

Here's the package deal for Sudbury House Hotel - Rates shown are 'per room per night'

Dates	Single Occupancy	Double Occupancy	Reservation inclusion
Friday 4 July	£140.00	£150.00	Bed and Breakfast
Saturday 5 July	£190.00	£225.00	Bed and Breakfast Gala Dinner
Sunday 6 July	£110.00	£120.00	Bed and Breakfast

The nights of 4th July and 6th July are subject to availability.

For those **not** wishing to stay at the hotel the Gala Dinner will be £38.00 per head.

Booking Instructions:

- Please call 01367 241272 or email reception@sudburyhouse.co.uk to book rooms at the agreed rate. Please mention MG Car Club when booking.
- A non-refundable £30.00 deposit is required to secure the booking.
- Full payment is required upon arrival.
- Please advise if dinner bookings are required for 4th July and 6th July.
- **Please send in your event entry form and Fawley entry fee to Jill Eke as soon as possible. (Have YOU sent in your form?)**

Release/Cancellation

- Any un-booked bedrooms will be released 3 months prior to the arrival date (5th April).
- Cancellation of individual bedrooms is free of charge, minus deposit, up to 7 days prior to arrival.
- "No shows" will be charged at full rate.

You may attend all or part of the weekend. Please complete the Entry Form (Appendix 2) and return to Graham and Jill Eke, jillgraham@btinternet.com. Or if sending a cheque: 14 The Junipers, Barkham, Wokingham, RG41 4UX.

LATE NEWS – EEoTY 2025

EEoTY 2025 will be organised by the MG Car Club in Italy, and will be held over 4 days between 29th May 2025 and 1st June 2025 (So before the 2025 MGA Spring Tour to Ireland – see earlier notes) - Event region will be **Padova – Venice**.

Full 2025 program etc should be available "soon"..... – But that is an Italian "soon" or "presto", so details are still rather unclear.

Here's the "holding page" website <https://mgcarclub.nl/evenementen/european-event-of-the-year-2025>

2026 and Beyond

Our 3 day weekend driving tours are always popular, and so already we are now looking for organisers for events in **2027**. You can get a flavour of these events from the pieces about past 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 **Spring and Autumn 2027** events.

2027 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 progressing well, and our organisers are in discussions with a venue in Lancashire. More news to follow!

Similarly, plans are coming into place for the **2026 Autumn Tour** (September 2026) which is likely to be "beside the seaside" in Devon. - More news of these events early in 2025.

If you think you could organise such an event (Autumn 2025, or 2027 onwards), 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!")

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 2025 that you feel would qualify as a Notable Journey, (see the guidelines in Appendix 1) 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.

And sure enough, we now have a nomination for the 2024 Notable Journey Award.

In July 2024 **Howard and Jan Perks, and Roy and Sonia Aldworth** took their MGAs through the Netherlands, Germany, and Denmark en-route to a tour of Norway. – a total of 3458 miles (each car!).

What follows is an abridged story of that tour - The full story is in the November 2024 edition of Safety Fast! (pages 30 to 35). Here's **Howard's** story:

It was our friend Sonia's idea to drive our two MGAs all the way to Norway. She had been inspired by aerial photos of the Atlantic Ocean Road and we had all seen pictures of spectacular roads over the mountains. Norway looked like ideal territory for our MGs to explore.

Unfortunately, there is no direct ferry from anywhere in the UK to Scandinavia, and Plymouth is not the ideal place to start from. Our route to Harwich was hellish because of gridlock on the M25. Eventually we were able to board the Stena Brittanica overnight ferry. From the Hook of Holland our drive to Norway took us two more days. We headed first to northern Netherlands to take the 20-mile-long road over the narrow Afsluitdijk dyke that creates the IJsselmeer inland freshwater sea once known as the Zuiderzee. From here we stuck to fast main roads through Germany and the whole length of Denmark. The two MGAs sped across the flat landscape in glorious 30-degree sunshine. But we had not come here to explore the low countries. Our destination was the fjord and mountain regions of south west Norway.

Norway immediately began to exceed our high expectations, and an open topped classic sports car is the ideal way to see this fantastic land. Many visitors enjoy Norway from a cruise ship, but they only get the chance to see the landscape from sea level or from a coach. Our route included car ferries that cross many of the fjords. Most use ePass, with which we had registered in advance to arrange automatic charges to our credit cards, so no queueing for tickets. We paused for petrol next to an MG dealership. When the chap inside saw the two MGAs he rushed out to take photos in front of his showroom (below). He'd not

seen a classic MG in the flesh before.

