



**MGA REGISTER eNEWSLETTER**  
**November 2023**  
**WORLDWIDE CIRCULATION: 1100**

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

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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 it as a shop window on the world of MGA ownership aimed at encouraging readers to join the MG Car Club in the UK and Europe or an equivalent organisation overseas. We welcome all readers, and all contributors.

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## Editor's Notes – The Classic Season Draws to a Close ...

Welcome to another edition of the MGA Register eNewsletter; - the final edition before Christmas 2023. I know you will all be getting excited ....

It has been a busy few weeks since the last edition late in August, with the Autumn Tour of the Cotswolds a definite highlight. There is a report on that event later in this eNewsletter.

For us in the Northern hemisphere the next 3 or 4 months is a quiet period in terms of events (time for all those jobs you have been putting off all summer, perhaps?) with the 2023 Lancaster Insurance Classic Car Show at the National Exhibition Centre, Birmingham between 10<sup>th</sup> and 12<sup>th</sup> November (less than 2 weeks away as you read this note, folks!) the main event in the calendar. More details later in this eNewsletter.

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

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

Look at [www.mgcc/mg100/](http://www.mgcc/mg100/) to see the full list of centenary events.

Later in this Newsletter we have booking information about the 2024 (UK) MGA Spring Tour, which will be based in the area of Bury St Edmunds (Suffolk) between Friday 17<sup>th</sup> and Sunday 19<sup>th</sup> May 2024.

Looking forward, if you have news and photos on any recent events, information on future events, or opinions and thoughts on any MGA-related matters, please forward them to me for inclusion in future eNewsletters.

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

**Next edition will be issued around 28<sup>th</sup> to 31<sup>st</sup> December 2023.**

**Brendan Leach**

**Editor – MGA Newsletter**

## MG Car Club News

### News From Kimber House

The Council of the MG Car Club comprises representatives of all the Cantres, Registers, and Branches of the Club. It provides direction to the Management of the Club (the Executive) on future direction. The Council met on 14<sup>th</sup> October, and that meeting was followed by the Club's AGM.

That AGM resulted in a number of new appointments to the Exec.

Details of the Council Meeting and the AGM will be published on the Club website, and in Safety Fast!

### MGA Register News

**Adam Davis** has taken over as the MGA Register representative for the South West. Adam runs a car restoration business in Kingsteignton, and owns a number of MGs, including MGAs. He can be contacted at [mgadmotorsport@gmail.com](mailto:mgadmotorsport@gmail.com)

## Reports on Recent Events

### The "Cotswold Caper" – 29<sup>th</sup> September to 1<sup>st</sup> October

The MGA Autumn Tour was a resounding success, with almost 50 cars (largely MGAs, - and they were a fine sight on the Hotel car park on a sunny morning!), and over 90 participants.









*(Why is there always 1 "rebel" who parks the wrong way??)*

The Tour was based at the excellent Sudbury House hotel in Faringdon, Oxfordshire, between Friday 29<sup>th</sup> September and Sunday 1<sup>st</sup> October. The weather stayed bright and dry throughout the weekend, and we had an excellent Gala Dinner at the Hotel on Saturday evening.

There were 3 tours to choose from, all of them on roads ideally suited to MGAs:

- East and South via Abingdon, Henley on Thames, and the Thames valley, taking in Kimber House and Nuffield Place – the former home of Lord Nuffield / William Morris.
- North through the Cotswold villages of Burford, Chipping Norton, and Banbury en-route to the British Motor Museum at Gaydon, Warwickshire. Return was via Moreton-in-Marsh, Stow-on-the-Wold, and Bourton-on-the-Water.
- North through Cotswold villages of Lechlade-on-Thames, Bibury (and the Classic Motor Hub), Bourton-on-the-Water, Stow-on-the-Wold, Chipping Norton, and Burford, with a stop at the National Trust's Chastleton House en-route.

Although a few participants encountered problems with their cars before the tour, they still completed the tour in "alternative transport" varying from VW Camper through MG TF and MGB to Jaguar F pace. Happily, all but one of the cars, MGAs and others, completed their tours successfully.

The one non-starter was **John and Annie Robinson** (XYD 383 – the car made the Saturday morning photo shoot but nothing beyond it!) Here's John's tale of woe;

We set off on the Friday morning in the MGA for Sudbury House Hotel in Faringdon, the base for the MGA Register's autumn tour. All went well till about 15 miles from the hotel when a mis fire developed. Most pronounced on acceleration, would still get up to cruising speed and then no sound of the mis fire. Decided to try and get to the hotel rather than look at by the roadside. On arrival and parking at the hotel there were opinions as to the cause of the ailment. 'Carburettor piston sticking' – Yes, - one didn't sink back down when lifted as fast as the other. Problem, screw on carb not been undone since rebuild some years ago. Situation rescued by John ?? in a red MGA carrying a decent tool roll that contained a suitable screwdriver to crack the thread. Now ready for the morning, but before that we have checking in and the bar to do.

During the evening Bob Cole asked if I'd fixed it. Said not and going to sort in the morning. "I'll come and have a look", he said.

Saturday morning after breakfast, stripped and cleaned carb piston, also needed oil in one dash pot. No change to mis fire. Bob arrives and we're joined by Alan Whitfield. Check plugs – all sparking one weaker so Bob says, "Got a spark plug?" me "Came down in a rush - no", "OK I'll get one". Duly changed the spark plug– no difference. "Anyone got a compression tester? – No".



We had a chat and it could be any of several things – burnt valve seat, broken tappet, gasket gone between 2 cylinders – there was no oil water contamination in either system. Decided that it wasn't fixable in a car park. Many thanks to these two knowledgeable twin cam drivers. Great ambassadors of the 'mark of friendship'.

Call to RAC that morning and within 1.5 hours man duly arrives in van, explained what's been done and has he got a compression tester? "Should have, but I've been on holiday, just back and someone else has been using my van – stuffs everywhere". Rummages through contents of van but can't find it.

"I'll get you recovered sir" – he duly organises and I'm to expect a phone call.

He also said as an aside that the most attended vehicles on call outs were electric!!

The phone call duly happened and was given a choice of relay recovery with the vehicle, or they'd get a hire car to us and we'd drive ourselves home, the MGA to come separately.

Explained what the car was they were recovering, so secure storage was arranged. The car to follow in one trip 3-5 days.

We chose to return on Sunday and arranged to go to Burford for the afternoon to salvage something out of the trip.

