



MGA REGISTER eNEWSLETTER
July 2025
WORLDWIDE CIRCULATION: 1124

Visit the MGA & Twin Cam Register Websites at

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

<http://www.mgcc.co.uk/mga-twin-cam-group/>

The **eNewsletter** is not a publication exclusively for MG Car Club members in the UK. The MG Car Club MGA Register sees the eNewsletter as a shop window on the world of MGA ownership aimed at encouraging readers to join the MG Car Club in the UK and Europe or an equivalent organisation overseas. We welcome all readers, and all contributors.

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

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

Contents

Editor's Notes – Looking Forward to Summer 2025!	3
MG Car Club News	4
MGA Register AGM	4
Vacancy: MGA Register Merchandise Manager	4
MGA Register eNewsletter – Back Copies	4
Membership and Records	5
FBHVC News	5
Anders Clausager – RIP	5
Reports on Recent Events	6
29 th Magnette European Weekend – 28 th and 29 th June	6
MGA Spring Tour 2025	6
MGA Day 2025 – Fawley Hill – Sunday 6 th July	9
Overseas News	11
News from MG Vintage Racers – USA	11
Future Events – 2025	13
MG Fest North – 6 th and 7 th September 2025	13
Kop Hill – 20 th and 21 st September	14
MGB Register Weekend Tour – 19 th – 21 st September	15
Lou Shorten Weekend - 4 th and 5 th October	15
NEC Classic Car Show – 7 th – 9 th November	15
MGA70 – 2025	16
MG Club of France – MGA 70 Event, 11th to 14th September	16
MGA70 Grille Badges	19
MGA Launch at Frankfurt Motor Show 1955	20
Future MGA Tours and Events – 2026 and Beyond	20
2026 Spring Tour	21
2026 Autumn Tour and Beyond	22
European Event of The Year (EEoTY) 2026	23
MGA Register News	24
Technical Topics	27
Seat Belts in an MGA	27
Tappet Adjustment – 0.015" HOT	28
Russian Oil in the UK?	30
Notable Journeys	30
Lost and Found	31
For Sale and Wanted	31
MGA Merchandise Shop	34
Appendix 1 – Notable Journey Nomination	36
Appendix 2 - MGA 2026 Spring Tour	37

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

Editor's Notes – Looking Forward to Summer 2025!

Welcome to the September 2025 edition of the MGA Register eNewsletter, – issued a couple of weeks earlier than would normally be the case because the editor is away on holiday from mid August to mid September, with only minimal internet access.

As ever, my thanks to everyone who has sent in contributions over the past 7 weeks or so - Your input is essential to keep this eNewsletter going.

The summer weather in the UK and Europe has been generally sunny, hot, and dry, which should be ideal for MGA motoring. - I hope you are enjoying it.

The only national MGA events I am aware of since the last edition have been the MGA 70 Spring Tour to Belfast and Londonderry (16th to 30th June), and a special 70th Anniversary MGA Day at Fawley House on 6th July.

Throughout the summer of 2025, there are generally lots of local shows most weekends. – see www.classicshowsuk for shows near you. – You can search the site by REGION or by COUNTY.

Over the next few weeks, we have a number of MGA Register events planned for the MGA's 70th Anniversary.

- On 6th and 7th September we have MG Fest North, at Croft, near Darlington, where MGA70 is featured.
- Between 11th and 14th September the MG Club France has its own MGA 70 Event, near Geneva.
- On 20th and 21st September we have the Kop Hill (Buckinghamshire) Hill Climb,
- And the Lancaster Insurance NEC Classic Car Show will be held 7th to 9th November 2025.

– Further details of all of these events appear later in this eNewsletter.

Looking forward to 2026, plans are already in place for the MGA Spring Tour, based in Lancashire, between 19th and 21st May (Tuesday to Friday!), and for the 2026 EEoTY Event . Plans for other events are "in progress", - but we are always on the lookout for volunteers..

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 27th and 31st October 2025.

Brendan Leach
Editor – MGA Newsletter

MG Car Club News

MGA Register AGM

The Annual General Meeting of the MGA Register of the MG Car Club took place during the MGA Day weekend on Saturday 5th July 2025.

Chairman Howard Quayle reported a generally successful year for the MGA register

- We had a number of successful events during the past year. – MGA Day 2024 at Highley, Autumn Tour at Woodhall Spa, Spring Tour to Northern Ireland, Scottish MGA day * 2 (2024 and 2025!), MG / Triumph weekend at Malvern, and, of course this MGA Day 2025.
- A number of MGA Register Committee Members have stood down after many years service, which has enabled us to "slim down" the Register Committee to 11 persons. On behalf of the Register, the Chairman offered thanks to Stuart Mumby (long-time Registrar, now replaced in that role by Joe Walsh and past editor of this eNewsletter), Mike Maze (most recently our long term Treasurer, now handed over to Jan Collisson), and Jonny Pollard (formerly Northern England representative).
- In addition, Secretary Jill Eke stood down with effect from this AGM.
- On behalf of the MGA Register, Howard passed on Gift Vouchers to the 4 "retiring" Committee Members, as thanks for their efforts and commitment over many years.
- Register Finances remain "comfortable" – But remember that those monies are actually "owned" by the wider MG Car Club should push ever come to shove!
- Outlook for the coming year is generally positive, with a good pipeline of events planned.

Howard Quayle and **Jan Collisson** were each re-elected as Chairman and Treasurer respectively.

We had no volunteers for the role of Secretary at the meeting. – But subsequent to the meeting **Colin Manley** has been elected as Acting Secretary of the MGA Register.

Vacancy: MGA Register Merchandise Manager

Since the 2025 Register AGM, **Graham Eke** has stood down from his role on the MGA Register Committee, where he was responsible for the MGA Merchandise Shop, and for the Register's various trophies and awards. - So we are now looking for a replacement in that role.

There will be more information about this role in the next edition of this eNewsletter. But in the meantime, if you'd like to have a chat about this position, please get in touch with MGA Register Chairman, **Howard Quayle**.

(Mobile: 07919-435819 / Email: hquayle1947@btinternet.com)

MGA Register eNewsletter – Back Copies

(Just in case you have trouble sleeping, and need something to read to help you sleep) Our webmaster, Joe Walsh, has now added historical copies of this eNewsletter to the MGA Register website, - Find them at

<https://www.mgcc.co.uk/mga-register/the-mga-enewsletter-library/>

Membership and Records

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

Maybe you want to choose "Digital MG CC 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 this eNewsletter you will also have to write to me separately at mgcarclub-mganewsletter@outlook.com for that!)

FBHVC News

The Federation of British Historic Vehicles Club (FBHVC) is dedicated to "uphold the freedom to use historic vehicles – of all types – on the road *without restriction*" – It represents over 550 organisations, with a combined membership of over 250,000, plus individual and trade supporters. MG Car Club is a member of FBHVC.

That means that MG Car Club members can enjoy free access to FBHVC's HISTORIC magazine, along with an archive of past issues going back 10years.

To access the magazines you'll need to register at www.fbhvc.co.uk

Select **Member of a Club**, and then select **MG Car Club** from the pop-up list.

Once registered, you can view the magazines at any time via the members area at www.fbhvc.co.uk/members-area . – The FBHVC website is interesting, and Historic magazine is a good read – so both are worth a look.

A recent edition of the magazine includes pieces about medical standards for drivers, and the rules about children in historic vehicles – particularly vehicles without seat belts fitted.

There is also an article about the conclusions of a recent government consultation on the ending of sales of new cars powered solely by internal combustion engines by 2030.

Anders Clausager – RIP

Howard Quayle writes:

I learnt today of the death, on 27th July, of Anders Clausager, author of *Original MGA* , which should be on all of our bookshelves. I wasn't aware that he was ill, so this came as a surprise:

<https://www.fbhvc.co.uk/news/article/obituary-noted-archivist-with-encyclopaedic-knowledge-anders-clausager-#:~:text=Anders%20Ditlev%20Clausager%2C%20who%20was,He%20was%2076.>

I suspect most eNewsletter readers will know the name, if not the extent of his writings. It's Anders we have to thank for making sure that the MGA *Build Registers* were deposited at Gaydon, available for examination by any bona-fide researcher (and much cheaper than a Heritage Certificate, if you want to make your own!)

Reports on Recent Events

We have had a number of (national) MG and Classic Events during July and early August, and there are plenty more planned for the coming month, as you will read below.

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

29th Magnette European Weekend – 28th and 29th June

This year's event took place in Nijmegen, in the Netherlands, over the weekend of 28th and 29th June (an area I know well!)

Although I have not received any reports on the event, there was an extensive report in the August 2025 edition of Safety Fast! (Magnette Register Update, page 85).

Next year's event will be held near Zurich, on 27th and 28th June.

MGA Spring Tour 2025

(As we all know) 2025 is a special Anniversary year for the MGA and for MGA owners – it is 70 years since the first MGA was made.

To celebrate, between 26th and 30th June we had a "special" Spring Tour in Ireland, based on Scenic Car Tours Celtic Classic Tour.

The tour was based at two very good 4 star hotels in Londonderry – the Waterfoot and the White Horse.

