



MGA REGISTER eNEWSLETTER
November 2025
WORLDWIDE CIRCULATION: 1126

Visit the MGA & Twin Cam Register Websites at

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

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

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

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

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Editor's Notes – Another Summer Over – Get Ready for 2026!

Welcome to the November 2025 edition of the MGA Register eNewsletter, - I hope you enjoy the read.

As ever, my thanks to everyone who has sent in contributions over the past 10 weeks or so - Your input is essential to keep this eNewsletter going, so if you have something you feel would be of interest to MGA owners then send it to me for publication at mgcarclub-mgaregister@outlook.com .

Summer 2025 is now all but over in the UK and Europe, but the classic car world carries on regardless, and there are shows, drives, and events throughout the winter months. UK readers can look at www.classicshowsuk for shows near you. – You can search the site by REGION or by COUNTY.

The only national MG event I have received a report on since the last edition was MG Fest North (held at Croft Circuit, near Darlington, between 5th and 7th September). This has been covered in Safety Fast! and we have our own Register report later in this eNewsletter. I am aware of a couple of other large scale events over the past couple of months, for which I have not yet had reports, - notably between 11th and 14th September the MG Club France held its own MGA 70 Event, near Geneva, and then on 20th and 21st September we had the Kop Hill (Buckinghamshire) Hill Climb, - a full report on Kop Hill is promised for the next edition of this eNewsletter (page 11).

Looking forward, the Lancaster Insurance NEC Classic Car Show will be held 7th to 9th November 2025. Details of tickets prices and booking (with a special MG Car Club discount) are shown later in this eNewsletter.

Moving on 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 EEOY Event, in France. Plans for other events are "in progress", - but we are always on the lookout for volunteer organisers.

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 December 2025.**

Brendan Leach
Editor – MGA Newsletter

MG Car Club News

MG Car Club Council Meeting, October 2025

The MG Car Club Council comprises representatives of all of the Centres, Registers, and Branches (CRBs) within the MG Car Club – around 35 people in total. Its role is to guide the Club Executive Committee (themselves all volunteers, of course) on the future direction of the Club.

Council meets twice a year, and attendance is open to all club members, though only nominated council members (1 from each Centre, Register, and Branch) can vote. The most recent meeting took place in October. Full details of the meeting, including meeting minutes, will be published in the Members Section of the MG CC website, but here is a brief summary of the headlines from that meeting:

- Financial report showed that the MGCC's finances had stabilised during 2024 and since, with a surplus at the 2024 year-end. Membership numbers were down in 2024 (although there has been some growth in 2025), but operating costs have also been reduced.
- MG Fest North was a success and was also moderately (£600) profitable. Investigations into a similar event in 2026 have started. More in due course.
- Advice taken on GDPR rules has indicated that CRBs will be allowed to have a nominated Data Registrar. In summary, this person will have an official profile within the MGCC data structure, allowing the Registrar to be provided with data from KH records not previously permitted.
- New European Director is Vivian Vleeshouwers (from Elst, NL), replacing Peter Cook.
- Future European EEOTYs will be in France 2026 (now fully booked), then Sweden 2027, Switzerland 2028, San Marino 2029, and UK 2030 (to celebrate MG Car Club 100). - Scenic Car Tours presented details of services to car clubs which they can provide.
- List shown of MGCC assessors nominated to inspect vehicles for DVLA requirements.

MGA Register News

MGA Register Committee Re-Organisation

Joe Walsh writes: Following changes at the recent AGM, when some long-serving members stood down in rotation, the MGA Register Committee took the opportunity to re-structure itself with the aim of making it more compact and focused on the important tasks of arranging events and encouraging MGA drivers to get their cars out and enjoy them. With the support of the MGCC Board, the Committee has been reduced to nine positions/roles. The Committee is now divided into two teams; the "Organisational Team" (the OT) and the "Marketing & Communications Team" (the M&CT). These grandiose sounding titles are much better summed up as "The Boring Team" and "The Fun Team". The "Boring Team" consists of the Chair, the Secretary, the Treasurer and the Registrar. This team will focus on the day to day business of keeping the Register compliant with the MGCC Rules, making sure the finances are in order and all the other "stuff" in the background which most owners have no interest in.