The MGA was recovered on time on Sunday morning. I took copious photographs of the car prior to its pickup. Explained the foibles of entry into the d.h.c and a 'flyoff handbrake' which the driver got me to type into his machine. Taped large paper on the dashboard 'Do not start'. I'd isolated the battery anyway.

When the car returned, it was unmarked- well done RAC. Did a compression test – down on 2 and 3 so head gasket gone between those cylinders. On stripping the head off it revealed that the gasket had blown between those cylinders. Head to the machine shop man for checking. The engine had only been rebuilt in 2018 following an oil pump malady so now to sourcing of a non Chinese manufactured head gasket. Never had one blow before in 54 years of ownership!

Thanks again to all who helped me.

It was great to see all the regulars again and catch up in the couple of nights we had there. Super venue and well organised by Tony and Ann.

Echoing John's comments on behalf of the entire Tour Group - Our Thanks and Congratulations to organisers **Tony and Ann Bratt**, and to the many others who contributed to this excellent event.

## **MGOC Tour of Devon and Cornwall – Sunday 17<sup>th</sup> September**

Reader **Howard Perks** writes:

### **MGA's DON'T FLOAT**

As well as being an MGCC member, I'm also the Event Secretary for Tamar Valley MGOC and in September we held our People & Places invitation run around Devon's highways & byways.



We were definitely under the weather as it poured down all day. On arrival at Yelverton Golf Club for the start, the colourful wet weather gear of our many marshals brightened up the dismal scene as a variety of classics from around the UK, mainly MGs, arrived for this big day out. I was driving my MGA MkII and joined by fellow MGA Register stalwarts **Richard & Janet Day** in their Twin-Cam, along with two other MGAs. There were no signs that the rain had dampened anyone's spirits. Firstly, we drove over part of Dartmoor

and into the beautiful South Hams before looping away from the coast to traverse the tidal road to Aveton Gifford. This is only accessible at low tide and the irony here was that this sea-washed road was one of the driest we would encounter all day!



Now the rain was chucking it down. Shortly after leaving Kingsbridge, I learned the hard way that MGAs don't float.



Round a sharp bend we immediately drove into what looked like a puddle (left). It turned out to be more like a pond! The MGA dived in nose first and water surged over the bonnet, windscreen and roof. This was much deeper than it looked, and I wasn't going fast. Our car sputtered to a halt. I tried to restart the engine but there was no response from the starter motor. I immediately put on my hazard lights, which I was relieved to have installed last year after the Register's visit to Hull in equally torrential rain.

Having failed to bump start the engine in reverse whilst risking a second backwards dunking, I got out to direct traffic around both pond and car. As I did so, my initial feeling of panic slowly turned to faint hope that warmth from the engine might soon dry out any sodden electrics. After about five minutes I tried the starter button again and thankfully the car fired up and we were once more on our way. Phew!



It was raining cats and dogs and I had just driven through a poodle. (Sorry!)

The road towards Slapton Lea was like driving up a muddy waterfall in laughably horrendous conditions. We later learned that some areas very badly affected by flash floods.

We came across our friends marooned in their MGA Twin-Cam which was misfiring. I pulled alongside and once more put on my hazard lights. Fortunately, Richard's electrics also quickly dried out.

By the time we reached the finish at Two Bridges Hotel, we downed a welcome cuppa or



two and tucked into delicious cream teas. In spite of everything the rain god threw at us we all had a bloomin' great time. Sure, we could have stayed at home snug and warm in front of Sunday afternoon telly with our MGs safe and dry in the garage, but where's the fun in that, and what are these cars for if not to take out, enjoy and, perhaps above all, create fond memories? This was a day I suspect we will never forget, and largely for the right reasons; it was fun, we laughed in the face of adversity, had pride in our old cars that soldiered on through the rain and recovered quickly if they were briefly overwhelmed (well mine did!), and we enjoyed a shared experience.

And here's the irony: not only were we still under a hosepipe ban in Devon, but the sun came out as we headed home. As Alf Garnett would say, "Blaady typicull!"

### **Strange things you see at Goodwood Revival by Tony Bratt**

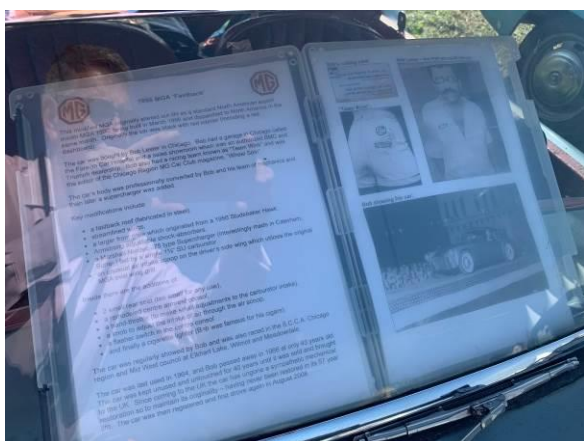
Reader **Tony Bratt** tells us about his trip to the Goodwood Revival event earlier this year.

"It **is** an MGA – really!"

At this year's Goodwood Revival the "Pre-'66" car park was a great opportunity to see more Classics than you will ever see in one place – of course a lot of the usual lovely cars but occasionally something that stops you in your tracks.

This is a bespoke MGA from the US (where else?).





Originally a 1956 1500, it made it's way to Chicago where a chap named Bob Lester worked on it. Bob had an authorised BMC and Triumph dealership and also ran a racing team – Team Wink.

The key modifications are:

- Fastback roof fabricated in steel
- Streamlined wings
- Larger front grille which originated on a Studebaker Hawk
- Marshall-Nordec J75 type supercharger fed by a single 1&3/4" SU carburettor

There are also a number of interior modifications as can be seen from the photograph, including 2 small (useless!) rear seats, remodelled centre armrest, hand throttle, adjuster for the front air scoop and finally a cigar lighter as Bob Lester was famous for his cigars. Bob Lester sadly passed away at only 43 years old in 1966, and the car was un-used for 40 years. It came back to the UK and was recommissioned but has never been restored and is the definition of "Patina".

I just love the air intake for the supercharger and the use of the MGA oval – perfect.

## Overseas News

### News from Victoria, Australia

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

Of course, the Classic Car "season" is just starting "down under" so he has a lot of events to report on, both competitive and social, as well as the usual selection of cars and parts for sale.

Our thanks to Mike and to his "deputy" Russell Seymour for keeping us up to date with all the news.