Everywhere we stopped, people from different countries came over to look at the MGs and ask about our journey. At one of our hotels, a waiter described them as 'old timers'. At least, we assumed he meant the cars and not us! We were able to climb high above the snowline where even in July there was still plenty of the white stuff around, and not just on the glaciers.

Everywhere was stunningly beautiful!





The Trollstigen Scenic Route (right) is designated one of the best driving roads in



means the best or loveliest route we travelled. Aerial photos of bridges linking island to island do an incredibly good job of overselling the actual experience down at road level.

Other highlights included climbing through very thick fog before suddenly bursting into intense sunshine to look down on a spectacular blanket of clouds completely obscuring the UNESCO world heritage-listed Geiranger from view (left).



the world. It comprises a serpentine route with numerous hairpins and incredible views, well worth doing even though the main section was closed due to rock falls and we had to retrace our route.

Heading further north, we eventually reached the Atlantic Ocean Road(left). Here the western coast is a different landscape: bleak, weather-beaten rugged, flat terrain - thousands of islands, some with a single lonely cabin.

However, the Atlantic Ocean Road was by no

Lustrafjorden

Arriving in Bergen, we were almost mobbed by interested car fans who wanted their photos taken either by or in our cars. The Funicular railway enabled us to take in spectacular views of the city and natural harbour and we finished with a morning walk around the iconic harbour district of old Bergen (Bryggen) to admire the UNESCO world heritage site, before boarding our return ferry back to Denmark and our long drive home.

This had turned out to be an MGA trip of a lifetime. Our two cars revelled in the challenge which made their engines, gearboxes, suspension and brakes work to the limit as they sped along motorways in the heat and conquered mountains in the cold. In spite of their great age, neither of the MGs missed a beat during the 3458-mile journey there and back. Not bad for two 'old timers'!

Jostedal

If you have made a Notable Journey in your MGA in 2024 there is still time 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.

The winner of the 2024 Award will be announced in the March 2025 edition of this eNewsletter.

Your MGAs

A couple of interesting articles this month

MGA Bonneville Special

Joe Walsh writes:

Somewhere in the UK is a very special MGA! PPE 664 is shown on the DVLA website but not on the road.

This car was featured in a "Hot Rod" article in 2016 so to see the full story see the link at the end of this article.

The car is a heavily modified Porcelain Green 1961 MGA powered by a supercharged Ford 5.0-litre Coyote V8 producing a claimed 675 BHP!

In 2016 when the article was written the car was owned by Colin Walker, so if Colin is out there and still owns the car please get in touch. We'd love to know how you got on at Bonneville, did you break the 200mph barrier and what you are doing now with the car.

https://www.hotrod.com/features/insane-coyote-swapped-mg-shoots-200-mph-bonneville/?fbclid=IwY2xjawGqpb1leHRuA2FlbQIxMQABHRxMnK9u9zaClbQUnmYKIJFynR5XI_KOckBPGR1xLfDp1f-yHjT-bAzfFA_aem_9W6WwCcC8Cf1JSXGht1bQQ

Martin Mead's MGA – A Long-Term Update

In the March 2024 edition of this eNewsletter (page 16 – "Originality, or Update?") reader

Martin Mead told us about upgrading his leaky old 1622 engine to a stage 2 1950cc, with a Mazda 5-speed gearbox.

At the time, he promised us an update on the fitment after a few months use, - so here it is.

Nearly a year ago (March 2024), I wrote an article about upgrading from my oil leaky 1622 engine to a 1950 stage 2 lightened and balanced engine with a Mazda 5 speed gearbox.

Here is the follow up article.

All was going very well with my new set-up until February when I decided to go out for a trundle around the lanes, when I came to start the car it just wouldn't start. The fuel pump wasn't 'ticking' when the ignition was switched on. The fuel pump was only fitted last November when the car was converted to Negative Earth. I released the clip in the fuel line just before the split to both carburettors, with the end of the hose in a bottle I tried again and fuel pumped into the bottle ok, so I reconnected the hose. This proved the fuel pump to be ok. The fuel system must have just been pressurised with fuel as the fuel pump wasn't 'ticking'. Next thing was to check the spark, using a spark plug tester the spark was good. This baffled me as my problem solving skills had run out.