A total of 91 cars participated in this year's Celtic Classic, including no fewer than 52 MGs – 33 of these being MGAs.

Of particular note is the fact that 14 of the non MGAs in the tour were driven by MGA Register member friends from the MG Car Club Australia, who were unable to find any insurers who would cover them to drive their MGAs in Europe (The latest excuse is "It's because of Brexit, y'know", which makes a change from "It's because of Covid, y'know"!)

- so undeterred they hired MGFs and (modern) MG TFs for their extensive tour of Europe
- They left Australia for England in the middle of May and collected their hire cars in England.
- They took a ferry from Portsmouth to Santander, and toured eastern Spain to Llanca on the Mediterranean coast.
- 7 days in the Pyrenees, Cap Cebere to Cap du Figuer.
- Down from Irun to Bilbao, and from there a ferry to Rosslare.
- Before driving to Dublin on 16th June.
- From Dublin, they meandered up the south and west coasts of Ireland (the "Wild Atlantic Coast") before meeting the rest of the Celtic Classic group in Londonderry on 16th June.
- After the Celtic Classic, they sailed to the Isle of Man for 4 days.
- Before sailing to Liverpool and then driving down to Oxfordshire (via Ironbridge, Shropshire – cradle of the Industrial Revolution) for MGA Day at Fawley on 5th and 6th July.
- After Fawley, they took an 8 day tour of Wales before returning their hire cars and heading home. – A total of 9 weeks MG touring.

How's **that** for a "Notable Journey"?

As for the main Celtic Classic tour, - here's **my** brief summary of events (Photos mainly provided by **Phil Slade**, who also did the Wild Atlantic pre-tour – Thank You, Phil!):

Friday 27th June.

Most of the group took a driving tour of north-eastern coastline between Londonderry and Belfast, including Portrush (venue for the 2025 British Open Golf championship), Portstewart, and Ballycastle. Many of the cars also drove a few miles inland to the towns of Coleraine, which I learned has an enormous shoe shop (?!), and Limavady.

The northern coastline has some fantastic views and unspoilt beaches, driving by Dunluce, Mussenden Temple, plus lots of coastal villages.

Later in the day, there was an opportunity to visit the Bushmills Whiskey distillery (in Bushmills, of course) and then from 5 pm we all met up at the Giant's Causeway.

Scenic Car Tours arranged for coffee and cookies before we ventured down to the coastline, to see the amazing rock formations of the Causeway. – A total of around 120 miles covered.



(Mainly!) MGAs at The Giant's Causeway Car Park

Saturday 28th June.

We made an early (8.15 am) start from the hotels to drive about 70 miles to Belfast before 10.00 am for the Titanic Experience exhibition.

This is an excellent museum – but it was very busy.

On arrival at the Museum, the Scenic Car Tours stewards got all the MGAs lined up in a V formation on the Titanic Slipway, which made for an impressive photo.



MGAs on Titanic Slipway (Photos: Phil Slade)

At around 12.30 most of the group set off on a 40 minute drive to the Ballymac Hotel, near Lisburn, for a buffet lunch, followed by talks by **Mervyn Gillespie** about the history of MGA cars at Dundrod, and then from **Phil Robinson** about the wider history of motor racing (both cars and motorbikes) in all of Ireland.



MGAs lined up at Dundrod

From the Ballymac, we then drove about 3 miles to the Dundrod circuit – scene of many famous races and MGA successes in the 1950s. Like the Isle of Man TT races, racing at Dundrod takes place on public roads which are closed for the race days – and motor-cycle racing continues there to this day. The Marshalls' Office on the start / finish line is still there, but otherwise there is little sign of the history. The group drove round a full lap of the circuit before heading back to our hotels in Londonderry. – A total of around 160 miles covered.

Sunday 29th June.

Some of the group decided they had done enough driving over the previous few days, and so took a walking tour of Londonderry.

Meanwhile, those in the group wanting more driving headed westwards to the other side of Lough Foyle, across the border into the Republic of Ireland / Eire (Londonderry is on the border between the 2 countries) and then toured around the Inishowen peninsula.

The east of the peninsula took in the towns of Moville and Culdaff.

Many of cars went to the most northerly point of the island of Ireland - Malin Head – a place known to most of us simply as a place on the Met Office Shipping Forecast (remember "Bailey, Rockall, Malin, Hebrides,ZZZZZZ"). See the map of Sea Areas here!

https://cambraicovers.com/de/UK_Sea_Areas.htm

For information – Malin Head is a lot of rocks and a lot of sea, with a few monuments to its role in WW2 in neutral Eire.

Returning southwards down the western side of the peninsula, we went through the town of Malin (about 8 miles south of Malin Head, with an excellent tea shop!) and then continued on to the town of Buncrana.

In theory, around 90 miles in total, but it is very easy to get lost on those country roads!

The day ended with a Gala Dinner and traditional Irish music and ceilidh. – This was quite an event - We even got the co-ordinator of the Australian group, Ian Prior, plus John Bastian up dancing! (*It's OK, Ian, I won't publish the photos, **yet***)



Gala Dinner



Phil and Sue Slade (centre) with Barry and Maggie Warner

Over the course of the Tour, the group encountered only minor mechanical problems, most of which were fixed using the extensive range of spares carried in the combined tool kits and spares packs of 40+ MG cars.

My Conclusion....

Overall, this was an excellent tour:

- Our Stena Ferry from Liverpool to Belfast and return was excellent – Aided by very smooth seas on both crossings.
- Weather over the 4 days was generally good – dry and cloudy rather than sunny – but only minimal rain.
- The tour hotels (Waterfoot, and White Horse) were generally very good. Food and service at the Waterfoot was very good, and prices quite reasonable.
- The suggested driving routes (using .gpx files and your smartphone, rather than traditional paper-based tulip diagram booklets) were good. – I do not know what other members thought of this “high-tech” method of presenting a route?
- The Scenic Car Tours staff – James and Jodie – provided excellent “on site” back-up and communication. They deserve a lot of credit.
- The concluding Gala Dinner and Ceilidh was well organised, and the function room used and table layouts / settings were well laid out for the 110 people there.

MGA Day 2025 – Fawley Hill – Sunday 6th July

2025's MGA Day was held rather earlier in the year than usual, on Sunday 6th July, at Fawley Hill, near Henley on Thames RG9 6JA. <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.

A total of over 60 MGAs turned out for the Fawley event, plus 11 “honorary” MGAs driven by our members from Australia who were unable to get insurance bring their MGAs into the UK (*“It’s Brexit, y’know”* – which is the latest all-purpose excuse after *“It’s Covid, y’know!”*) Here’s a report from **Howard Quayle** (photos courtesy of **Lynne Quayle**)...

Most of the fifty rooms at the excellent Sudbury House Hotel in Faringdon (Oxfordshire) were taken by MGA Register members celebrating MGA 70 over the weekend of 5 and 6 July. A large number arrived on the Friday evening, including our Australian MGA colleagues, fresh (if that’s the right word!) from their epic travels round mainland Europe and Ireland, They are clearly made of strong stuff, having not just sailed that day from the Isle of Man to Liverpool, but also experiencing the “delights” of a Friday afternoon on the M6.....no wonder that the bar was their first port of call that evening !

The Australians had long been promised a tour of the various sites in Oxford associated with William Morris (Lord Nuffield). Traffic in and around the city has been a problem for many years, and so the answer was Stagecoach’s S6 bus service into the city, running every twenty minutes and conveniently stopping only a few minutes’ walk from the hotel. With a party of thirty, it was “fingers crossed” that a double-decker would turn up, but so it proved, thankfully.

Keeping a party of this size together, in an 800-year-old university city packed with tourists on a Summer Saturday and on a graduation day, was a challenge, but aided by three “guides”, Morris’s bicycle shop, the 1911 garage in Long Wall Street, the magnificent 1932

Morris Garages showroom in St Aldate's, and other sites were visited..... followed by refreshment in the M&S café opposite the old Queen Street showroom, where it all began!



An excellent dinner on Saturday evening was the prelude to an early Sunday start for MGA Day 70 itself.

The Route Book (left) contained the usual "tulips", and also had a full-colour cover (a first for the Register), with an introduction built around the relevant entries from the in-period AA Members Handbook for 1958-59. How times (and prices) have changed.....!

The 37-mile route was built around MG "DNA", starting with almost deserted lanes across the Vale of the White Horse, then arriving in Abingdon over sections of the old Factory Test Routes before passing the celebrated pubs in Clifton Hampden used in many photo-shoots. The National Trust kindly allowed twelve MGAs to park in front of Lord Nuffield's old home Nuffield Place, from where it was a short run to the day's main destination – Fawley Hill, near Henley – which had been booked for the sole use of the MGA Register.

The well-chosen Fawley Hill Estate is certainly different, once described by Country Life magazine as "the most bonkers estate in Britain"! The main attraction for MGA owners was the museum and railway, built up over many years by the estate's owner, the late Sir William McAlpine Bt (of construction fame), whose widow, Lady Judy, now runs the operation. Sir William started construction of the short but fascinating railway (with its notoriously steep 1-in-13 gradient down into the valley) in 1965. During the Register's visit, the Class 03 0-6-0 diesel shunter was in operation, giving brake-van rides over the railway and generating plenty of noise from the eight-cylinder Clayton power unit on the upgrade.