## MG Happenings in the USA – MG Vintage Racers

Well, it finally happened! – The MG Vintage Racers 100<sup>th</sup> Anniversary event at the 41<sup>st</sup> Lime Rock Historic Festival in Connecticut took place between September 1<sup>st</sup> and September 4<sup>th</sup>. Here is a summary of the event from our main USA correspondent **Dave Nicholas**

We had 57 MG's entered and 52 of them made it. A couple guys got caught by the hurricane and could not leave Florida, another never got his engine finished in time. Still a remarkable entry.

The MG competition feature tent was packed with fabulous cars from the oldest MG in the USA (Chris Nowlan's 1926 Bullnose) all the way to Chris Dyson's 2001 LeMans Lola-MG.

B paddock was full of MG's.

We had our MGVR hospitality zone that had several big poster sized boards with dozens of photos from years past. Saturday over a hundred appeared for burgers, brats, chicken, salads, desserts, adult and less potent drinks all prepared and served by uniformed chefs. Sad was the fact that author D.G. Stern, who substituted his Fiat roadster for his TD MG, lost his brakes and crashed hard, breaking his ankle. Poor Sternzie could not make the dinner but everyone appreciated his gift of 50 cook books he wrote.

We all checked tire pressures, fuelled the cars, tweaked here and there for 6 full sessions on Friday, Saturday and Monday. I was racing both my BMW2002 and Honey Bee.

The sessions were back-to-back and twice I could not get out of the BMW, into the MG and make the grid on time. Mark Brandow brought his TC from Minnesota and had problems right from the start.

Dozens of folks pitched in, found a motor, begged borrowed and maybe stole gear to swap motors but alas, it never barked in anger. But what a show of MGVR spirit. Better yet, Dan Leonard put Mark in his TC for Monday's race and Mark got seat time.

Dave then has a whole series of "action" photos of the event. - Here are a few of them:



*Dave in his car, Honey Bee*



*The START ....*



*MGs Lined up*



*"Stuck in Traffic ..."*





*THE VR Hospitality Suite*



*The SALAD QUEEN ....*

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

### News from South Africa

My thanks to **Norm Ewing** for sending me the latest edition of **The Breed**, - the magazine of the Cape Town Centre of The MG Car Club, which celebrates its 75<sup>th</sup> anniversary this year.

As another southern hemisphere club their "season" started in August with a group driving tour to Wellington (the "Veterans' Run") and their 75<sup>th</sup> Anniversary Dinner in September. They are busy getting ready for the summer season with plenty of events in the pipeline. Also from Norm, I have a copy of the magazine from the Northern Centre of the MG Car Club, **Umgazi**. This included a report on an early summer "combined" event including the Northern and Joburg Centres held between 23<sup>rd</sup> and 25<sup>th</sup> September. That "combined Centre" event means Norm manages to get his picture in yet **another** magazine! – I think he is trying to get a full set of photos in every MG magazine worldwide!.

Both of these magazines also included fine obituaries for Brian Woodhams, who passed away on 25<sup>th</sup> September after a short illness. Brian worked in South Africa between 1970 and the early 1990s before returning to the UK to run a Post Office in Duxford. Wherever he was, Brian was dedicated to the MG marque, and was a Director of both "our" MG Car Club (i.e. Abingdon) and the South African Club.

Our sympathies are extended to Brian's family and friends.

Norm also sent me a copy of the **Crankhandle Chronicle**, the magazine of the Cape Town Classic Car enthusiasts – and \*\*\*\* me, he was pictured in that magazine as well! That's 3 in a single month! Maybe Norm has a "body double"?

### Future Events

#### Lancaster Insurance Classic Car Show – 10<sup>th</sup> to 12<sup>th</sup> November – NEC

The 2023 Lancaster Insurance Classic Car Show 2023 takes place between Friday 10<sup>th</sup> and Sunday 12<sup>th</sup> December at the National Exhibition Centre, Birmingham.

<https://www.necclassicmotorshow.com/>

This is usually an excellent show, with car clubs (including MG Car Club), parts suppliers, car and parts traders, and auctions all exhibiting over 7 or 8 halls of the NEC.

MG Car Club members can get discounted entry tickets by quoting code **N23CC145** at checkout. – But, of course, parking at NEC is expensive (I could use a stronger term!) at about £18 per day. But you can save £5 by pre-booking (and paying in advance, of course!)

## MG Centenary Celebrations – 2023 and 2024

The Centenary Year for the MG Car Club runs from May 2023 until mid-2024, and MG Groups and Enthusiasts worldwide have got events planned throughout that 12 month period.

For a full list, look at [www.mgcc/mg100/](http://www.mgcc/mg100/) - But that list of events is growing every week!

The MGCC's own Centenary website contains details of all worldwide centenary events. It includes a Google map with embedded markers to UK and world-wide events, providing links to event details. MG Car Club Centres, Registers, and Branches, both in the UK and elsewhere, are encouraged to place **their** events into this website.

Centenary events will continue until mid-2024, to provide a year of celebrations, some of the events provided in conjunction with the partner clubs. More information about these events will be provided in future editions of this Newsletter and in Safety Fast! and other publications.

For a full list of MG Car Club-connected Centenary events worldwide throughout the centenary Year (May 2023 to June 2024) go to [www.mgcc.co.uk/mg100/](http://www.mgcc.co.uk/mg100/) or for a full list of MG Car Club events (not just MG100 related, but also Competition Events, Centre Events etc) go to [www.mgcc.co.uk/club-events/](http://www.mgcc.co.uk/club-events/)

MG Car Club in the UK has also introduced a wide range of MG 100 Merchandise to celebrate the Centenary, including clothing, mugs, car badges etc. See adverts in Safety Fast or go to the MG Car Club website for more details at <https://shop.mgcc.co.uk/>



## MGA Register Spring Tour 2024, - 17<sup>th</sup> to 19<sup>th</sup> May 2024

The MGA Register Spring Tour in 2024 is being organised by **Howard Quayle**, and will be centred on Bury St Edmunds, in Suffolk. Here's the background information:

The venue for the weekend is The Priory Hotel in Mildenhall Road, built on the site of a Franciscan Priory dating back to 1263, although few traces of this monastic site now remain: <https://prioryhotel.co.uk/>

The hotel boasts 53 bedrooms (48 doubles/twins + 5 singles), and the Register has reserved all of them, so effectively the hotel becomes "MGA territory" for the full weekend. In the current business climate, costs are providing a challenge for both hoteliers and guests, and we are pleased to say that the hotel has come up with some competitive rates:

- Friday 17 May: DBB £146 for two people, double/twin room (Hot and cold buffet)
- Saturday 18 May: DBB £146 for two people, double/twin room (3-course gala dinner)

- Sunday 19 May: BB £95 for two people (Optional dinner from hotel menu/additional payment)
- Single occupancy rates: DBB Friday and Saturday: £109/BB Sunday: £85

The hotel's function room has a capacity of **120**. On the basis that Register bookings will fill the hotel for the weekend, there will be limited capacity at the gala dinner to accommodate members staying elsewhere.