The "Fun Team" will be focusing on delivering more activities such as events and the always popular tours. This team will consist of the "Event Co-ordinator", the "Scribe", the "Merchandise Coordinator" plus the editors of the eNewsletter and the website.

To make sure we have overlap between the two teams the Event Co-ordinator will also be part of the OT and the Treasurer will also be part of the M&CT. This will ensure both teams know what the other is working on at any point in time.

Going forward then what should you hope to see? Well to some extent that depends a lot on **YOU!** What do **you** want? The new M&CT will be actively organising events and tours but they can only do so much. If **you** want to host an event in **your** area by incorporating an

MGA theme then we can support you. In the new role of **"Event Co-ordinator"** we welcome **Jonny Pollard**. Jonny will already be well known to many MGA owners as an expert in organising a wide range of events and activities. In this new role Jonny will be there to support and "mentor" any MGA owner who wants to organise an event. So please don't expect Jonny to be hands-on in arranging all our events. Although Jonny will be very active he can't do everything, so if **you** want more events etc he will help **you** to make that happen. That could be anything from an MGA display at a local show to a full blown European road trip. The members of the M&CT have the experience to help **you** do whatever **you** want to do. They can even support you in the design of flyers and publicity material to promote your event. We now have four feather flags which can be loaned to owners organising an event but obviously on the strict understanding that the flags must be returned without delay. We will even pay the postage cost!

So if you think there should be more MGA themed activity in your area get in touch and the new Marketing & Communication Team will help you organise it. Jonny will also be looking for **"Regional Champions"** i.e. members who watch out for upcoming local classic car events in their areas and who want to use those events to promote the MGA and the MGCC. You can contact Jonny by email mgaeventcoordinator@gmail.com

Some of you may be wondering about the other positions which used to be part of the Committee e.g. the regional representatives and the liaison roles with other Registers. These roles still exist but not as Committee roles. They are now "Associates to the Committee" e.g. the Technical Advisor and the Archivist/Historian.

The MGA Register needs MGA owners to fill some more of these new "Associate" roles e.g. representatives for the South West & Northern regions and a Trophy Coordinator. So if you would like to get involved and support the MGA Register, but not have to bother with committee meetings, then please get in touch with Howard Quayle or Colin Manley. There is also a vacancy for a Merchandise Manager. For more information on what this involves see below.

To see who is on the new Committee, what roles they perform and how to get in touch go to <https://www.mgcc.co.uk/mga-register/contacts/>

The MGA Register Committee would like to express its thanks to Lorraine Noble-Thompson (MGCC Chair) and Nigel Silman (MGCC Board Director) for their support during this process.

MGA Register Committee Meeting

The "new, improved" MGA Register Committee (above) met for the first time in October. The formalities of reports from the Chairman, Treasurer, and Registrar confirmed that the Register is in generally good health, with a number of successful events held in 2025, sound finances, and a rejuvenated MGA Register database of MGA cars.

Main items discussed were:

1. Chairman's update on recent MG CC Council Meeting (see notes above)
2. Plans for future MGA Register events, - 2026 Tours are outlined later in this newsletter, we have a shortlist of venues for MGA Day 2026, and a potential venue and organiser for the Spring 2027 Tour.
3. Nominations for the Ogborn Cup and the Notable Journey Award for 2025. (More news in the next edition of this Newsletter).

Vacancy: MGA Register Merchandise Manager

Since the 2025 MGA 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, as outlined below by Chairman **Howard Quayle**:

The MGA Register is looking for someone to fill the important role of Merchandise Manager, working with the Register Committee.

Key responsibilities are:

- Selling branded apparel and products to Register and other club members.
- Managing inventory and reporting on sales
- Maintaining the Register's merchandise catalogue on the Register website.

Knowledge of PayPal would be useful, but training on this payment system can be provided.

If you're interested and would like to have a chat about this role, please get in touch with the Register chairman, **Howard Quayle**. (Contact details on the Register's website)

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 mgcclub-mganewsletter@outlook.com for that!)

FBHVC News

The Federation of British Historic Vehicles Clubs (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.

During 2025, FBHVC, the Historic and Classic Vehicles Alliance (HCVA) and other bodies have been lobbying the government for changes to the rules around the restoration of classic vehicles, and the policies around the registration and re-registration of Classic vehicles, and that lobbying has finally paid off. – See **DVLA Changes** in the **Technical Topics** of this Newsletter (page 23)

Reports on Recent Events

We have had a number of (national) MG and Classic Events since the middle of August, and there are more planned for the coming months, 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.