MGAs at Sudbury



Aussies in Oxford



Magnettes at Fawley

103 cars were booked in for MGA Day, although not all were MGAs. Many of the Australians were driving "hired" modern MG TFs, and it was good to welcome nine MG Magnettes – the "four-door MGA". Most cars were parked in the large field adjoining the estate, but thirteen MGAs were displayed in front of the museum, with an additional eleven allowed to park in front of the signalbox and station buildings. The museum itself contained a number of McAlpine Rolls-Royces (probably 20/25s, from the era when the company had "entry-level" models!).

One R-R had a photo of an MGA Roadster taped inside its windscreen, but no-one on hand seemed to know why it was there.....



MGAs at Fawley



MGAs near Signal Box



MGAs outside Fawley Museum

The walls outside the museum display a wide variety of vintage metal signs, while the galleries inside are lined with smaller memorabilia, of both the railway and non-railway variety – certainly a very quirky but fascinating selection.

Members enjoyed excellent lunchtime snacks, the ice-cream van seemed to be doing a good trade, and MGA merchandise was available from the sales table set up just inside the museum.

Overall Fawley Hill proved to be an excellent venue for MGA Day 70, and it was good that this significant milestone for the model was so well-supported.

Where does the Register go for MGA Day in 2026?

Overseas News

News from MG Vintage Racers – USA

No fewer than THREE pieces of news from our MG VR Correspondent, **Dave Nicholas**

MG VR New Facebook Page

We have a new and dedicated Facebook page.

<https://www.facebook.com/groups/2030027054191817/>

We promise no politics, only good MG racing photos and stories. We need all of you to join the page and better yet, send a photo of your car or cars and tell us a story.

Thanks – Dave Nicholas

Racing at Watkins Glen (September 4th to 7th) and Lime Rock (August 29th to September 1st)

MG racers - There is a lot to talk about this month - SVRA is entering a new era under new management.

The Northeast Vintage Palooza Celebrates Great Vintage Racing Events At Lime Rock Park and Watkins Glen

It doesn't get much better than **back-to-back vintage races at Lime Rock Park and Watkins Glen**, especially for those traveling long distances! And it's even better when you register for both events, as you'll **enjoy a free Test Day** at the Watkins Glen SpeedTour.

Taking advantage of this offer is easy: **simply enter the Lime Rock Park Historic Festival and Mission Foods SpeedTour at Watkins Glen by August 1st at 11:59 p.m. ET**. Be sure to use the **PROMO CODE LR2025** when registering for Watkins Glen, and the Test Day will be added at no charge. Also, don't forget to **sign up for the Friday, Watkins Glen Grand Prix Festival Reenactment** that follows the Grand Prix route through the streets of Watkins Glen .

Come and enjoy two premier vintage race weekends filled with challenging races that reflect the **true spirit of vintage racing, friendships, and fun!**

Northeast Vintage Palooza!
CELEBRATING THE WORLD OF VINTAGE RACING

Back-to-Back Race Weekends at Two Historic Tracks:

LIME ROCK PARK HISTORIC FESTIVAL 43 & **SpeedTour**
Experience Motorsports WATKINS GLEN

August 29 - September 1, 2025 September 4-7, 2025

* Racers entering BOTH events get a **FREE** Test Day during the Watkins Glen SpeedTour

Complete your entries before **August 1, 2025**

Use Promo Code **LR2025** to get the Free Test Day

SpeedTour offers a wide range of activities:

- Featuring Air-Cooled Porsche, MG and Brian Redman as Grand Marshal
- THURSDAY: Free Test Day for dual-entry racers
- THURSDAY: Purchase tickets to the IMROC's dinner honoring Brian Redman with the Argentsieger Award
- FRIDAY: Confirms your entry in the Grand Prix Festival Reenactment Race through the streets of Watkins Glen
- SATURDAY: Enjoy the Participant Dinner at the Glen Club with an outstanding view of the famous Esses

Enter Lime Rock Enter Watkins Glen

FIRST: Our MGVR always offers a terrific entry fee deal for Watkins Glen events on Sept 4-7 with the highlight being the Collier Cup. Our race time is much better, - now Sunday at 2:00 pm not 3:30pm. There is also the MG Collier Cup special entry for \$295 that includes one practice, one qualifying session and the Collier Cup race. Even better is there will be NO TRANS AM at the event meaning more paddock space, more track time and the focus on Vintage. This year will bring back the downtown re-enactment and festival and your cars are always eligible to enter. A fun feature will be the Ragtime Racers exhibition of pre 1920 cars. The organizers are working hard to bring the Vintage Grand Prix - back to Vintage.

SECOND: SVRA is offering a Dual Deal entry fee for entering both the Lime Rock Historic Festival AND the Watkins Glen Vintage GP. Enter both and you will get a free test day.

These are all Vintage weekends with the added bonus of the Ragtime Racers, the Triumph Kastner Cup at Lime Rock, a full field of Formula Fords at Watkins Glen along with Brian Redman as Grand Marshal. You can count on your MGVR and SVRA to come up with a nice gathering during the weekend where all are invited.

LATE NEWS: OK racers, it is now time to make your plans and enter Watkins Glen and the Collier Cup. This year will have a definite advantage over the past;

1. The downtown festival and reenactment is on. Drive your MG on the original Glen course that started post war road racing in 1948 and enjoy the downtown festival.
2. No TransAm, or TA2 - which means more paddock space and more track time. You asked for it and SVRA is listening.
3. RagTime racers will put on their great pre-1920 cars exhibition. If you haven't seen them, you will love it. If you have, I know you'll want to watch them in action again.
4. The chance to have 3 full sessions on this iconic track including racing the 71st Collier Cup for \$295 entry fee.

Let's get the MGs out on the track and enjoy a great weekend of racing.

Christmas in July! – MGVR Regalia Sale!

We have inventoried the MGVR Regalia. There are a variety of styles & sizes (some in limited supply). Buy now for yourself, your spouse, your crew, your grandkids, your neighbors, etc, etc, etc.

Suggested donation: \$25 for long sleeve shirts & sweatshirts, \$20 for T shirts & Polo shirts. \$4 for MGVR patches, \$5 for MGVR Stickers. Buy two for only double the price! Or Three for triple!! Help us clear out the spare bedroom.

Shipping will be at actual cost (typically \$5 to \$10 in the USA) or we can deliver to Race Events.

Send email with your requests to **Eric Russell** ejrussell61@gmail.com (put MGVR Regalia in subject line), or go to www.mgvr.org and click on REGALIA in the left hand column.

Future Events – 2025

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

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

Here's a summary of the 2025 Events involving the Magnette Register (MGAs Welcome!):

- Kop Hill. (20th – 21st September)
- Magnette Lou Shorten Weekend, Norwich. (4th – 5th October)

News of future events in 2025 and beyond for all types of MG, MGA, and Magnette are in the following paragraphs and on the respective websites.

MG Fest North – 6th and 7th September 2025

This is a NEW event to the calendar, organised by the MG Car Club.

It will be held at the **Croft Racing Circuit**, near Darlington (DL2 2PL) over the weekend of 6th and 7th September 2025.

The event will include:

- A full weekend race programme, including MGs, organised by BRSCC.
- Main Arena attractions including Anniversary car celebrations
- Parade Laps
- MG Car Club Parking, and MG Car Club Stands (any volunteers for the MGA Register stand?)
- Trade Stands and Autojumble, Bar and Food Stands
- Pride of Ownership, and Show and Shine,
- Road runs, and Carkhana,
- Classic Buses into Northallerton
- Daytime musical entertainment, plus Live Band and DJ (Saturday night – ticket entry)

There is no camping allowed on site, but there are plenty of campsites and hotels nearby.

Book online, and MG Car Club Members can get discounted tickets by entering your Membership Number in the PROMO BOX. – But note that your membership number can only be used once – so if you are booking for a larger group you need to book all those tickets at once!

Further details of MGFest North 2025 can be found in the July 2025 edition of Safety Fast! on pages 16, 17, and 36, in the August edition on pages 14, 15, and 42, and on the MG Car Club website.

MGA Register Stand- HELP REQUIRED!

The MGA Register will have its own stand / gazebo and display at MGFest North 2025, celebrating the 70th Birthday of the MGA.

Organiser **John Prewer** is keen to:

- Get as many MGAs as possible into the MGA Display around the stand, and to
- Recruit a number of volunteers to man the stand over the weekend – Even a couple of hours support will be very useful (at times to suit you!), and you will get chance to meet other MGA owners or "potential MGA owners" and to show them our fantastic cars.

If you can help, either by displaying your car or by manning the stand for a few hours, please get in touch with John Prewer (who is also our "Scribe" for articles in Safety Fast! of course) as soon as possible to discuss how you can help.
Contact John at johnprewer@rocketmail.com

There's more!!!

2025 is the 200th Anniversary of railways in the UK, and of course the first railway line ran between Stockton on Tees and Darlington, which are close to Croft.

For rail enthusiasts, there is an excellent museum near to Croft (Hopetown, formerly the Head Of Steam, at DL3 6SW) with celebratory events on throughout this bi-centenary year.