I contacted David at Oselli, who asked me to see if the spark plugs were wet. I removed one and checked it looked ok to me, so I replaced it. I tried to start the engine again still with no luck and re-checked the spark plug, it looked exactly the same. Just to confirm my thoughts, I sent David a before and after photos plus some general photos of the carburettor area just in case there was something obviously that I was missing. David noticed that the vacuum hose to the front carburettor was disconnected. He said to reconnect and try again. I did and it soon fired up. I had previously heard about removing the distributor arm as an anti-theft precaution. Maybe this vacuum hose scenario could also be used being easier to activate?

Having now covered 2,400 miles with the new engine I am very pleased with the way the car drives, it was nice to drive before, but now it is even better. The extra power under the bonnet is just about the right amount.

I have just been back to Oselli for a 'running in' inspection and now the engine has 'loosened up' it could go on the rolling road to find out if it had gained the anticipated 30% increase in power. I was pleased with the outcome of 114 BHP and 131 lb Torque. General driving of the car is normally within the 2,000 – 3,000rpm range with provides a minimum of 100 lb torque and this is an increase of 35%, also improved is the fuel economy going from 24mpg to 30mpg, so a win - win situation. The car very easy to keeps up with other traffic and it feels safer to drive.

	2100 rpm			2500 rpm			3000 rpm		
	MPH	BHP	Torque	MPH	BHP	Torque	MPH	BHP	Torque
3 rd Gear	30	40	100 lb/ft	37	62	131 lb/ft	45	71	126 lb/ft
4 th Gear	40			50			60		
5 th Gear	48			60			72		

Not being much of a sports fan and having to put up with the 2024 World Cup closely followed by the 2024 Olympics, being a Technical Illustrator I have bought a retirement project forward a few years earlier than originally planned. I have made a few different versions – Line, Colour, and Rolling Chassis:

Model MGAs

In the May and November 2024 editions of this eNewsletter, reader **Alan Feast** told us of some of his collection of MGA-related models and memorabilia.

Those pieces have prompted a couple of responses. – **Bob Zannetti** writes:

I have just read the November Newsletter which, as ever, was interesting. Under the heading Model MGAs you included an article from Alan Feast on Model MGAs. I have, amongst others, a model of a Twin Cam MGA which compliments the car, full scale, which I also own.

I have written about this car and a number of fully reversible modifications I have made. Amongst these is the incorporation of two twin choke carburettors to emulate the cars that raced at Le Mans in the early sixties.

The model is the 1/43 scale representation that is the same colour as my full scale car! It is a good detailed model and even has the "TWIN CAM" labels aft of the Engine Ventilation apertures. The eagle eyed, however, will notice that the side screens are not correct type. You may have pondered why a scale of 1/43 was chosen amongst the model makers of the time! I believe the reason was that this is the scale that Hornby chose for the '00' model train sets. As we all know there are a number of model train sets that enthusiastic collectors, including Rod Stewart, who have built up into some impressive layouts. As these displays included roads, bridges, buildings etc. it was not surprising that they wanted similarly scaled cars to complement their extravagances! What I cannot guess at is why Hornby chose this scale but perhaps a model train enthusiast can enlighten us!

I have included a picture of my car together with the picture of the model.



A Question Of Scale?

The question Bob raises about the origins of the apparently weird and wonderful range of scales used for model cars and trains (e.g. "Where does 1:43 come from?" And "What about 1:76?") is quite a convoluted story which includes a number of mistakes along the way – mistakes which then became de-facto "standards".

Here is a brief summary of how we got to those scales, courtesy of my good friend **Rod Ward** of Model Auto Review.

(It all starts with model trains. – So remember that standard UK railway gauge – the distance between the rails - (full size!) is 4ft 8.5 inches or 4.67 feet).

Originally, model trains were garden trains, and were made not to a "scale", but to a standard track gauge, so that the labourers putting the track down in his lordship's garden could achieve an accurate and consistent setting to match the rolling stock. The size of the propulsion units (steam, or crude electric motors) in those early days meant that that these garden trains were necessarily large.

As technology reduced the size of the locomotive, the original 18" gauge used came down to 15", then 9.5" (which happens to be 1/6 scale), then 7.25" (1/8 scale), then 5", then 2.5", then 2", then 1.75" – These last 3 were referred to as 3, 2, and 1 scale.