**Bookings are now open**, and can be made direct with the hotel. A non-refundable £50 deposit will be required, payable at the time of booking, with full and final payment required by 15 March 2024.

To make a booking, please call the Hotel Reception on **01284 766181** (or, if necessary, e-mail [operations@prioryhotel.co.uk](mailto:operations@prioryhotel.co.uk) ), quoting ref. **EVNT001987**.

Please specify whether you will be staying two nights (Friday and Saturday) or three (Friday, Saturday, and Sunday), and whether you require a single or double room.



*Guild Hall at Lavenham*



*Felixstowe Port from viewing area*

And here's **Howard's** latest update:

At time of writing (20<sup>th</sup> October), only nine rooms remain available at The Priory Hotel in Bury St Edmunds, so don't delay if you want to stay at our tour base for the weekend. But don't worry: if all the rooms have gone, please contact tour organiser Howard Quayle ([hquayle1947@btinternet.com](mailto:hquayle1947@btinternet.com)) for details of other accommodation in Bury St Edmunds.

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

Starting in November, we will start sending out Tour Bulletins covering various aspects of the Tour. We will be organising three tours (none day-specific, so you can choose any two from three). Broadly speaking, one will take in Constable Country and the River Stour Valley: another will allow you to visit some interesting parts of the Suffolk coast: and the third will be built round the area's rich military background, with the USAF still operating out of the bases at Mildenhall and Lakenheath, and Honington airbase the home of the RAF Regiment. Finally, at the time of writing, eleven entrants who have booked hotel accommodation have still not sent in Entry Forms, so please complete the entry form and forward it to Howard as soon as possible. It's very important that this is done, both for the production of the correct quantity of tour material, as well as for the equally important business of finding out what you would like to eat at the Gala Dinner!



## MG European Event of The Year 2024 – Luxembourg

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

Planning is now in full swing – Here is an update from the organisers:

### Our base camp

We had to quickly decide on a maximum number of participants – it should be a manageable number. So we agreed on a number of 250 – 300 vehicles. Here in Luxembourg, not too many hotels come into question, because it is not only about finding enough rooms, but also the necessary space.

Our choice therefore quickly fell on the Parc Hotel Alvisse in Dommeldange, not far from the capital Luxembourg. The location of the hotel is ideal, as we can start our various tours from there without having to drive through the city centre.

**Important:** We have negotiated special rates with the hotel. The rooms can be reserved with a special code **after** booking starts. Please do not reserve rooms yet.



### The accommodation

You had the opportunity to tell us your wishes via the form on our website. Some of the requests were: "Keep it simple and affordable". That is what we are trying to do for this meeting.

In order to meet your wishes, we leave the choice of accommodation to you – whether hotel, youth hostel or camping site. So there should be something for every budget. Accommodation is NOT included in the price.

We will compile the alternative hotels before the start of registration so that you can make a choice. For example, we have also selected hotels with garage parking spaces, which will certainly be of interest to some of you.



### The programme

We are working hard on this point. The plan is that for the first day, Thursday, we will work together with the various neighbouring clubs to organise a rally to Luxembourg. Further information on the rally will be announced at a later date.

For Friday, we envisage a community day where we will gather all participants in one place and offer various activities. Saturday, when all participants will be there at the latest, will be dedicated to a ride through Luxembourg. The final tours for Friday and Saturday remain a surprise and will be announced at the booking start.



## Booking Start

We plan to open reservations on 30 November. Before that, we will present the programme at the international MG Manager Conference in early November, and then announce further details. From mid-November you will have the programme available, and you will have two weeks until registration starts. We will let you know well in advance.

That's all the information we have at the moment

As a little teaser, we invite you to have a look at the pages of [www.visitluxembourg.com](http://www.visitluxembourg.com)

The Luci Magazine – Special Grand Tour will also show you the most beautiful parts of the country on different routes.

Further information from [eeoty@mgcarclub.lu](mailto:eeoty@mgcarclub.lu)



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## Future MGA Tours and Events – 2024 and beyond

Planning for MGA tours and events never stops. – And the scale and popularity of those events means we need to book suitable venues up to 2 years in advance of the event date. We already have firm plans for the Spring 2024 Tour (see details above), and tentative plans for Autumn **2024**, both of these along the same format as those for 2023 and past years (nice hotel, great driving tours, good company etc).

Autumn 2024 is provisionally planned for the Lincoln area, and organisers **Peter and Melanie Welbourn** are looking for help from eNewsletter readers in the area in organising

details of the event – in particular to refine and to “test drive” the tour routes around the Lincolnshire area. If you can help, please let me know at [mgcardclub-mganewsletter@outlook.com](mailto:mgcardclub-mganewsletter@outlook.com) and I will put you in touch with Peter and Mel.

Finally, believe it or not, we are also already working on a **big** tour for **2025**, which will be the 70<sup>th</sup> Anniversary of the MGA. (In 2015, our 60<sup>th</sup> Anniversary intrepid MGA tourers went from Lands End to John O’Groats, of course!).

On behalf of all participants, our thanks go to the volunteers working hard to organise those events for our enjoyment. More news as we get it....

## **MGA Register Help Wanted .....**

In common with many “volunteer led” organisations, the MGA Register is always on the lookout for volunteers to fill roles on the Register Committee and to keep the Register functioning.