Kop Hill – 20th and 21st September

Another "old favourite" for the Magnette Register in particular – This is both a social event and a competitive event. And this year the MGA Register is participating. - Here's a summary of the event from **Joe Walsh**:



The MGA Register has teamed up with the organisers of the prestigious Kop Hill Climb weekend to celebrate the 70th anniversary of the MGA - 'MGA 70'.



The centrepiece of this exciting event will be the replica of the famous BMC Competition Department transporter (right) which will be on display with a selection of MGAs.

To be part of the 'MGA70' paddock display you will need to book a display pass for one or both days. - The cost is:-

- £30 for one day (including one passenger i.e. per MGA)
- £45 for both days (including one passenger i.e. per MGA)

On each day, places in the MGA Register allocated parking area are limited, so please book early if you want to be part of the 'MGA 70' display.

When booking, it is important that you affiliate your car to the "MGA Register Club" display. Only MGAs registered and affiliated to the "MGA Register Club" will be able to park in the dedicated "MGA 70" parking area in the paddock. (For help on "Affiliating" see the Kop Hill page on the MGA Register website – link shown later in this article.)

All bookings and payments must be made through the Kop Hill booking website – www.kophillclimb.co.uk

Owners attending the event will have the opportunity to take part in untimed and non-competitive runs up Hill itself. This part of the weekend is always oversubscribed so if you want to run your MGA up the Hill be sure to book this extra activity as soon as possible.

IMPORTANT – There has been a small change to the positioning of the MGA 70 display which has resulted in very positive change for our 'MGA 70' display. Contrary to the earlier announcement, Hill Runners will not now be in a separated parking area. This means **ALL MGAs** which have been accepted for a Hill run will now be able to park with the rest of the 'MGA 70 display'. As at the time of writing, 21 MGAs have been booked for Saturday, and 15 have registered for Sunday. There is still room for more MGAs, especially on the Sunday, so if you have not yet booked please go to the Kop Hill website and get booked in. Please remember to affiliate your car to the "MGA Register Club". More information and details of how to register can be found on the MGA Register website –

<https://www.mgcc.co.uk/mga-register/events-in-2023/kop-hill-2025-20th-21st-september/>
If you are intending to go to the event please register and "Affiliate" to the "MGA Register Club".

If you have not booked with Kop Hill previously you will need to set up a booking account.

As of 30th July, we have 21 MGAs booked at the event for Saturday 20th September, and 15 for Sunday 21st. – So if you are planning to join the event – Sunday is the day with the most "vacancies".

The Kop Hill Climb takes place near Princess Risborough, HP27 0LB.

See www.kophillclimb.org.uk and the MGA and Mquette Register websites for more details.

MGB Register Weekend Tour – 19th – 21st September

The MGB Register are still "recruiting" for their weekend tour, over the weekend of 19th to 21st September. It will be based at the Milton Hill House Hotel near Abingdon, or you can just join the Road Run (in your MG!) on Saturday 20th. More details on the MGB Register website, or on page 48 of August's Safety Fast!

But remember that over that same weekend the MGA Register will be at Kop Hill, only a few miles away!

Lou Shorten Weekend - 4th and 5th October

The traditional Mquette Lou Shorten weekend will be held over the weekend of 4th and 5th October. It will be held in the Norwich area.

NEC Classic Car Show – 7th – 9th November

Early warning that the Lancaster Insurance Classic Car Show will take place at NEC between 7th and 9th November.

MG Car Club will be there, on stand 5-760. In addition, the MGF Register and the Z Register have stands at the show; stands 5-763 and 5-765 respectively. Here are booking and ticket details.

For Friday 7th November:

Adult Advance Tickets cost £42.50, or £46 "on the door"

Child tickets (5 – 15 years) are £27 and £28 respectively. (Children under 5 are FREE)

Family Ticket (2 adults and up to 3 under 16s) are £89.50 and £96.50.

Group tickets, for > 10 adults, are £37.50 per person and must be purchased in advance.

For Saturday 8th November:

Adult Advance Tickets cost £37.50, or £39.50 "on the door"

Child tickets (5 – 15 years) are £25.50 and £26.50 respectively. (Children under 5 are FREE)

Family Ticket (2 adults and up to 3 under 16s) are £84.00 and £91.00.

Group tickets, for > 10 adults, are £31.50 per person and must be purchased in advance.

For Sunday 9th November:

Adult Advance Tickets cost £35.50, or £46 "on the door"

Child tickets (5 – 15 years) are £27 and £28 respectively. (Children under 5 are FREE)

Family Ticket (2 adults and up to 3 under 16s) are £82.00 and £89.00.

Group tickets, for > 10 adults, are £37.50 per person and must be purchased in advance.

Multi Day (Adult) passes are available:

Friday and Saturday is £64.50 and £74.50

Saturday and Sunday is £58.50 and 68.50

Friday to Sunday (3 days) is £84.50 and £94.50.

MG Car Club Members can get discounted advance tickets for this event.

That discount is **£4 off** all single day adult tickets, and **£2 off** all family, child, and multi-day tickets.

Use code MG Car Club **CCCN0V5157** when booking at

<https://www.necclassicismotorshow.com/ticket-information>

All advance tickets must be purchased before midnight on Thursday 6th November.

Purchase before 16th October, and MG Car Club also gets a small "commission" on the sale as well.

Sadly, all advance bookings tickets will be subject to the dreaded "Transaction Charge" of £2.75, and remember parking at NEC is between £13 and £20 per day for cars (it is cheapest if booked in advance).

MGA70 – 2025

MG Club of France – MGA 70 Event, 11th to 14th September

The MG Club in France have organised a special event for MGA70. – It will take place in Saint-Julien-en-Genevois in the Haute-Savoie, Rhones-Alpes (on the Swiss border, about 20 km south of Geneva).

Here's the story from organiser **Wendy Packer:**



70th Anniversary of the MGA Rally at Saint-Julien-en-Genevois

11 - 14 September 2025

Come and take part in the 70th. anniversary of the MGA in the Haute-Savoie in the region Rhône-Alpes!

It is a meeting dedicated to the MGA, but other models in the club are welcome. Priority will be given to MGA owners up until 31 March 2025.



The MGA appeared for the first time in the form of three prototypes EX182 during the 24 Hours of Le Mans in June 1955. It took until October 1955 for the production model to appear, presented at the London Motor Show with a new slogan « MGA, first of a new line»; presage of a great commercial success because 101,081 examples were produced between 1955 and 1962.



Provisional Programme

The meeting will take place from Thursday afternoon 11th. Until Sunday after lunch 14th. September.

Participants will be welcome at the AC Hôtel by Marriott Saint-Julien-en-Genevois for the duration of the touristic rally (3 nights).

Thursday: From 3pm, reception of the participants, issue of welcome kit and roadbook, animations and club boutique.

Information on the procedure of the anniversary weekend, installation of the participants at the AC Hôtel where the bar will be open for those who wish to quench their thirst. Then the apéritif hour will be followed by a dinner Food Truck « Poêlée Tartiflette ».

(Please make sure of your tolerance for cheese as well as that of your copilot, in the case of negative please tell us on your inscription)



Friday: Day between "land and sea" (180 km)

Departure split into groups Band'Abondance and Band'Annecy.

For the Band'Abondance group, departure at 08.00 for a route in the heart of the Vallée Verte with gentle meanders to reach the mountain village Abondance, with a choice of visit either to the Abbaye or the Maison du Fromage (choice to be indicated at the inscription). (90 km)

After lunch, some well-defined bends will lead you to Publier, departure point to discover the "Parcours de la Goutte d'Eau Evian®". (30 km)

Then return to the AC Hôtel (60 km)



Dinner in the restaurant Les Cocottes – Christian Constant

For the Band'Annecy group, departure later at 9.00. It is the same route as the first group but the opposite direction...

Lunch will take place in the mountains (group Band'Abondance) or by the water (group Band'Annecy).

Saturday : Bells but famous ! (90 km + free ride)

Participants will have half a day free, morning for the group Band'Abondance and afternoon for the group Band'Annecy. Free but occupied, because the challenge will be to choose which sites will you discover among those included on a list which you will be given... unless you prefer to laze about on this half day free?

The two groups will be reunited at Sevrier for lunch in the form of a buffet on the « Balcons du Lac d'Annecy », until the ring of the bell invites you to go to the Musée de la Cloche Paccard, tenor bell, chimes, bells... you will know everything!





Like the day before, switch over the groups for the visit of the musée de la Cloche Paccard.

Dinner in the restaurant Les Cocottes – Christian Constant

Sunday: Not to be forgotten...

The 2 groups will take the high route in the direction of the Plateau des Glières, strong point of the Résistance (1440m), the morning will begin with the route of the historic circuit of discovery and the visit of the "Centre de Mémoire du Maquis".

In order not to forget the

70th. anniversary celebration of the MGA, A group photo will be taken to immortalise your presence.

Lunch « Chez Constance » will close the 70th. Anniversary of the MGA!