But then when the next smaller gauge was introduced at 1.25" the numbers had run out, so they called it 0 gauge. In fact as a scale it is 1.25" / 56.25" which is 1:45.2 scale.

That number was too complicated for the railway modellers of the time ("Decimal points, you say???!!"). There was no convenient fraction of an inch, so those nice little continental jobs, millimetres, were brought into service. 1.25" is about 32 mm, so divide 32 mm by 4.67 feet (4ft 8.25 inches, remember!) and the answer is (approximately) 7. So we have a true Alice In Wonderland scale of 7mm to 1 foot, which is actually 1:43.5 scale.

When we tried to move to a still smaller size of models as model railways moved indoors and shrank further, that 1:43 0 scale became 1:87 H0 scale (Half 0), or 16mm gauge. But that meant 3.5 mm to a foot, which again was too complicated for some of us, so the British-based modellers stuck with 4mm to a foot, which is a scale of 1:76, referred to as 00 or double 0 (Hence Hornby Dublo).

So we now have US and Continental model railways at 1.87 scale, and British model railways at 1:76 scale – But it seemed a pity to have 2 different sets of track 😊, so actually today's 1:76 scale (4mm to a foot) rolling stock are actually running on 1:87 scale (3.5 mm to a foot) track. Measure it and see!

The history of 1:72 scale is a similar story of cock-up, when 3/8" to a foot (1:32 scale) was mistakenly thought to be 1:36 scale which was then halved to 1:72 scale. – But it's too late now, folks!

Model Auto Review was a hard copy magazine which originated in 1982, dedicated to model vehicles. It was edited by Rod Ward. From 2014 it became a FREE on-line magazine, called **MAR Online** (www.maronline.org.uk) now edited by **Maz Wooley** and **Karl Schnelle**. – I strongly recommend MAR online if you are interested in model vehicles. Meantime, Rod Ward now continues to write a series of low-cost monographs about the history of transportation, mainly on a marque-by-marque basis under the Auto Review banner. (So *Auto Review 040* is MG Album) – There are now over 200 titles in the range. Once again, highly recommended. See www.autoreview-books.co.uk

Technical Topics

Technical Day – Blackburn, April 2025

Reader **Dave Holden** has restored a number of cars over the years. His specialism has generally been Rileys, but he has also restored his MGA 1500 Roadster twice (long story) .. Earlier this year, Dave hosted a Technical Day at his workshop between Blackburn and Preston, where he demonstrated a variety of restoration techniques (including spraying, flattening, polishing, welding and others) and the participants were able to "try their hand" and to practice those skills under Dave's guidance.

All participants enjoyed the day and found it very interesting and useful. (The lunch got particularly positive reviews! 😊).

Dave has offered to host another similar event in April or May 2025.

There is no set Agenda, - the topics to be covered will be determined by the participants.

"Tell us what you want to cover and we will include it"

- It would take place on a Saturday, during April or May 2025. Possible dates are 5th, 12th, and 26th April, and 31st May.
- Between 09.30 and 16.30.
- At Dave's workshop which is on the A677 at Beardwood between Blackburn and Preston.
- Attendance will be limited to about 10 people.

If you are interested in such an event, please let me know at mgcclub-mganewsletter@outlook.com which date(s) you prefer, and topics you are particularly interested in, and we will put an event together.

For Sale and Wanted

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

For Sale – MGA Parts

After a lifetime dealing in classic car parts, **John Benton** is a well known character in MG circles. - He is now having a major clear out of spares accumulated over the years, as shown in the following list.

If you are interested in any of these parts and want to talk to John about prices, please contact him at mrby8@talktalk.net or on 07721 348538. John is in Stockport, Cheshire. I have sorted the list by OE Part Number, within Catalogue Section (Body, Steering etc). If you want a picture or line drawing of the item to be sure, I suggest you search for that OE Part Number in the Moss Catalogue.

If you want the list in a "raw" Excel format get in touch with me at mgcarclub-mganewsletter@outlook.com and I will forward it to you by e-mail.