We now have two roles we need to fill immediately, with a third role falling vacant by early in 2024. Here is a bit more detail on these roles: - **Your Register needs YOU!**

- **Safety Fast! Correspondent.** You will produce copy for the magazine editor four weeks prior to publication. Nine editions each year have a limit of 500 words (half a page). The other three are four full pages including words and pictures. For the months when it’s just a half page, the publicity of MGA events and snippets of news generally fills the available space. For the four-page months, the Correspondent does not have to write the four pages in full. Articles from members and reports from overseas should be more than enough. Previous experience in journalism is not necessary, just a love of the MGA and the ability to create documents in “Word” or similar will be fine.
- **MGA Register Registrar.** This role is responsible for maintaining our master database of MGA cars, current and historical. – That database includes information on VIN numbers, registration numbers, build dates, “as built” colour and current colour, serial numbers of major units (engine, body, gearbox etc). The database is not limited to cars owned by MGA Register members, but extends to maintaining records of all cars known to be still in existence. With this information, the Registrar can assist current and potential MGA owners with information about the history of those cars. By providing validated data, the Registrar also helps MGA owners in negotiations with the DVLA when those owners are attempting to get registration numbers re-instated (UK “barn-finds”) or new age-related registration numbers allocated (restored imports).
- And from early in 2024 we will need a new **Register Chairman**, as Edward Vandyk steps down from the role. In addition to keeping the wider Committee “in order” as it were, the Chairman represents the Register at Council, and thus has a role in the future direction of the wider Club.

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

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

## **Technical Topics**

A couple of new topics this time, including a piece by **Peter Blood** on fitting a hand-operated “duck clutch” to his MGA, plus advice on fitting front shock absorbers and on upgrading your radio..



## Dave Holden's Rebuilding Workshop

Serial classic car rebuilder **Dave Holden**, from Blackburn, has finally finished his latest MGA rebuild, and so finds himself with a workshop which is (temporarily) empty.

Dave has offered to host a one day "Car Restoration Workshop" during April next year, where he will demonstrate a variety of restoration techniques, and allow participants some hands-on experience of some of those methods.

Dave is not a professional car restorer, but is an "enthusiastic amateur" who has learned many restoration skills the hard way, - often by getting it wrong when restoring a number of cars over the years. (That's why he has just completed his second restoration of an MGA first restored 36 years ago - To "Get it right this time" as he says!).

The event is not specific to the MGA, but relates to all types of cars, so all are welcome. Between now and the workshop day, if any reader has specific restoration-related points they would like to discuss with Dave, he can be contacted at [davidtext@aol.com](mailto:davidtext@aol.com)

***Suggested dates are all Saturdays – April 6th, April 13th, or April 20<sup>th</sup> 2024***

The event will be at Dave's workshop in Blackburn, an easy 5 miles from J31 of the M6.

It will probably run from 10.00 am to 4pm, and a light lunch will be provided (Dave has not yet told his wife, Angela, but ....)

There will be no charge for the event, but a donation to a local charity would be appreciated.

If you are interested, please get in touch with the Newsletter editor at [mgcarclub-mganewsletter@outlook.com](mailto:mgcarclub-mganewsletter@outlook.com), or Dave at [davidtext@aol.com](mailto:davidtext@aol.com)

## The "Duck Clutch"

**Peter Blood** writes:

**Adapting an old car for an even older driver.**

Having had two MGAs in my younger years, one ambition for retirement was to find a suitable garage with a house and buy another "A" for the garage. We moved in alongside the garage in 2016, renewed my lapsed MGCC subscription and scanned the ads in SF every month. In July 2017 I was happily reliving my youth with open air driving. However, in February 2018 I partially ruptured a quad tendon in my left leg, and by summer 2022 operating the clutch was no longer the beneficial exercise I'd persuaded myself it was. It was literally "a pain" and I was considering selling the car.

In my VW automatic I went to the natter at Iron Acton, and Jim Lott set me thinking about reducing the effort needed to operate the clutch. I consulted the Register's technical guru, and Lambert introduced me to the Duck Clutch. This essentially gives hand operation of the clutch via a lever on the gear stick (see SF MGA Newsletter of March 2023 and



[https://mgaguru.com/mgtech/clutch/ct\\_300.htm](https://mgaguru.com/mgtech/clutch/ct_300.htm)). By means of a cable, a programmed stepper motor disengages and engages the clutch in proportion to the movement of the lever. It does not involve any irreversible modification of car.



My first intention was to have the clutch fitted by a qualified garage, but all those I located were beyond my driving range (car not golf) and trailering the car was too expensive. However, Alfred Bekker also supplies a kit, but I was not sufficiently skilled or agile to fit it myself, and the instructions were in Italian! Eventually I came across Brian

at <https://duckclutch.co.uk/> who from his base in Derby offers a nationwide mobile duck clutch fitting service. I arranged for him to do the fitting in the workshop at a local garage (thanks Paul) rather than work in my own cramped garage space.

The challenge motor unit: it's and the actuating clutch pedal short as possible. removed the air closed the air above the inner picture, right ), for a high current 12V supply.



was where to fit the heavy about the size of a shoe box cable which runs to the should be as straight and As I never use the heater, I duct and stored it away, flap, and put the motor off-side wheel arch (see close to the starter switch

Brackets supplied with the kit were tailored to shape and bolted to the wheel arch (and sealed) to support the motor unit. The actuating cable then runs almost straight to the fitting on the bulkhead to the right of the steering column and the inner passes through a sleeve fitted to the clutch pedal (right). The knob was removed from the gear lever and the clutch operating knob screwed in its place, making a brass sleeve to compensate for the difference in diameters.



There are a **lot** of wires. The control box was mounted on the stay between the dashboard and bulkhead and the small switch to enable and disable the duck clutch is temporarily taped to the dashboard to the right of the steering column. It also was necessary to change the car to negative earth. All this tailoring and the wiring took some time, in all about 8½ hours. Brian purchased the kit, taking responsibility for its installation, and the cost including fitting was £3150 plus VAT.

How is it to drive? I have some relearning to do, particularly hill starts now that the left hand is used to operate the clutch. In my case, if absolutely necessary, I can operate the clutch with my left foot, painfully, and the duck clutch does not have to be disengaged because the cable can slide through the sleeve (see photo) as the pedal is depressed. Also, I may fit a (removable) knob to the steering wheel to make turning out of side roads with just the right hand easier.

The disadvantage which I should have anticipated is that I can't find a comfortable position for my left leg, with the foot out of the way of the moving clutch pedal. This is a consequence of my particular disability and would not be a problem for an amputee for example.