Hôtel and services/Casino

AC HOTEL BY MARRIOTT® SAINT-JULIEN- EN-GENEVOIS

9000 Route d'Annecy, Zone de Cervonnex, Saint Julien-en-Genevois, France, 74160

The AC Hôtel by Marriott is a 4-star establishment which incorporate a complex within the hotel « The Casino de Saint-Julien-en-Genevois » and the restaurant « Les Cocottes » of Christian Constant.

The hotel has 93 top comfort spacious bedrooms, a lounge area and a fitness area. Parking is guarded. Animals are accepted (ask us).

The hotel bar is open Monday - Friday 10.00-23.30
Sat-Sun 11.00-23.30

The hotel is completely pre-reserved for our event. The bedrooms are equipped with free Wi-Fi, air conditioning, safe, mini bar, welcome tray, iron and ironing board, hair dryer.

Page 18 of 37



Special animations « Anniversaire de la MGA »

- Exhibition of the models Thursday afternoon in the car park of the hotel AC Marriott,
- Games to discover there.

Assistance breakdown

We have a recovery vehicle contactable by telephone in the event of a vehicle broken down.



Tarifs

- The tarif includes four days, starting Thursday 11th. September afternoon and finishing Sunday 14th. September after lunch with :
 - 3 nights with breakfast and taxe séjour at the AC Hôtel by Marriott Saint-Julien-en-Genevois,
 - Dinners from Thursday to Saturday, lunches from Friday to Sunday (drinks included for dinners only),
 - Roadbook and rally plaque, goodies, organisation, assistance,
- Tarif for a team of two people: 970€
- Tarif for a team of one person alone: 680€
- We ask you to register with a first payment of 200€ (preferably bank transfer), and the balance on the 31st. May,
- We will give priority to registrations for MGAs until 31st. March **Limit Date for subscription : 30 June 2025.**

Information - Organisation and Registrations :

Registration: Jocelyne Denis – jocelyne.denis@mgclubdefrance.com +33 6 09 41 51 83

Organisation : Stéphanie Portal – stephanie.portal@mgclubdefrance.com
+41 79 368 2004

To register online, go to <https://mgclubdefrance/calendrier-2025/> and search for **MGA** in the box that says **Search for an exit**. The registration form can be printed and downloaded from there.

MGA Register Chairman **Howard Quayle** adds:

Anney (about 30km south of Saint-Julien) and its lake are a beautiful place to spend a few days at any time of the year, but you could also make a longer holiday built round this event, travelling down via Dijon, Geneva, and Lac Lemman. For anyone wanting to go further south, why not travel south to Aix-en-Provence and Marseille, or venture into Italy, trying out some of the Cols used by the road-testing experts of European car magazines in the 1950s?

MGA70 Grille Badges

Way back in September 2024, **Joe Walsh** wrote: The MGA was launched in 1955 meaning that 2025 is the marque's 70th anniversary. If you have read previous editions 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.



Due to unprecedented demand for this 'MGA 70' grille and pin badges the Register commissioned a 4th batch, - As of early August 2025, the final 3 grille badges remain in our Merchandise Store. 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. Postal charges have recently increased, so the Grille badge is now £25.00 + p&p (£3.70 for UK – Royal Mail 1st Class).

MGA Launch at Frankfurt Motor Show 1955

The MGA was officially launched at the Frankfurt Motor Show in September 1955

George Dutton has heard stories that the launch car was delivered to Frankfurt strapped to the belly of a TWA Constellation aircraft, but has been unable to find pictures of this unique event.

Our thanks to **Colin Grant** and **Andy Knott** at Kimber House for finding this British Pathe video... https://youtu.be/8Y4Zrm2f_FY

On this same subject, **Howard Quayle** found the following piece in the book "The Lockheed Constellation – Peter J. Marson, Air Britain 2007"

Lockheed built 75 units of the Speedpak. The 649 Constellation was the first model to carry the external freight container on scheduled airline service. It was developed by Lockheed engineers at the request of Eastern Air Lines and first tested on an L-049 military Constellation. The Speedpak was 33ft 4in long, 7ft wide and 3ft deep and weighed 1,836 pounds empty. The payload was 395 cu ft and up to 8,200 lbs of cargo in seven compartments. A built-in electric hoist lowered the Speedpak to the ground for loading or unloading. For ease of movement on the ground, two semi-recessed wheels were mounted underneath each end of the Speedpak. Cruise speed was reduced by only 10 mph and range by 4%. Eastern and KLM ordered 14 and 7 units respectively in late 1946 and TWA, Air France and Qantas also ordered units. The four Speedpak attachment points were included on L049 Constellations c/n 2076 onward and on all L649 and L749 Constellations.

Future MGA Tours and Events – 2026 and Beyond

Our 3 day 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 **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 secure parking for our precious cars. Beyond that, the details are pretty loose! – Use your imagination!!

2026 Spring Tour

Plans for the **2026 Spring Tour** (so that's May 2026!!) were progressing well (until mid June!), and our organisers had agreed a package with an excellent venue in Lancashire – The Macdonald Tickled Trout Hotel, alongside J31 of the M6. Sadly, the hotel is presently CLOSED to guests, and we have no credible assurances as when it will re-open. It is accommodating Afghan citizens who worked as interpreters to the British forces in Afghanistan. Macdonald Hotels have accepted a contract with HM Government, but neglected to tell existing bookings of this change!

But (as Lance Corporal Jones used to say) "Don't panic!" We have found an alternative venue in Lancashire, and so the tour will still go ahead. The tour will take place between Tuesday 19th and Friday 22nd May 2026 (one week later than originally planned!), and will be based at The Mercure Dunkenhagh Hotel and Spa near Blackburn (BB5 5JP, near J7 of the M65), where we have reserved 65 rooms.

<https://all.accor.com/hotel/6617/index.en.shtml>



Here's an update from Tour Organiser **Tony Brown**:

With its original turrets, porticoes and wood-panelled rooms, the 700-year-old building that is home to The Mercure Dunkenhagh Hotel & Spa evokes memories of a bygone age, yet its modern facilities make it one of Lancashire's most unique venues.

It is set in extensive landscaped grounds. Leisure facilities include a Spa, swimming pool, and a gym, which are available for all guests.

As usual, the 2026 MGA Spring Tour will include driving tours to excellent local countryside and attractions on Wednesday 20th and Thursday 21st

We are also investigating an (optional) organised trip to a local "Designer Outlet" store for Friday morning. – More news to follow.....

Outline accommodation details are:

Service	£	Paid To
Bed and Breakfast – per room per night (Room upgrades are available, if required, at extra charge)	£110 DOUBLE £95 SINGLE	Hotel
3-Course Gala Dinner with Welcome Drink – per person Thursday 21 st from 7.00 pm	£40	Hotel
Evening Buffet – per person Tuesday 19 th , from 7.00 pm onwards	£22.50	Hotel
Tour Entry Fee (Licences / permits, plus MGA Register expenses) – per CAR	£30 - MG CC Members £55 - Non MG CC Members	MGA Reg.
<p>How much is all that, then? - To save you the calculation (MG CC Members Rate): 2 persons in 1 car, sharing a room. – “Full set” of Tuesday buffet, Thursday Gala Dinner, 3 * £110, + 2 * £22.50, + 2 * £40, + 1 * £30 Tour Fee = £485 (plus beer).</p> <p>1 person in 1 car, single room. – “Full set” of Tuesday buffet, Thursday Gala Dinner, 3 * £95, + 1 * £22.50, + 1 * £40, + 1 * £30 Tour Fee = £377.50 (plus beer). Non MG CC Members add an additional £25 Tour Fee (£55 vs £30) on these prices.</p>		

Booking Process

You must book your accommodation and meals with the Dunkenhall Hotel, by calling 01254 303407 and quoting MGA Car Club 2026 Spring Tour. The hotel will require a deposit of £40 and credit card details to secure the room. Bookings are open **NOW**.

Balance of accommodation and meals will be payable to the hotel 7 days before the Tour (so 12th May 2026).

You will also be required to pay the tour entry fee (£30 per car for MG Car Club Members, or £55 per car for non Members) at time of booking. This is payable to the MG Car Club, MGA Register, ideally by BACS transfer. Details how to pay this are on the Tour Booking Form which is Appendix 2 to this eNewsletter.

To join this Tour, then, you need to:

- Book your accommodation and meals with the Dunkenhall Hotel, on 01254 303407, quoting **MGA Spring Tour 2026**.
- Send a completed Booking Form (Appendix 2 to this e-Newsletter) to Tour Organiser Tony Brown at tony.brown0710@gmail.com
- Send Tour Entry Fee the MGA Register, preferably by BACS, or alternatively by cheque. – Details on the booking form.

These tours are always very popular, so to be sure of your place on the Spring 2026 event, please book as soon as possible.

2026 Autumn Tour and Beyond

Similarly, plans are already well advanced for the **2026 Autumn Tour** (September 2026) which is likely to be “beside the seaside” in Devon. - More news of these events in future Newsletters, and on the MGA Register website.