OE Number	Description	Qty Avail.	New/Second Hand/Refurb	Box Ref	Catalogue Section
AHH5093	Rear Bumper Mtg Iron - RH (the spike on end of chassis)	3	Refurb		Body - Chassis
AHH5094	Rear Bumper Mtg Iron - LH (the spike on end of chassis)	1	Refurb		Body - Chassis
14A4673	Striker Plate Shim	1	New	B3	Body - Exterior
AAA4598	Bonnet Buffer	2	New	A1	Body - Exterior
ADB826	Wiper Wheelbox Bezel	2	New	B2	Body - Exterior
AFH1667/2	Door Bottom Repair Panel - LH	1	New	A1	Body - Exterior
AFH1682	Coupe Door Lock Mechanism - RH	1	New	B3	Body - Exterior
AFH1682	Door Latch - RH	1	New	B3	Body - Exterior
AFH1684	Door Striker	2	New	B3	Body - Exterior
AFH1702	Splash Plate Panel - RH Front	1	New	A1	Body - Exterior
AFH2575	Front LH Doorseal Capping	1		B2	Body - Exterior
AFH2630	Top Screen Bracket RH	4	New	B3	Body - Exterior
AFH2631	Top Screen Bracket LH	3	New	B3	Body - Exterior
AFH4847	Coupe Qtr Light Glass	1	Second Hand	I1	Body - Exterior
AFH4894/8	Rear Wheel Arch Brace Repair Panel RH	1	New	A1	Body - Exterior
AFH4895/8	Rear Wheel Arch Brace Repair Panel LH	1	New	A1	Body - Exterior
AHH6083	MGA 1600 Mk II Badge	1	New	B3	Body - Exterior
AHH6273	Door Buffer	1	New	B2	Body - Exterior
AHH6273K	Door Buffer Tapped Plate and Screw Kit	1	New	B2	Body - Exterior
AKE1762CAP	Hood Finisher End Cap & Pin	6	New	B3	Body - Exterior
GAC2016SF	1600 "StayFast" Sidescreen Set	1	New	B3	Body - Exterior
MM259-647	Seal set for (Classic Gold) Sidescreen Set MM259-648	1	New	B3	Body - Exterior
	"Wind Wing" Hinge & Fixing Bracket	1	New	B2	Body - Exterior
	1500 Alloy Sidescreen Set	1	New	B3	Body - Exterior
	Alloy Door Skin - LH	1	New	B3	Body - Exterior
	Boot Release Rod Pillar	1	New	I1	Body - Exterior
	Doors - Various - LH and RH		Second Hand	B3	Body - Exterior

	Fibreglass Rear Wing - LH	1	New	B3	Body - Exterior
	MGA Coupe Bottom Qtr Light Bracket LH	1	Second Hand		Body - Exterior
	MGA Coupe Qtr Light anfr Frame - LH	1	New	B3	Body - Exterior
	Radiator Bonnet Stay Suppot Bracket	1	New	I1	Body - Exterior
AHH5254	Speaker Screen / Grille	1	New	B2	Body - Interior
AHH5494K	Spare Wheel Felt Packing Kit	1	New	B2	Body - Interior
	Coupe Interior Door Handle	1	Second Hand	B3	Body - Interior
	Screen Demist Vent	1	Refurb		Body - Interior
37H2496	Tandem Master Cylinder Lid Gasket	3	New	I1	Brakes
3H2424	3 Way Brake Union	4	Second Hand	B2	Brakes
3H2428	Bleed Nipple	1	New	B2	Brakes
8G8379AF	1600 Front Brake Pads Set	1	New	B2	Brakes
AAA4756	Tandem Master Cyl Front Plate	1	Second Hand	I1	Brakes
AHH5634	Rear Axle 90 degree Brake Pipe Union	2	Second Hand	B2	Brakes
AJH5085	1500 Master Cyl Reservoir Cover Plate	3	New		Brakes
AJH5085	Tandem Master Cyl Cover BARE	1	New	I1	Brakes
AJH5085	Tandem Master Cyl Cover c/w gasket, screws, cap	1	New	I1	Brakes
BCA4046	Master Cyl Push Rod	1	New	A1	Brakes
BHA139SS	1600 Front Brake Hose	2	New	B3	Brakes
BHA139SS	1600 Stainless Braided Front Brake Hose	2	New	B2	Brakes
	Set of ALL Tandem Master Cyl Internals incl End Cap	1	New	I1	Brakes
AHH5173	Chassis to Front Body Packing	4	New	A1	Chassis
AHH5455	Rear Ramp Seal (Top of bulkhead to tonneau panel)	1	New	A1	Chassis
AHH6131/8?	Rear Chassis to Body Mtg Brkt	1	New	A1	Chassis
21K8564	Clutch Slave Cyl Pipe Adaptor	5	Second Hand		Clutch
21K8564	ClutchSlave Cylinder Pipe Adaptor	2	Second Hand	B3	Clutch
3H544	Clutch Banjo Union in Master Cyl	1	Second Hand	I1	Clutch
AHH5434K	Hose - Heater Pipe to Elbow Adaptor	4	New	I1	Cooling
AHH5434K	MGA Heater Hose Kit	3	New		Cooling
AHH5434K	MGA Heater Hose Kit	1	New	I1	Cooling
AHH5437	Hose - Heater to Rocker Cover	3	New	I1	Cooling
AHH5438	Hose - Heater to Valve	2	New	I1	Cooling
AHH6296	Oil Cooler Hose	1	New	A1	Cooling
FMK8859	Short Hose - Radiator to Water Pump	2	New	A1	Cooling
GWP103	Water Pump	1	New	A1	Cooling
105036	Acorn Nut - HT Lead to Coil 0.487"	2	New	B3	Electrical
12G2102A	Alloy Dynamo Pulley 3.625"	1	New	B2	Electrical
12H67	Dynamo Adjusting Link	1	Refurb	A1	Electrical
2A128	Dynamo Mounting Pillar	2	Second Hand		Electrical
2A128	Dynamo Mounting Pillar	1	New	A1	Electrical
3H950	Starter Cable Coupling / Tube	2	Second Hand	I1	Electrical
AHH6353K	Battery Clamp Kit	1	New	B2	Electrical
	CSI Distributor 25D4-YE	1	New	B3	Electrical
11K8276	Clutch Banjo Bolt for Tandem Master Cylinder	2	Second Hand	I1	Engine
12A1386	Rear Tappet Inspection Cover	1	Refurb	I1	Engine
12G2125	Air Filter Mounting Gasket	5	New	B3	Engine