The adaptation would not have been possible without advice, particularly from staff at Alfred Bekker, including information on other vehicles fitted with their product. They can be contacted at [sales@alfredbekker.com](mailto:sales@alfredbekker.com) (no duck clutch details on their website). A similar product is fitted by GM Adapt near Newton Abbott. Alfred Bekker put me in contact with a member of the MG Octagon Car Club who fitted a duck clutch to his TA and sent me an

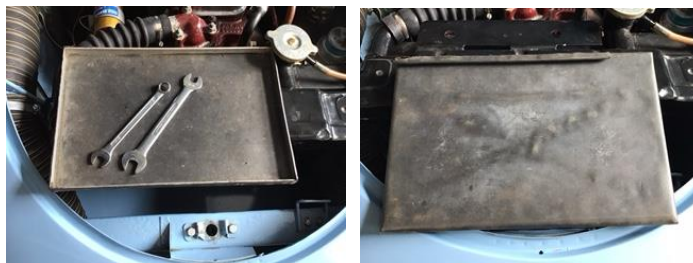
article from The Octagon Bulletin on fitting to a TC. And thanks to Jim and Lambert: the MGA Register in action.

### Son of The "Tool Waiter"?

In the September eNewsletter **Dave Holden** showed us his "tool waiter" for keeping tools and parts at hand whilst working on the car.

Here's a slightly different take on the same story from **Dave Adams**:

I liked the Tool Waiter and thought my alternative may be of interest. It's made from scrap aluminium covered with neoprene pond liner. It has a hook along the back edge which fits over the fan guard/bonnet prop flange. Handy for spark plugs etc. Cheers, Dave



### Winter Lay-Up Time?

Here in the northern hemisphere it is coming to the time when we are thinking of parking the MGA up for the winter. – I have had a couple of suggestions about fuel additives to counter condensation and corrosion:

**Jon Pollard** writes:

Hi All, a seasonal tip here that may interest you. A couple of my Classic Bike pals have put me on to this Liqui Moly Petrol Stabiliser (you may already know of it?)

Basically, you add it to your fuel tank prior to 'laying up' your car over winter (have a twenty minute drive first to allow it to work through). It prevents corrosion caused by modern fuels attacking your tank, fuel lines and carburettors by stabilising the petrol. I've now treated the MGA, bikes and the lawnmower. You can find it on Amazon.

<https://www.liqui-moly.com/en/gb/petrol-stabiliser-p000050.html#tab-label-description-title> (Editor's Note) My own thoughts are that there are a number of similar products available.

I have used one called STA-BIL, which is made in the USA. [www.sta-bil.co.uk](http://www.sta-bil.co.uk)

It is available on-line or from Halfords. About £12 plus p+p for 8 fluid ounces / 236 ml, which will treat 20 (US) gallons / 76 litres (about 17 imperial gallons).

There is also a strong school of thought that says you should lay up your car with a full tank of fuel. – By minimising the volume of (cold, damp, winter) air in the tank you are minimising the risk of condensation from that air and thus water contamination in the fuel.

This final point is echoed by **Colin Manley**: Thanks for the info guys. I used a similar product a couple of years ago and I have to say that the engine lost some of its 'sparkle' when used. It may be that, in stabilising the fuel it affects its octane oomph, I don't know. It took three or four pure E5 tank top up's before order was restored. I now fill to the brim for winter and have no issues.

### Radio Upgrades

Reader **Barry Brownleader** writes:

Perhaps our Register member's might like have their car radios converted from only MW/LW. to receive much more. I found a gentleman [www.agentaudio.com](http://www.agentaudio.com)





## [Agenta Audio Classic Car Radio Services](#)

Classic car radio restoration and upgrade. Classic car radios for sale or have your own radio restored and upgraded with modern technology.

[www.agentaaudio.com](http://www.agentaaudio.com)

I drove to Ilkley where his workshop is.....

He is very professional. He has stock of every car radio from every manufacturer and every year.

I simply had the minimum conversion - being simply AM/FM added. Colin can do Bluetooth + + if you wish. He stocks every switch etc., and has a very extensive knowledge of these radios. His website tells you more.

All his business is done on the net and in the post, so distance is not a problem. He doesn't advertise. - Hope this helps someone.

### **Replacing Front (lever arm) Shock Absorbers**

**Pete Macwaters** passes on the following piece of advice when removing and refitting front shock absorbers on the MGA:

My front right shock absorber was leaking slightly and I was regularly topping it up so I decided to remove it and fit a refurbished one!!

Unless your inner wing (is that the right name?) above the shock absorber has been modified you will experience great difficulty removing the shock absorber because the gap, once you've cleared the top of the studs, is very tight. Tip remove the filler plug first, this will give you an extra few mm which you'll need.

My refurbished part had been nicely painted all over but you don't want a thick layer of paint between the seating surfaces so I filed it off. The 4 bolt holes were also full of paint so I drilled these out using a 10mm drill to allow for an extra bit of fettling room. It was still 'tight' to fit the new one so again I removed the filler plug first, taped over the hole and re-fitted the plug once everything was bolted up (44ft/lbs). The new shock absorber needed a top up so check the level when you've removed the plug.

### **Notable Journeys**

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

The Notable Journey Award was gifted to the MGA Register by former Committee member Roger Martin. The first recipients were Geoff and Pam Barron in 2011. Since then, the award has been made every year except for 2020, when no nominations were made owing to Covid restrictions having curtailed any notable journeys. There are two couples who have won the award twice. We are sure that there must be more owners who have made notable MGA journeys and not put themselves forward. So if you are planning a trip during 2023 that you feel would qualify as a Notable Journey, (see the guidelines in Appendix 2) don't hide your light under a bushel, bring it out and provide the Committee with a bit of a challenge in choosing a winner. The winner does not necessarily have to have made a circumference of the globe, in fact there are two years in which the winner has not left this Sceptred Isle.

The current holder of the award is **Beth Corbett**, who to drove her 1600 Coupe, Mavis, to and through Italy during the summer of 2022, retracing the footsteps of her father when he escaped from POW Camp 49 in Fontanello in Northern Italy in 1943.

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

We now have a second nomination, this time from our Register Chairman and Safety Fast! scribe, **Edward Vandyk**. Here's Edward's story ...

I am taking the unusual step of nominating in print **Mat Moore** for this year's Notable Journey Award. Mat hauled VUF 541 (*a recently rebuilt MGA Twin Cam, which was originally one of the Fitzwilliam Team entries for the 1959 Nurburgring 1000 km race, which now, belongs to Neil Burnside – It finished second in class in this years race! - Ed*) to the Nurburgring behind his large and impressive camper but the return journey was not straightforward.