MG Fest North – 5th to 7th September

MG Fest North was a new event, organised by the MG Car Club HQ with much support from the Club Tyne Tees, Yorkshire, and Caledonian Centres.

Here is a report from the MGA eNewsletter's new Cub Reporter, **Pam Lempicki**, (photos courtesy of **Andy Lempicki**).

MG Fest North – Croft Circuit, Darlington

This event was held over the weekend of 6th and 7th September, and we had decided to travel from the North West of England in our 2001 MG TF (we decided to leave our MGA at home this time) up to County Durham on the Friday and to stay until the Monday.

The journey up was wonderful, using a mixture of A and B classified roads and also quite a few unclassified roads through the Forest of Bowland, the Yorkshire Dales National Park, and the Lune Forest to reach our accommodation – The Rose and Crown and Romaldkirk, - an 18th century coaching inn. There we met up with four of our friends from the North West Centre group – David and Rosie and Tony and Elizabeth who had travelled in their MGAs from Southport and Preston respectively. (*Big news – Rosie brought her shoes this time, but forgot to bring her sun-hat!*)

We chose our accommodation as we had previously used it as a stop whilst on Fat Lamb tours of the area with other MGCC members from the Lancashire and Cheshire areas (www.fatlamb.co.uk) On both occasions we were served with delicious home made scones with jam and cream, and so were intrigued by what other delights the inn had to offer. Needless to say, we were not disappointed with the accommodation or the food!

The drive from Romaldkirk to Croft circuit on both days took about 40 minutes mainly on some lovely scenic and straight B roads, and was great fun. 😊

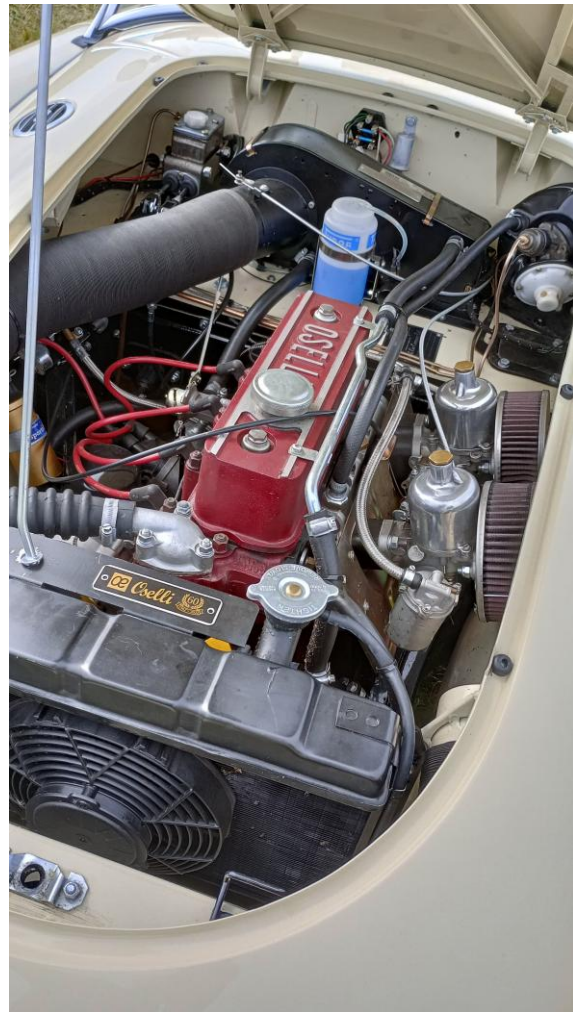
The event itself was well attended though there was plenty of space for more guests and cars. Facilities were excellent, and the catering was mainly good.

There was a great mix of MGs of all models from across the decades. I was drawn to a lovely 96 year old M Type, and was treated to a sit in it by the owner – a lady who had purchased it as her first car after she passed her driving test in 1964.



Amongst the MGAs there was one in particular that got Andy's attention (well, mine also!) – It was Old English White with a red interior, an Oselli built special with their 1950 engine, 5 speed Mazda gearbox, and brake servo. Power was said to be between 120 and 130 bhp (these are not "official" numbers – Oselli do not give power outputs!).