Jon Pollard writes:

The MGA Register is quickly approaching the 'window of opportunity' whereby the details for the **2027** Spring and Autumn Tours, and also 2027 MGA Day, will need to be pencilled in. The Committee and Associates have more than 20 years experience in organising such events, and have everything needed to help you ensure a smooth and professional transition from 'idea' to 'reality'. We are therefore appealing for volunteers from our general membership who would consider hosting these events in their own, or other favourite part of the world. The reason for the approximately two-year strategic plan is to ensure that we have the best pick of hotels, before they become booked up. We are also in the process of moving future Touring events to midweek, which has many benefits: More choice of hotels (weekends are often booked up with weddings etc), lower room rates, quieter touring roads and best of all... no more horrific Friday traffic when commuting to the event!

With this in mind, if you feel you could help, please could you contact me, Jon Pollard, via the MGA eNewsletter address, to arrange for an informal phone discussion. Alternatively, why not 'pal up' with other local MGA owners, and host the event between you? Planning the touring routes is always the most fun part!

Editor's Note: If you think you could organise a Register Tour, please let me know, and I will put you in touch with Jon and 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!"). But remember I am "incommunicado" from 17th August to 9 September!

European Event of The Year (EEoTY) 2026

In the July edition of this eNewsletter we read a very enthusiastic review from **Joe Walsh** on the 2025 MG European Event Of The Year (EEoTY) which was held in Abano Terme, Italy (near Padua) between 29th May and 1st June. That review also included Joe's adventures in travelling to and from the event, and Joe is already "recruiting" for the 2026 EEoTY event, which will take place between 21st and 25th May 2026 in the French Dordogne... Here's

Joe's update...

Did you see the report about the MGA trip to the European Event of the Year in the August edition of Safety Fast?

Would you like to go to the 2026 European Event of the Year in company with other MGs and enjoy some of the finest scenery in France? Well, here is your chance.

The MGA Register, in conjunction with our friends in the MG Club de France, is putting together an itinerary for an MGA Register EuroTour to the 2026 European Event of the Year in Brive-la-Gaillarde next year. The EEoTY runs from the 21st to the 24th May. Brive is about 200km east of Bordeaux and is located in a beautiful part of France.

The 10 day "MGA Register EuroTour 2026" is designed to take us to Brive using predominantly French 'N' & 'D' roads. Those of you who have travelled in France previously will need no convincing that this is the best way to see France. Long straight tree lined 'D' roads take travelers through wonderful countryside at a relaxed and stress-free pace. The 'N' roads can be dual carriage ways which avoid the busy and expensive auto routes. The itinerary will be relaxed and be based on an average of around 225km per day in France and includes two overnight stops on the way to, and return from, Brive-la-Gaillarde. This allows for a very relaxed driving day and plenty of time to enjoy an afternoon in the town chosen for the overnight stop-over.

The starting point will be The Motor Museum of the 24 Hours of Le Mans at lunch time on Tuesday the 19th May <https://www.lemans-musee24h.com/en/circuit/visit/>. The route you choose to get to Le Mans will depend on your preferred method of crossing the Channel. Ferries from Portsmouth to St Malo or Ouistreham (Caen) are the nearest ports to Le Mans.

Details of how to register for the EEO TY and book accommodation in Brive will be published on the MGCC France website around the middle of September

<https://mgevent2026.mgclubdefrance.com/> These events are very popular so registration and early booking of accommodation is strongly recommended. Keep an eye on the website.

POINTS TO NOTE: The itinerary for the "MGA EuroTour 2026" will be a suggested one and travellers will be able pick and choose which elements they wish to join in with. The only fixed dates and times are those relating to the EEO TY itself. The event opens at 14.00 on the 21st May. Travellers will need to book their own ferries and accommodation for the journey to and from the EEO TY event.

There will not be a "Tulip" route guide. The itinerary for the "MGA Register EuroTour 2026" will suggest routes and accommodation, but travellers will be free to choose their own. There will be alternatives and travellers are free to choose which ever route best suits their needs. A good programmable sat nav and up to date road maps are highly recommended, but how you choose to navigate is entirely up to you.

More information on the "MGA Register EuroTour 2026" will be published on the "Events" page of the MGA Register website as it becomes available, together with information on how to participate in the Tour.

Editor's Note: Full "official" details and booking arrangements for the 2026 MG EEO TY can be found in the July 2025 edition of *Safety Fast!* on pages 66 and 67, and in the August edition on pages 64 and 65.

Joe's review of the 2025 EEO TY in Italy is repeated in the August 2025 edition of *Safety Fast!*, pages 38 to 41.

MGA Register News

Get ready to be confusedThe term **MGA Register** refers to the MGA-Owning Group of members within the MG Car Club. This eNewsletter is prepared by a member of that **MGA Register**, and many of you readers are also members of the **MGA Register**. – But you already know that, of course (?) - (All clear so far??)

But members of that **MGA Register** within the MG Car Club also maintain a record of all MGA cars ("Living and dead!") their owners and their histories. – for the benefit of current and future owners. – And this database of cars is also called – **The MGA Register**.....

This **MGA Register** database is not new, and it already contains details of a lot of MGAs (possibly including yours!), - but it has now moved into the 21st Century, because thanks to the efforts of our Acting Registrar **Joe Walsh**, and MGCC colleagues in the Netherlands, it is now an ONLINE Register.


In previous editions of this eNewsletter Joe has explained **why** it is a good idea to get your car on the Register (for your benefit, and for the benefit of future owners) and explained **how** you can do it. - Here's another suggestion from Joe, explaining how you can get that information from the MGA Register in the form of a formatted document, which can complement the Heritage Certificate you may already have. – The Heritage Certificate gives information on how and when the car was built, and the MGA Register record gives information about what has happened to the car in the 65 to 70 years since build.

Home Register Photos Contact			
Car details			
Basics			
Prefix / Chassisnumber	HDR13 / 14071	Body colour	Old English White
Body number	B21176	Trim colour	Red
Condition	Roadworthy	Hood colour	Black
Active	Active	Type of wheels	Disc wheels
Model	1500	Register number	6457
Production period	Mar 1956 - Apr 1956	Registration date	25 July 2024
Edit Basic data			
Engine			
Engine prefix	BP15GB	Engine number	4252
		Engine status	Original
Edit engine details			
Owner history			
Owner name	Acquired	Sold	Comments
Joseph Walsh	22 October 2021	current owner	
Geoff Howard	01 January 1993	22 October 2021	
To add additional owner history please email mgacardub_mga@btinternet.com			
Registration history			
Registration no	Country of registration	Date first registered in UK	Add a new Registration No
310HYU	GB	01 May 1956	
Notes			
Original UK car delivered in 1956. Nut & bolt restoration circa 1995 to original specification. Purchased by the current owner in 2021 and thoroughly re-commissioned. Summary: Replacement cylinder head with improved gas flow Burgess Econotune (http://www.peter-burgess.com/page14.html). New camshaft & followers. New clutch and lightened flywheel. New hydraulics (cylinders & hoses). New & upgraded brakes (drums F&R). Refurbished suspension. New anti-roll bar. Improved electrical system. Reconditioned carburettors. Refurbished wheels. Period headlights. New high efficiency radiator.			
Production record			
Production start date	Confirmed	Body colour	Old English White
Production finish date	01 January 1956	Trim colour	Red
Dispatch date	01 January 1956	Hood colour	Black
Type	1500	Type of wheels	Disc wheels
		Accessories	

Step 2: Copy this picture into a Word document and add one or two of your favourite photos. Don't forget to date your history record.

On the example below a border has been added in MGCC green. If you want to reproduce this colour the RGB code is 0:122:71.

Home Register Photos Contact			
Car details			
Basics			
Prefix / Chassisnumber	HDR13 / 14071	Body colour	Old English White
Body number	B21176	Trim colour	Red
Condition	Roadworthy	Hood colour	Black
Active	Active	Type of wheels	Disc wheels
Model	1500	Register number	6457
Production period	Mar 1956 - Apr 1956	Registration date	25 July 2024
Edit Basic data			
Engine			
Engine prefix	BP15GB	Engine number	4252
		Engine status	Original
Edit engine details			
Owner history			
Owner name	Acquired	Sold	Comments
Joseph Walsh	22 October 2021	current owner	
Geoff Howard	01 January 1993	22 October 2021	
To add additional owner history please email mgacardub_mga@btinternet.com			
Registration history			
Registration no	Country of registration	Date first registered in UK	Add a new Registration No
310HYU	GB	01 May 1956	
Notes			
Original UK car delivered in 1956. Nut & bolt restoration circa 1995 to original specification. Purchased by the current owner in 2021 and thoroughly re-commissioned. Summary: Replacement cylinder head with improved gas flow Burgess Econotune (http://www.peter-burgess.com/page14.html). New camshaft & followers. New clutch and lightened flywheel. New hydraulics (cylinders & hoses). New & upgraded brakes (drums F&R). Refurbished suspension. New anti-roll bar. Improved electrical system. Reconditioned carburettors. Refurbished wheels. Period headlights. New high efficiency radiator.			
Production record			
Production start date	Confirmed	Body colour	Old English White
Production finish date	01 January 1956	Trim colour	Red
Dispatch date	01 January 1956	Hood colour	Black
Type	1500	Type of wheels	Disc wheels
		Accessories	



July 2025

Here's **Joe Walsh's** explanation of how you can do it:

MGA Register "Certificate"

Would like a printable document showing what is recorded in the MGA Register database about your MGA - FOR FREE? If you would, just follow these simple steps.