The camper unhelpfully disgorged all of its oil through an impressive hole in the block an hour out from the circuit on the return journey. Mat, undaunted, now set out to drive the MG 500 miles home, a car with no hood and a cut-down windscreen that had just completed 3 hours racing on now somewhat (abused) tyres, which had been in bits just 3 weeks before and had done a single test day at Goodwood prior to the race meeting. However even the return journey, challenging in itself, was not all plain sailing as the dynamo gave out. This necessitated a two day beer stop at Spa whilst Mat procured a heavy duty battery which enabled him to complete the return trip, the Camper and trailer was only recovered from Germany a month later! The saga does not end there, one of the other MGA drivers at the event was travelling around the north M25 when overtaken by VFU 541 which he assumed had been stolen but luckily he then recognised Mat and no chase ensued!

If you make a Notable Journey in your MGA in 2023 and wish to enter for this prestigious award, the Notable Journey Nomination form is Appendix 2 to this Newsletter.

## Tyre Pressure Survey

If you read your MGA Driver's Handbook, you will learn that the recommended tyre pressures for the MGA in normal driving conditions were 17 psi (front) and 20 psi (rear). But of course that was in the days of skinny cross-ply tyres 5.60 \* 15 size. I doubt if anyone reading this eNewsletter is still on cross-plies today!

So, a number of readers have asked about other readers' experiences and advice on what tyre pressures to use on an MGA with modern tyres?

The question is not quite as simple as it appears, because it also depends on what tyre size and profile you have chosen to use when migrating to radial-ply tyres – common variants are 165 R15, or even a slightly wider but smaller rolling diameter 185/65 R15.

So here are the results of a simple (non-scientific) survey, on tyre types and sizes:

	Roadster / Coupe	Front		Rear		Tyre Type
		Size	psi	Size	psi	
BB	Roadster	165/80 R15	26	165/80 R15	26	Continental
BL	Roadster Telesc. rear shocks Front ARB	185/65 R15	26	185/65 R15	28	Firestone Multihawk on 5.5" Minilite wheels
BL	Roadster Telesc rear shocks. Front ARB	165/80 R15	26	165/80 R15	28	Firestone F560

RD	Roadster	165/80 R15	27	165/80 R15	27	Vredenstein ( <b>Textile</b> Radial)
JH	Roadster (Lightweight) Telesc rear shocks. Front ARB	165/80 R15	24	165/80 R15	26	Blockley, on 5.5" TR7 wheels
TI	Coupe	165/80 R15	24	165/80 R15	26	Continental Contact
AL	Roadster	165/80 R15	27	165/80 R15	27	Michelin (was on 30)
JM	Roadster	165/80 R15	26	165/80 R15	28	Firestone F560
PM	Roadster	165/80 R15	26	165/80 R15	26	Nankang Econex NA1

### Notes

- In most cases, readers increase pressures by 2 psi when driving with a full load (i.e. boot full of luggage).
- JH is still "experimenting" with tyre pressures and shock absorber settings following a restoration to race-type spec.
- TI observes his lower pressures give a good ride, but get a bit squidgy especially on the front when motoring a bit faster and longer with a load.

## 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.

### Wanted – Twin Cam History Book

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

### 1959 MGA Twin Cam Coupe For Sale

**Derek Edwards'** Twin Cam coupe, as advertised in these pages some months ago, has now undergone a complete recommission and is now up for sale via Stone Cold Classics based in Banbury. See <https://www.stonecoldclassics.com/1959-mga-twin-cam-fhc/>

### For Sale – MGA Parts

Radiator Grille – 1600 Mk II

- Grille Slat assembly ARH 1700
- Grille Surround panel inner ARH 1697 R/H
- Grille Surround panel inner ARH 1698 L/H
- (but no surround!)

Other Parts

- Brake drum, disk wheels ATB 7075 1 only
- Front (drum) brake pack plates, 1500 ARH 1697 (R/H) and ARH 1698 (L/H)
- Distance piece, front bump stops AAA 5024, pair
- Pedal, brake AHH 5946
- Pedal, clutch AHH 5694
- Channel assembly, Coupe door glass SURROUND AFH 4859 (L/H only)
- Channel assembly, Coupe door glass VERTICAL AFH 4861 (L/H only)



- Trim roll assembly, for LH rear corner of cockpit (hockey stick) AFH 2559 – See photo below
- Chrome finisher, de-mister nozzle AAA 3496 1 only
- Front hub, 1500 disk wheels ATB 4067 pair
- The steel pressing that goes around the gear lever. Doesn't seem to be listed separately in SPL.
- Pair of Coupe doors. Will need re-skinning and one frame will need repair.
- Original MGA fuel tank. No drain plug as that's gone into my new stainless one.



This is the "hockey stick". Dave says it is wood and alloy, and has a very ragged covering on it which will need replacing.

For simplicity, £10 plus carriage per item except bump stop distance pieces, £5 the pair, hockey stick & de-mister finisher, £5 each, and tank £20

Tank definitely and doors preferably only for collection in East Sussex although I may be able to deliver in Sussex, west Kent, Hampshire or rural Surrey.

**Dave Shattock** 01323 811330 [dave.shattock@btinternet.com](mailto:dave.shattock@btinternet.com)

**1961 MGA – MKII- 1622cc-1961 FOR SALE**

Chariot Red, with red interior.



The logbook shows 4 keepers from new prior to me although one person has owned the car twice. Mileage is 54,900 miles and from paperwork there is every possibility this is correct. Car has a large and interesting history file along with the original buff Logbook and Drivers Handbook.

The car has never been fully restored. The wings and sills have been replaced and sprayed at some stage with the remainder being original along with the interior except for carpets. The original paintwork has age related marks as you would expect. Underneath the car is solid.

- Original beige hood with side screens.
- Original beige tonneau cover in BMC box.
- Original black vinyl factory hard top with side screens in BMC box.
- Original ASM boot rack
- Stainless steel exhaust.
- 12volt single battery.

I have had a new Mazda 5 speed box fitted by Vitesse Global for more relaxed driving in modern day traffic; - the car will come with the original gearbox that had no issues.

Other recent work includes new front dampers, callipers and brake pads. New rear leaf springs and fittings. New fuel pump. Unleaded petrol conversion.



Price: £23,000

Contact: **Phil Davies** Mob: 07721 742 015 or e mail [phil@daviespartnership.co.uk](mailto:phil@daviespartnership.co.uk)  
(Location: Cheshire).

### **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](mailto:bobskiing1@gmail.com) (Camberley, Surrey)

### **Looking for a Home – 1600 Mk II Gearbox**

#### **Free of charge**

Gearbox for MGA 1600 Mk 2 - Serviceable when replaced by 5 speed g/b 2003

Stored in garage. Call **John** 01428 604753 (Hampshire/Hazlemere area)

### **Merchandise Shop**

The MGA Register Merchandise Shop has stocks of just about all current items.