1H765	Starter Dog Nut	1	Second Hand		Engine
1H765	Starter Dog Nut	1	New	B2	Engine
21K7140	Felt Timing Covr Oil Seal	2	New	A1	Engine
AEH358	Twin Cam Banjo Bolt	6			Engine
AHH8382K	Set of 6 Helicoil Anti-Sieze Manifold Nuts	3	New	I1	Engine
CRCP350	Weslake Patent Plate	9	New	B3	Engine
CRCP389	Blank Engine Number Plate 16GA-U-H	1	New	A1	Engine
GAC4069FK	Rocker Cover Fitting Kit	1	New	I1	Engine
	1500 Timing Chain and Gears	1	New	I1	Engine
	Original Timing Gear Cover	1	Second Hand		Engine
	Rocker Assembly	1	Second Hand		Engine
	Standard Camshaft	1	Second Hand		Engine
	Tappet Cover Plate with Breather	1	Second Hand		Engine
	Timing Gears and Duplex Chain	1	Second Hand		Engine
	Vacuum Advance Pipe	1	Second Hand		Engine
AHH5147	Burgess Front Air Filter Backplate	1	New		Engine - Fuel
2A1082X	Sender Unit Seal - VITON	1	New	A1	Fuel Syst
AAU8340	Fuel Tank Sender Unit	1	New	B2	Fuel Syst
AEH551	H4 Carb Mounting Gasket	8	New	B3	Fuel Syst
AHH5288X	Main Fuel Feed Union	1	New	A1	Fuel Syst
AUC1147A	H4 Float Bowl Gasket	12	New	B3	Fuel Syst
AUC1158	Carb Jet Gland Spring	1	New	B3	Fuel Syst
AUC8102A	1500 Carb Damper Piston and Cap	1	Second Hand	B3	Fuel Syst
MM375-038	3 piece fuel pump union kit	3	New	A1	Fuel Syst
MM375-038	3 piece fuel pump union kit	1	Second Hand	B3	Fuel Syst
WZX1303	Brass Carb Float	1	New	B3	Fuel Syst
	Tank Sender Unit Screw and Washer Kit	4	New	A1	Fuel Syst
	Metal Heater Fan	1	Second Hand		Heater
	Metal Heater Fan	1	Second Hand	B2	Heater
13H520	1600 Front Sidelight / indicator - LHD / Clear Lens	1	New	B3	Lighting
17H5428	1500 Front Sidelamp Lenses	4	Second Hand		Lighting
17H5428NF	1600 Front Sidelamp - Lens Only	2	New	B2	Lighting
37H5220	1600 Rear Indicator Lens	1	Second Hand	B2	Lighting
7H5182	1600 Rear Indicator Lamp Rim	3	New	B2	Lighting
AHH5366	Foglamp Switch Knob	1	New	B2	Lighting
267604A	1" Copper Sealing Washer/ Elbow Washer	8	New	A1	MGB Only?
	Propshaft Yoke	1	Second Hand		Propshaft
14G800	Rear Axle Pipe Strap	2	New	A1	Rear Axle
ATB7354	Banjo Axle O Ring	10	New	I1	Rear Axle
GHK1133	Bearing Kit fpr Banjo Axle	1	New	A1	Rear Axle
AAA5024	Front Bump Stop Spacer	3	New	I1	Steering / Suspension
ACF4003	Front Hub Bearing Spacer	2	New	B3	Steering / Suspension
AHH5067	Rear Leaf Spring Bracket - RH	1	New	A1	Steering / Suspension
AHH5068	Rear Leaf Spring Bracket - LH	1	New	A1	Steering / Suspension
AHH6005	Steering Column Clamp	1	New	B2	Steering / Suspension
AHH6006	Steering Column Bracket Spacer	3	Second Hand	B3	Steering / Suspension