Ideally you will have a PC/laptop and a working knowledge of Microsoft Word.

It's quite simple really. All you need is a screen-shot or "snipping" application on your PC. These are normally included as part of Microsoft Office. You could do this on your (not very) "smart" 'phone, but it's not so simple.

Step 1. – Log on to the MGA Register and open up your personal view. Here's an example (left): You may need to reduce the size of your screen view to get the whole image into one single screen-shot.

Print off your document and add it to your history file for a handy record of your MGA. Or maybe laminate a copy and stick it on your windscreen at the next show you attend? If you would like to use your history record as part of your show display it would be a good idea to take the file to your local print shop and ask them to reproduce the image on 250gsm or 300gsm card and have this laminated using a matte finish plastic cover. This will make the document easier the read in sunlight.

Obviously the more up to date your MGA Register record is, the better your history record will be. The "Production record" displayed in the Register shows how your car left the factory and as such this section can only be completed by the Registrar on receipt of verifiable evidence e.g.. a Heritage Certificate or a copy of the original RF60 log book, or some other verifiable contemporaneous documentation supporting the information in this section.

The "Notes" section is your opportunity to add a brief history of your car as it is currently. Note though that this information is not available in the online public view of the Register so only include this section in your document if you want others to see what is recorded here. If you haven't already registered as a user and "claimed" your MGA follow this link for full information on what to do <https://www.mgcc.co.uk/mga-register/the-mga-register/> Larger copies of the images in this article can be found of the MFA Register website. <https://www.mgcc.co.uk/mga-register/mga-register-history-certificate/> If you are not familiar with the MS Word functions described above you will find lots of easy to follow tutorials on YouTube. Unfortunately, due to our limited resources, the MGA Register is not able to produce a history record for you.

IMPORTANT! If you choose to display your history record in a public place, be aware that it is your responsibility to ensure that the information is correct. Furthermore, the personal details of former owners must NOT be displayed in a public place. Failure to observe this guideline could leave you open to an action under the UK General Data Protection Regulation.

If you do find the personal details of a previous owner (e.g. address, telephone number, email address) contained in the record of your car please let the MGA Registrar know as soon as possible so that it can be removed – mgcarclub_mgaregistrar@hotmail.com



(Here's a picture of the MGA Register site "Home page" - above)
Go the Register at <https://mgcc.co.uk/mgaregiste/the-mga-register/>

There are thousands of MGAs recorded on the Register database so the chances are your car is already listed. If your MGA was recorded on the old UK MGA Register it should be there waiting for you to "claim" it. You also will find a wealth of information on thousands of other MGAs at your fingertips.

You can search by chassis, engine or body number. If your MGA was on the earlier version of the Register, and you know the Register number, you can also search for your car using its original Register number.

If you do not yet own an MGA you can still look up information about a car you might be interested in without having to register as user. Just search the car's details and you will be able to see the basic public record of the vehicle.

To register as a user, go to the new MGA Register UK page on the MGA Register website <https://mgcc.co.uk/mga-register/the-mga-register/> . Here you will find more information and be able to access the step-by-step guide to registering and "claiming" your car.

Once you have registered as a user you can access the online Register and "claim" your MGA. Once you have "claimed" your MGA it will be linked to your unique personal login and you will have private access to a much more detailed record of your car.

No one knows their car better than the owner so once you have "claimed" your MGA you will be able to update the car's record and be confident that the Register is up to date and describes your car accurately. You can also add photos of your car if you wish. There is the option to add historical documents to the private record of your car such as a copy of the Heritage Certificate and/or a scan of the original RF60 log book.

If you experience any difficulty accessing the Register please contact Joe Walsh at mgcarclub_mgaregistrar@hotmail.com

Technical Topics

Seat Belts in an MGA

Dave Holden has rebuilt a number of cars over the years, including rebuilding his own MGA twice (?). (Yes! - His wife asked the very same question!!)

He recently decided to fit (static) seat belts to his MGA Roadster, and this is Dave's story of "How he did it" (so this article is NOT a recommendation, and neither Dave Holden nor the MGA Register / MG Car Club has any liability for any problems that may arise).

During the restoration of my Roadster (Coupe owners won't have this problem!) I didn't want to be confronted with the hassle of not being able to lift and stow away the hood without disconnecting the seat belts. Sure, some owners manage this by using Karabiner clips, but I wanted it to be as unobtrusive as possible.

The Factory method has the belt coming over the top of the stowed hood, preventing it from being erected. I found that I could fit a belt set (from Moss; others are available) with the belt coming below the hood frame when stowed. Here's how I did it.....

Let's do the obvious stuff first. - Fitting the clasp section is a simple matter of drilling through the transmission tunnel in the lower rear corner, then adding the big washer plates that come with the kit to the prop shaft side of the cover, or by welding on some other type of strengthening plate, then simply bolting on the bracket with the spacer tubes provided to allow the bracket to swivel for comfort, with a self- locking (Nyloc) nut on the prop shaft side.

Fitting the other waist connector is a little more involved. I cut out an approx 2" square from the vertical chassis rail in the corner in the 'dead' space between seat frame and chassis. I drilled a 7/16" hole in the centre of this, inserted a bolt from the kit (7/16" UNF), fitted a plain nut, then welded the nut to the plate and welded the plate back in place flush with the chassis rail with the nut inside the chassis. Tip – Leave the bolt fitted while doing this – it gives something to hold on to. Again, the belt brackets were fitted with the spacer tubes to allow pivoting and alignment.

To fit the shoulder section of the belt I first cut and shaped two 6" by 6" x 1/8" plates which would fit inside the boot adjacent to the wheel arch and boot floor, held by 4 small bolts, but the plates could be welded. The structure means that the plates pull against the rear bulkhead when tensioned, and as such the bolts are not load bearing; merely being an aid to location.



Shoulder Belt Attachment to plate



Rear Bulkhead plate

With a suitable hole drilled in the plate to accommodate the release mechanism rod in the LHS I then drilled two more holes on each side to take a pair of eye bolts with eyes big enough to take a 7/16" bolt, set a small distance apart to allow placement of the belt bracket, which was held in place with a bolt dropping through the top eye, spacer, bottom eye, spring washer and finally with a nut. All interfaces between bolt heads, fittings and nuts should have appropriate washers fitted of course.

Thus the shoulder belt goes under the hood frame then over the seat back and allows the hood to be raised and lowered without disconnecting any belt anchorages.

To minimise scuffing on the seat backs or on clothing, I bought some seat belt covers from a car accessory shop, which wrap round the belt and Velcro together.

Tappet Adjustment – 0.015" HOT ..

In the July edition of this eNewsletter, **Pete Macwaters** asked for other readers' comments on setting of valve clearances / tappets – which his service manual says should be done with the engine HOT (see photo, later)

Sure enough, the question has generated a detailed response from **George Dutton**:

Technical data: The Workshop Manual for all MGA variants, known as Part No. AKD6000D, lists the running valve rocker clearance under "General Data" according to engine type.

- Type 15GB and 15 GD 1489 c.c. .017in. (hot)
- Type 16GA 1588 c.c. .015in. (cold)
- Type 16GC 1622 c.c. .015in. (cold)

The Workshop Manual advises the operative to confirm the tappet clearance in "General Data" and that "no departure is permissible". **To achieve the hot setting on a cold engine, add .001in. to the published hot figure.**



Data on valve clearances is also found in the Operation Manual (AKD598) or Driver's Handbook (AKD 1172B) which were supplied with all new cars. On a small sample of original copies, I have discovered an anomaly. For the 1489 c.c. engine, tappet clearance is .017in. (hot) but the 1588 c.c. engine is given as .015in. (hot).



Engine Identity Plate: Peter provided a photograph of the brass plate (shown, left) which is bolted to the inlet manifold on top of the accelerator abutment bracket. It gives data on the firing order and valve clearance. I tried to find the original part number for this plate but cannot find any mention of it in my two copies of the "Service Parts List" AKD1215. (That's the ring binder of exploded diagrams which would have been on the parts counter of every MG dealership.)

Nowadays, suppliers of MGA parts do stock their versions of this plate using their unique part numbers as shown below, but does anyone know when the plate first appeared and was it fitted to new cars?

Here's what the various parts suppliers list....

Supplier	Description	Part Number	Tappet Setting
Moss Europe	ID Plate, Inlet manifold	CRB204 CRB205	0.015" HOT 0.017" HOT
NTG Motor Services	Tappet Plate	H003A H003B	0.017" HOT 0.015" HOT
Brown and Gammons	Firing Order Plate 1622 Firing Order Plate 1500 - 1600	BGS1058 BGS1059	0.015" (no data) 0.017" HOT
MGOC Spares	Plate Firing Order Plate Firing Order 0.017" MGA	LMG2007 LMG2008	0.015" HOT 0.017" HOT

Expert opinion: Mike Ash has been editing the "Tech Sessions" notes for the NAMGAR magazine for many years. In volume 17 Number 6 he wrote "For the MGA and Magnette the clearance should be 0.015 inches when the engine is cold, if the clearances are too tight, there is a danger of burning a valve, but a little on the tight side (no less than 13 thou.) won't do any harm.