MGA Register caps, priced at £10, are now available again, including in Black and Navy Blue, plus a new colour of grey.

To view our current list of products, go to <https://www.mgcc.co.uk/mga-register/> and click on Merchandise Shop in the menu on the left.

The Merchandise operation is in the hands of **Graham Eke**. The email address for orders remains as [mgaregistershop@outlook.com](mailto:mgaregistershop@outlook.com) and our PayPal account continues to be the preferred method for invoicing and payment.

### **Call it MGA**

This excellent book by Roger Martin and the MGA Register's late Historian, Piers Hubbard, has been reduced in price from £20.00 **to just £12.00 + post/packing**. Visit the Merchandise Shop, as above, for details of the book and how to order.

### **MGA Register – The First Fifty Years    Second Edition SELLING FAST!**

This new book, compiled and published by the MGA Register, celebrates the history of the MGA Register from its inception in 1970. Members of the Register Committee and others compiled this book, covering all aspects of the work and history of the Register in its 19 chapters, totalling 153 pages. Topics include 'How It All Began', the development of the

Register Database, touring events, MGA publications, Safety Fast! down the years, Technical Support and much, much more. The book is A4 sized, hard-back and in full colour. The cost is £35, plus £5.50 post/packing to a UK address

**We have a few copies of The MGA Register - The First Fifty Years available priced at £35 plus P&P. It is unlikely there will be a third reprint so if you have not purchased a copy of this excellent story of the Register, now is the time to do it.**

To place an order for one of these final few copies, just visit the merchandise shop for a preview and details of how to order and pay. <https://www.mgcc.co.uk/mga-register/merchandise-catalogue-november-2016-2/>

## September eNewsletter COMPETITION Results



Clearly, the MG Centenary is being celebrated worldwide, and many MG Clubs around the world have made their own merchandise. One of the USA clubs released this lapel pin (about 34 mm across), and reader **Mike Jacobsen**, (Registrar for the North American MGA Register, NAMGAR) sent me some as Competition prizes.

In the September edition of the eNewsletter we read about Mike's MGA journey from San Francisco, California, to Memphis, Tennessee – a round trip of over 4,500 miles. En-route, he parked his car at a famous location "on a corner in Winslow, Arizona", and I asked for the name of the Eagles' song which referred to this location.

The correct answer was, of course, **"Take it easy"**, and we had 5 winning entries:

- **Barry Brownleader**, from Cheshire
- **David Roberts**, from Sherborne, Dorset
- **Pete Davies**, from Oxfordshire
- **Adrian Malthouse**, from Reigate in Surrey
- **Mark Wellard**, from Queensland, Australia

You should all have received your prizes by now, guys.

(And Thanks again to Mike Jacobsen for his story and for the prizes)

### **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](mailto:Mgcarclub-mganewsletter@outlook.com)

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

[Mgcarclub\\_mgaregistrar@hotmail.com](mailto:Mgcarclub_mgaregistrar@hotmail.com)

**Happy MotorinG, All.....**  
**Brendan Leach, November 2023**

**Appendix 1 – Spring 2024 MGA Tour**  
**Entry Form MGA Register Spring Tour 2024**  
**“The East Anglian Meander”**

**Bury St Edmunds, Suffolk**

Fri. 17<sup>th</sup> May to Sun. 19<sup>th</sup> May 2024

Driver's Name: \_\_\_\_\_

MGCC Member No. \_\_\_\_\_

Navigator's Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

E mail (please print) \_\_\_\_\_

MGA Type: \_\_\_\_\_ Year: \_\_\_\_\_ Colour: \_\_\_\_\_

Reg. No. \_\_\_\_\_



**\*Please now delete all that do NOT apply**

\*I/We will\*/not\* be attending the AGM on Friday at 5.15pm  
and afterwards a sparkling wine toast to **MG 100**.

\*I/We have booked accommodation for Fri\* / Sat\* / Sun\* at The Priory Hotel,

\*I/We will be joining the dinners at the Priory Hotel on \*Fri / \*Sat / \* Sun

Please state any allergies \_\_\_\_\_

\*I/We have booked our own accommodation at \_\_\_\_\_

\*I/We have made a payment by BACS to **The MG Car Club MGA Register**  
Sort Code 40-36-15 / Account 3382 8727 for our entry fee of £25 (members) or  
£50 (non-members) per car with reference "Spring Tour 2024 - Your surname"  
OR if you prefer

\*I/We enclose a cheque payable to **The MG Car Club MGA Register** for our  
entry fee.

**Please print and send this completed form with entry fee cheque or BACS  
confirmation to: Howard Quayle, 13 Rectory Meadow, Fornham All Saints,  
Bury St Edmunds, IP28 6JR**

We will only use your personal data to process your entry for this event. You can obtain further details on this or withdraw  
the form from the event by contacting the organiser named above. For a copy of the MGCC Privacy policy contact the Club  
Manager, MGCC on 01235 555552 or [info@mgcc.co.uk](mailto:info@mgcc.co.uk) or at 12 Cemetery Road, Abingdon. OX14 1AS

## **Appendix 2 – Notable Journey Nomination**

# **MGA REGISTER 'NOTABLE JOURNEY' AWARD**

When they were new, MGAs were driven significant distances, not only as everyday cars on an annual basis but also long-distance individual journeys. A notable example was when MGA Register founder Chairman Dennis Ogborn drove his MGA home to England from Qatar.

Half a century later, some MGAs hardly do any mileage at all. Yet, if maintained and serviced properly, MGAs can still be relied upon to undertake enjoyable significant journeys.

The MGA Register 'Notable Journey' award is intended to acknowledge the exploits of those UK members who do undertake significant journeys in their MGAs and to encourage others to do so.

Journey award considerations include:

- a 'notable' journey is likely to have encompassed a relatively high mileage;
- the location in which a journey is undertaken may be significant, e.g. a journey in north Africa is likely to be more 'notable' than a similar mileage in Britain;
- successful perseverance against set-backs, e.g. on-road repairs, could make a journey 'notable', especially if imaginative improvisation was involved;
- a significant journey undertaken in competitive circumstances, e.g. an organised long-distance rally/raid could make a journey 'notable';
- a write-up of such a journey for Safety Fast! would add weight to any claimant's eligibility for the award.