It was a very nice build, with great attention to detail – see photos below. We had a lovely chat with the owners, a lovely couple who live “just down the road” from the circuit in Richmond, - the car was a retirement present to himself...



superb mix of cars from Mazda MX5s, Minis, the Ginetta Junior Championship, and MG Cockshoot Cup and MG Metro Cup races.

We had also subscribed to a parade lap round the circuit which was great fun as we had never been to the circuit before. We were allowed 3 laps, and at the end of the second lap we were directed to line up on the start / finish grid so that we could take photos (left)

The full race schedule on both days included a

The Time-Line events featured all MG models, with awards being given out. Owners described their cars and gave a brief talk about them. There was plenty of friendly competition in the Carkhana, though we did not have a go!

There was some excellent live entertainment in the large marquee.

We had a great weekend, meeting up with old friends and making new ones. We can't wait for the next such event!



Lou Shorten Weekend - 4th and 5th October

The traditional Magnette Lou Shorten weekend was held over the weekend of 4th and 5th October. It was held in the Norwich area.

Overseas News

MGA in Portugal

Reader **Kenneth Lund** has sent me a piece from **Classic and Sports Car** Magazine (August 2025) about a car hire company in Northern Portugal which has purchased no fewer than 5 MGA roadsters for their fleet.

Vintage Tours are based at Ponte de Lima in the Douro valley.

See <https://www.vintage-tours.com/en/> which includes photos of the cars "in action".

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
I hope to have a full schedule of Magnette events for 2026 in the January 2026 edition of this eNewsletter.

Meanwhile, here are some of the future wider MG-related events that I am aware of:

NEC Classic Car Show – 7th – 9th November

This is the FINAL 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 their own 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 £41.00 "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 £39.50 "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.

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).

NEC also has its own mainline train station, and even an airport.

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 – 19th to 22nd May 2026

Plans for the **2026 Spring Tour** (so that's May 2026!!) are progressing well.

It will take place between Tuesday 19th and Friday 22nd May 2026 (one week later than originally planned!), and will be based at The Mercure Dunkenhall 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 Dunkenhalgh 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 planned driving tours to excellent local countryside and attractions on Wednesday 20th and Thursday 21st (up to 100 miles per day). There will be an optional buffet meal available on Tuesday evening for our group (£22.50 per person), and a private formal group dinner on the Thursday evening (£40 per person).

We are also investigating an (optional) organised trip to a local "Designer Outlet" store for Friday morning. – It will be a 20 minute coach ride from the Hotel to Boundary Mill Outlet at Colne (<https://boundaryoutlet.com/store/colne/>) Guests will have around 3 hours to look around the store, take coffee and cakes etc, before returning to the Hotel around 1.30 pm refreshed and ready for the drive home! Don't buy too much, - the boot space on an MGA is limited!

More news to follow.....

Outline accommodation details are:

Service	£	Paid To
Bed and Breakfast – Standard 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.

How much is all that, then? - To save you the calculation (MG CC Members Rate):
For 2 persons in 1 car, sharing a room. – “Full set” of 3 nights B&B, Tuesday buffet, Thursday Gala Dinner,
 $3 * £110, + 2 * £22.50, + 2 * £40, + 1 * £30$ Tour Fee = £485 (plus beer).

For 1 person in 1 car, single room. – “Full set” of 3 nights B&B, 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.

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 asap, 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 or by post (address on the form)
- 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.

Booking Update. *At time of writing, late October, we have 20 confirmed bookings, so there are still rooms available.*

2026 Autumn Tour and Beyond

Similarly, plans are already well advanced for the **2026 Autumn Tour** (September 2026). It will take place between Tuesday 15th and Friday 18th September, and it will be based at the Palace Hotel in Paignton, Devon.

Costs for the accommodation etc are likely to be similar to those for the Spring 2026 Tour as outlined above. We hope to have full booking details etc in the January 2026 edition of this Newsletter, and of course this information will also appear on the MGA Register website. Meantime – “Keep those dates free”

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!").

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 now "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? Here are a couple of Joe's pictures from the 2025 event, one showing the line-up of MGAs at the event, and the other the quality of the French N roads we travelled on.



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's your chance.