AHH6010	Column Seal Retainer	1	Refurb	I1	Steering / Suspension
AHH6030	Upper Steering Column Bracket	1	Refurb	B3	Steering / Suspension
ATB4069	Front Hub Brg Spacer Washer	1	New	A1	Steering / Suspension
1G7582	Hub Nut	1	Second Hand	B2	Wheels / Tyres
88G276	Wheelnut	4	New	B2	Wheels / Tyres
ACF4003	Hub Brg Spacer	2	Second Hand		Wheels / Tyres

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

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)

Wilmot Breeden Ignition Keys

Reader **Barry Brownleader** has a wide selection of original style FP*** and FS*** 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 you asked before July and he was not able to supply the one that you want, please contact him again – he may have found "your" key now.

1957 MGA Coupe For Sale – £21,500

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.



£21,500 – Sensible Offers Considered - Call **Paul Burry** on 07711 640838, or Email: burry.paul@gmail.com Car is located in Kingsbridge, Devon.

1959 MGA Roadster Mk 1 For Sale



Rory Smith writes: 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 Roadster For Sale

1961 MGA roadster in original dove grey 1860cc tuned for torque with Hi-Gear modified type 9 5 speed gearbox and 4.1 diff making it a superb tourer still with excellent acceleration.

Originally a UK coupe when south west MGA register rep Trevor Jones completed a nut and bolt restoration with a full Californian sourced roadster body in a mark1 style. Extensively toured in Europe faultlessly.

Wire wheel conversion purchased but never fitted so available separately if required.





Price: £19,500. Alan Reed (Hereford) 07761088349 alanreed48@yahoo.co.uk

Car Intercom Set

Reader **Colyn Firth** (Calm down, ladies – it's not *that* Colin Firth – this man keeps his shirt on at all times!) has designed and made a car intercom set, which he is now offering to eNewsletter subscribers. Here's the story:

My MGA has a particularly loud exhaust on it which makes conversation a bit of a challenge, especially if the top is down and the road speed is up!

We have done a lot of Long Distance European trips over the last 10 years or so and after struggling to hear shouted directions, I decided to see if I could rig up an in-car intercom system.

I didn't want to spend a fortune so I decided to experiment with a BT T-Com-VB motorcycle intercom system, which usually have small speakers that are installed inside the crash helmet.

I had a pair of lightweight telephone headsets of the type that are often used in call centres, I removed the tiny earpieces and replaced them with the intercom's speakers. The intercom unit was attached to the side of the headset.

This all seemed to work really well until we tried them in the car, I had forgotten that in a motorcycle helmet, the speakers are almost an inch away from the ear, but on the headsets, they fitted actually against the ear. The first time we tried them we found that the volume was deafeningly loud and if one of us spoke, the other almost jumped out of the seat!

So, I decided to see if I could modify a set of headphones to install the intercom into, I found a cheap set in a "Wilco" store, they are the type that many young people are now using instead of the earpiece type. I removed all of the headphones speakers and hollowed them out to fit the larger Intercom's speakers. They fitted inside surprisingly well and when we tried them in the car, they worked really well too. The speakers are now about a half inch away from the ear and this has brought the volume down to a comfortable level.

The Intercom connects using Bluetooth and has a "noise-reducing" tech in its electronics which emphasises the spoken voice whilst reducing background noise.