MGA guru **Barney Gaylord** has an item in his Expanded MG Tech Index BE 201B, Section A14, Adjusting Valve Rocker Clearances. "The shop manual is quite clear on this item using a feeler gauge. Some people who like gadgets might use the Click-Adjust tool. I prefer the Quarter turn method and often do not even bother with a feeler gauge (unless I might be in a very particular mood)"

John Twist of University Motors explains how to adjust valves in this video
<https://www.youtube.com/watch?v=fezXUwVfH7U>

Conclusions?: The experts are pretty casual about the precise clearance settings, suggesting that its not critical, provided there is some clearance.

The recommended settings for the 1600 engine should be 2 thou less than the 1500 engine, but is that hot or cold?

The GOOD NEWS is that we can now help Pete Macwaters to overcome his dilemma trying to set his valves to .015in. hot. - **Set them cold at .016in.**

But HELP is still wanted to confirm when the brass engine identity plate was first introduced. *Any further information out there, folks??*

Russian Oil in the UK?

In the July 2025 edition of this eNewsletter, reader **Dave Adams** reported on a piece from Private Eye about dramatically growing volumes of lubricating oils blended in the Jebel Ali Freeport in Dubai and Lithuania – both of these are favoured destinations for post-Ukraine invasion Russian oil exports since the implementation of embargoes.

The largest trader in such oils is German company Lubriage, which trades as MANNOL. Associated companies are SCT Chemicals in Dubai, and SCT Lubricants Lithuania.

A number of companies in the UK Lubricants Association (UKLA) had complained to competition watchdogs that Lubriage was selling at prices below the cost of their base feedstocks. They also allege that these oils from the UAE are “non-compliant with industry market standards, and Lubriage’s own stated technical specifications”. (Lubriage denied any allegations of “dumping”.)

Since then, Private Eye reports in editions 1648 and 1652 that the UK Trade Remedies Authority (TRA) has SCT / Lubriage were indeed dumping products, and slapped tariffs on imports of engine oil from Dubai and Lithuania of 59.4% and 49.6% respectively. Private Eye 1652 reports that “This has prompted a flurry of representations and a minor trade spat with the EU, which considered the TRA’s detailed analysis “deficient”. The Lithuanian embassy has also complained”

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.

Get your applications in as soon as you can, folks!

Cumbrian MG rescued

Chris McPheat, whose Tatra finds have featured in *Lost & Found* in the past, has unearthed an MG registered 6657 HX. "I'm just starting out on the restoration of a 1960 MGA that has been with a Cumbrian family from new," said McPheat. "It has been parked in a wooden garage in the fells above Keswick since 1978, and it must have already rusted away once

because the front and rear wings are glassfibre. I went up there a month or so ago to free off the brakes and put some wheels on that we could use; I also turned it around for the sake of the tow truck, which was not so easy with seized steering.

"I have also sourced an ex-racer MGA from Canada that is rot-free and has all the panels and chassis parts that we will be needing."



The MGAs wings are now made from glassfibre, says Chris McPheat, who is restoring it

Lost and Found

MGA Registrar Joe Walsh has sent the article on the left from the July 2018 edition of "Classic & Sports Car".

So where is 6657 HX now? Did the restoration progress. Can anyone shed any light on this? The car is not currently on the DVLA database. If this is your car, or you know the owner, please let us know the current whereabouts of this MGA.

Contact Joe at mgcarclub_mgaregistrar@hotmail.com

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.

MGA Parts For Sale

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)

For Sale – New MGA Roadster Parts

Ideal for a refurb/restoration project. - As new, never used in original packaging, from a pet and smoke-free home. Offered to register members first, before I advertise more widely. - No traders please.

Cash and pickup only – location Kent. I will not post or give to couriers etc.

- Reconditioned hood frame, nice action, no wear, painted in original colour. **Reduced to £180**



Pick-up from Kent, and cash on collection only, please.

Daran Scarlett - 07841 321118.

For Sale - MGA Roadster

Ex Lancashire County Constabulary MGA police car. Purchased from Brown and Gammons several years ago as a project. Although much work done, age and family commitments have resulted in this becoming an unfinished project. 1958 roadster. Heritage certificate confirming delivery details etc. I have ALL parts available including correct police equipment to complete. Please call or email for full and interesting details.

Car is in Potters Bar, Hertfordshire.

£ Offers – **Andy Ginter** - Mobile: 07811 836694 - Email: andy.ginter@sky.com

Editor's Note: There is a very interesting piece about these Lancashire Police MGAs in the August 2025 edition of *Safety Fast!* in the MGA Notes on page 86. There is also an excellent book on the subject – *MGs On Patrol* by Andrea Green (published in 1999) which covers all MGs used as Police vehicles across the UK.



For Sale – MGA Hard top



Reader **Phil Slade** has a fibreglass hardtop for an MGA for sale:

This is a Universal Laminations fibreglass hardtop. Owned for many years but not used now. Good condition, includes rear hold downs.

£ 925 Tel:- **Phil Slade** on 07703661221
pslade@derlee.com (near Watford, England)



For Sale – MGA Coupe Parts

- 1 pair N/S and O/S Coupe door drop glass - £70 for the pair
- 1 Coupe door O/S (drivers side) catch in good condition - £40

Collection for the glass preferred. Other MGA parts available please just ask.

Adrian Malthouse, - 07484886182 (South East)

For Sale: Used MGA 1600 gearbox

Following upgrade to Ford T9. It is the type with a flange connection to the propshaft, and a 10 spline input shaft (OE number 1H3362), typically fitted to 1500, 1588 / 1600, and early 1622 cars.

Running well when removed mid-March – quiet, oil drained out clean and without metal particles in it. Synchro on second gear is a bit tired but works fine if shifted slowly. Located in Brentford, TW8 west London. Might deliver it fairly locally.

£250 or near offer. Please contact **James Cape** james@saltgrass.uk

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

Wilmot Breedon 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 this advert was originally published, Barry has "found" some more keys, - so if you have asked previously and he was not able to supply the one that you want, please contact him again – he may have found "your" key now.

MGA 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, Navy, Red, Royal Blue, Green, Red, Grey.

MGA Merchandise should be available for sale at MGFest North on 6th and 7th September.

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 email address for orders remains as mgaregistershop@outlook.com and our PayPal account continues to be the preferred method for invoicing and payment.

Call it MGA

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

MGA Register – The First Fifty Years **Second Edition**

This book was compiled and published by the MGA Register, and celebrates the history of the MGA Register from its inception in 1970. Members of the Register Committee and others compiled this book, covering all aspects of the work and history of the Register in its 19 chapters, totalling 153 pages. Topics include 'How It All Began', the development of the Register Database, touring events, MGA publications, Safety Fast! down the years, Technical Support and much, much more. The book is A4 sized, hard-back and in full colour.

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

Post and packing is around £5.50 to a UK address. - To place an order for one of these final few copies, just visit the merchandise shop for a preview and details of how to order and pay. <https://www.mgcc.co.uk/mga-register/merchandise-catalogue-november2016-2/>

Important – Membership Numbers

Can we remind you that when contacting Committee Members with requests for help or information it is important to quote your MGCC Membership Number. If you are a Member, it is in your interest to quote your Membership Number. as priority will always be given to Members and there is some information that is only available to Members. There are many cars on the Register owned by non-Members and whilst we are happy to help where we can, the MGA Register is a part of the MG Car Club and priority will always be given to paid-up MG CC Members.

And Finally.....

We like to keep our contact lists for both the Newsletter circulation and the MGA Register Listing up to date, so if your details have changed at all just let us know. Perhaps you have sold your MGA or you've bought another one.

For all Newsletter contributions or comments, or if you wish to be "unsubscribed" please tell us at:

Brendan Leach - MGA e-Newsletter Editor - Mgcarclub-mganewsletter@outlook.com

And for vehicle registration and history matters, please contact **the MG Car Club MGA Registrar**, at: - Mgcarclub_mgaregistrar@hotmail.com

Happy MotorinG, All..... - Brendan Leach, August 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 2026 Spring Tour
19th to 21st May 2026
ENTRY FORM

Your Details

Driver's Name: Passenger's Name:

Address:

Tel: email:.....

Your MGA or vehicle

MGA Type: Year:

Reg No: Colour:

I/ We intend to join MGA Spring Tour between 19th and 21st May 2026

I / We have booked accommodation at the Dunkenhall for 19th / 20th / 21st May
(please delete as required)

*I/We have made payment by BACS to **The MG Car Club MGA Register** Sort Code 40-36-15 / Account 3382 8727 reference **Spring 2026 + surname** for MGA Register Tour Entry and Admin costs:

- £30 **per car** for MG Car Club Members
- £55 per car non MG Car Club Members

OR

I enclose a cheque payable to: **The MG Car Club MGA Register** for £30 (MGCC Members) or £55 (non Members) for Tour Entry and Admin costs.

Entrant Signature.....

Date.....

Please return your completed and scanned entry form and BACS confirmation to:

tony.brown0710@gmail.com or post a cheque to

Tony Brown, 129 Liverpool Road, Penwortham, Preston, PR1 0QH