The MGA Register, in conjunction with our friends in the MGCC France, has put together an itinerary for an MG EuroTour to the EEoTY in Brive-la-Gaillarde next year.

Brive is about 200km east of Bordeaux and is located in the beautiful Dordogne Valley region of France. <https://www.visit-dordogne-valley.co.uk/natural-and-cultural-heritage/top-10-places-to-visit/villages-to-visit/cities/brive>

The "MG EuroTour 2026" is designed to take us to Brive via the beautiful Loire & Limousin regions 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 classic car drivers through wonderful countryside at a relaxed and stress free pace. Some 'N' roads can be dual carriage ways which avoid the busy and expensive auto routes.

The itinerary will be relaxed and be based on around 225km (140miles) per day in France. This allows for a very relaxed driving day and plenty of time to enjoy a leisurely lunch on the way and/or an afternoon in the town chosen for the overnight stop-over.

The starting point is the Museum of the 24 Hours of Le Mans at lunchtime on Tuesday the 19th May. The route you choose to get to Le Mans will depend on your preferred method of crossing the Channel. For the purposes of setting out the itinerary though the night ferry from Portsmouth to St.Malo has been suggested. This will get cars into St.Malo at 07.45 on the morning of 19th May. The alternative overnight ferry sails from Portsmouth to Ouistreham. Le Mans is a 245km drive from St Malo and 215km from Ouistreham meaning travelers will have all day to get to the first stop-over. There is a superb motor museum in Le Mans which is well worth visiting <https://www.lemans-musee24h.com/en/museum/about-us/> From here we drive to La Flèche for the first overnight stop. For more information on this historic town see here <https://www.france-voyage.com/cities-towns/la-fleche-29040.htm> .

The following day, the 20th, we have a slightly longer run of circa 275km to Limoges on predominantly 'D' roads. This is a longer day than the others in the itinerary, the purpose being to get us within a morning's drive of Brive the following day so that we arrive in plenty of time to register for the Event and take part in the afternoon activity. There is a faster route which travelers are free to use if they wish. Limoges has a picturesque old quarter, museums and a grand cathedral. There's plenty to see and do and of course the usual range of bars and restaurants. For more information on Limoges see here <https://www.france-voyage.com/tourism/limoges-1260.htm>.

Thursday 21st takes us from Limoges to Brive-la-Gaillarde, a journey of just 100km. A leisurely drive using predominantly 'D' roads means we should arrive in plenty of time to check-in to our hotels and register for the EEoTY which opens at 2pm. Here you will be given your information packs and, if previous events are anything to go by, a generous range of event merchandise and freebies. I'm sure the French organizers will be doing their best to outdo the excellent events laid on in Luxembourg in 2024 and Italy this year.

The EEoTY then begins properly. Have a look at the MGCC France website for what to expect. - <https://mgevent2026.mgclubdefrance.com/> .

The Event closes around 2pm on the Sunday afternoon and we will set off on a relatively short 165km to Angoulême.

On the Monday we head north to run to Angers. Situated on the River Maine in the Loire Valley, Angers is a beautiful historic medieval city, see here for more information <https://www.france-voyage.com/tourism/angers-1046.htm> .

On Tuesday the 26th we go our separate ways to our preferred Channel crossing route. For those returning to Portsmouth via St. Malo there is an unhurried 200km run to the port for a 8.30pm sailing.

POINTS TO NOTE: This itinerary is a **suggested** one. Travelers can pick and choose which elements they wish to join in with. The only fixed dates and times are those relating to the EEoTY itself. 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.

Where hotels are mentioned, they are suggested, not recommended. Travelers are free to choose which ever accommodation best suits their needs.

There will not be a "Tulip" route guide. The routes in the itinerary are suggested with a view to providing a relaxing and scenic route to the destination. There will be alternatives and travelers are free to choose which ever route best suits their needs.

At the time of writing the event is fully subscribed so if you have not registered and want to go on the trip you will need to go on the reserve list. From all accounts, the event is even more popular than expected so it is to be hoped that the organisers will allow more cars to participate. Keep an eye on the MG Club de France website for announcements.

<https://mgevent2026.mgclubdefrance.com/>

If you have been lucky enough to secure a place on the event but have not yet made your travel plans please feel free to follow our itinerary and join us for any part of the trip which fits in with your plans. You will find a copy of the detailed itinerary on the "Events" page of the MGA Register website.