You can also pair each headset with a mobile phone which lets you each answer by pressing a button on the intercom, no need to touch your phone.

Finally, the Intercom has a built in FM radio receiver and can also be paired with an MP3 music player or listen to music from your mobile, so there are lots of options. Finally, the batteries are as new.

So, I would like to give the intercoms to someone who will make use of them, I don't want any payment for them, apart from the cost of the postage.

Why am I giving them away? Well, this set was my first attempt at building a car intercom and I decided to try again with another headset that would let me bury the wires inside the headband. So, I now have two intercom sets that work really well and I am hoping that someone else will like to give my Mk I intercom set a try. I have had these Car Intercom sets on my workbench for a while and thought that maybe someone else may like to make use of them.

(If anyone is also a biker, the intercoms can always be converted back to work in a pair of crash helmets, I will include all of the original parts to let you do this)

For a mechanical-only person like me this looks like pretty impressive technology (Ed).

If you want to know more, contact Colyn at colynfirth@msn.com



Lost and Found * 3

Roadster 88 GAE

Calling the owner of 88 GAE. This car first appeared on the MGA Register database in 1986 with the Register No. 597. I have come across a bundle of miscellaneous paperwork I'm sure you would like to put with your car's history file. The car is currently shown on DVLA as manufactured in 1959 and is "Taxed", so it is out there and in use. If the current owner would like to have the papers please contact me quoting their MGCC membership number and I will arrange to send them. A large pre-paid envelope will be needed.

Joe Walsh - Acting Registrar, mgcarclub_mgaregistrar@hotmail.com

Roadster – 414 DAB



Calling the current owner of 414 DAB. Back in 1973 your car was the subject of a rebuild and the progress was recorded in "MGA Activities", (Volume 1, number 4, and Volume 2, number 1, above). This "old skool" newsletter was the distant forerunner of the MGA eNewsletter and looks like it might have been produced using something called a type-writer and a photocopier, black & white obviously! MGA 414 DAB first appeared in the MGA Register database in 1985 with the Register No.147. The car is currently shown on DVLA as manufactured in 1961 and is "Taxed", so it is out there and in use. If the current owner would like to add this piece of their car's history to their file please contact me quoting their MGCC membership number and I will send them the newsletter.

Joe Walsh - Acting Registrar, mgcarclub_mgaregistrar@hotmail.com

Roadster MFF 710

Former MGA owner **Shaun Clarke** spoke to Register member **George Dutton** at Capesthorpe Hall show on the August Bank Holiday weekend. Back in 1993 he bought and restored a white 1958 MGA 1500 roadster from California, he knows that it went through Bonhams Auctions in February 2023 and has sent us this link.

<https://carsonline.bonhams.com/en/listings/mg/a/bd3102ef-7c88-422e-bbac-78ee985a9278>

In his own words *he would love to find the car again & meet up with the present owner & share info / stories.* He has a copy of the documented record of his restoration, the original was with the owner who put the car into Bonhams.

Shaun's number is 07775 907030, email sc@clarkemetals.co.uk

*(For information, the *FF series of numbers was originally allocated to cars registered in Merionethshire which no longer exists as a county, but that sequence is now used by DVLA for age related numbers, typically on imported vehicles.)*

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.

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/>

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.

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, January 2025

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 MGA 70 Gala Weekend 5th 6th July 2025



ENTRY FORM

Your Details

Driver's Name: Navigator's Name:

Address:

Tel: email:.....

Your MGA

MGA Type: Year:

Reg No: Colour:

Your Arrangements. ***Please indicate Yes or No**

1. *I/We have reserved a room at the Sudbury House Hotel.
2. *I/We will join the Gala dinner on Saturday 5th July.
3. *I/We wish to attend Fawley Hill on Sunday 6th July.
4. *I/We have made payment of £15 **per person** for our entry fee to Fawley Hill by BACS to **The MG Car Club MGA Register** Sort Code 40-36-15 / Account 3382 8727 **reference Fawley Hill + surname.**
OR
5. We enclose a cheque payable to:**The MG Car Club MGA Register** for our entry fee to Fawley Hill of £15 **per person.**
6. Please return completed entry form and cheque or BACS confirmation to: Graham & Jill Eke, jillgraham@btinternet.com or 14 The Junipers, Barkham, Wokingham, Berks. RG41 4UX

Entrant Signature:.....Date.....

YES	NO