For suggested hotels for overnight stops and a copy of the suggested itinerary go to the MGA Register webpage <https://www.mgcc.co.uk/mga-register/events-in-2023/the-european-event-of-the-year-2026/>

Editor's Note: Full "official" details and booking arrangements for the 2026 MG EEOY can be found in the October 2025 edition of *Safety Fast!* on pages 64 and 65, and in the September 2025 edition on pages 64 and 65.

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

Late News: I gather the event is already "Fully Booked" – Why not consider the MGA Spring Tour in Blackburn instead??

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 / Chassis number	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 mgacarclub_mgaeregistrar@hotmail.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 / Chassis number	HDR13 / 14071	Body colour	Old English White
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To add additional owner history please email mgacarclub_mgaeregistrar@hotmail.com			
Registration history			
Registration no	Country of registration	Date first registered in UK	Add a new Registration No
310HYU	GB	01 May 1956	
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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.			
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		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 on 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" - below)

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 mgcardclub_mgaregistrar@hotmail.com

Progress Report from Joe Walsh: *MGA Register - As at the end of September there were 6651 MGAs recorded on the database (global). These are cars for which there is a chassis number but not all of these have comprehensive data or an identified owner. Between 1st Feb to 30th Sept this year 165 new users have registered on the new UK Register and claimed their car. The vast majority of these new users have claimed cars which already have a UK Register number. When the new online Register was launched the last Register number recorded on the old database was 6580. The sequence was continued and the latest number allocated by the end of September was 6776. This means 196 new, i.e. previously unknown, MGAs have been identified and added to the MGA UK Register since we launched. If you still haven't discovered the new MGA Register click here to read how to register as a user and claim your car <https://www.mgcc.co.uk/mga-register/the-mga-register/>*

"What's it worth, mate?"

I am sure we have all been asked that question at shows or when parked in town.

Here are some thoughts from **Joe Walsh:**

Good question! The answer depends on why you are asking. Are you thinking of selling your MGA or are you in the market to buy one? Or are you trying to settle on a value for insurance purposes. Let's take the buy/selling scenario first.

At the time of writing (October 2025) the classic car market is pretty depressed and values generally are low. There are exceptions e.g. "Fast Fords" but even E-Type Jaguar values seem to be falling. The simple answer to the question "*what's my car worth?*" is "*it's worth what someone is prepared to pay for it*". So forget about what you paid and how much you have put into the car to improve it. Ignore all the glossy adverts you see quoting prices, it's the price MGAs are actually selling for that's relevant. – And if you genuinely want to sell your MGA then the reality is you'll probably have to accept less than you would have got a few years ago.

If you are a golfer and you buy a set of clubs for say £1,000 would you expect to sell them for more in say five years' time? Of course not. So why would you expect to get more than you paid for your MGA? The market for classic cars is no different to any other market; price depends on supply and demand.

So whether buying or selling, how does one arrive at a sensible asking price? Based on the principle that the car is worth what someone is prepared to pay for it a good guide to a realistic starting price is recent auction results. A good starting point for this research is the results search page on the GLENMARCH website. <https://www.glenmarch.com/cars/results>

Glenmarch provides information on worldwide classic car auctions, including collector cars, modern classics plus veteran and vintage car auctions. The results page allows one to filter information in an archive of classic car results for both sold and unsold lots. Using this resource one can see what MGAs are currently selling for in the UK and, equally important, what they are *not* selling for. So if you are looking to sell or buy an MGA right now check recent auctions and see what buyers are currently prepared to pay. As an example, here are some results from recent Mathewsons auctions:

Date	Lot #	Model	Hammer £
27 June 2025	888	Roadster	£16,500
31 July 2025	599	Roadster	£19,250
1 August 2025	604	Roadster	£19,000

For sales under £20,000 the seller fee at Mathewsons is 7.5% plus 20% VAT so Lot 604 with the hammer price of £19,000 netted about £17,290 to the seller. You can add a similar amount to the hammer price to work out what the car actually cost the buyer. Including the commission and tax Lot 599 would have cost the buyer about £21,000. If you look up the results and the photos on Mathewsons website you can do a comparison with your car and reach your own conclusion. There are plenty more results from other auction houses to compare.

You'll see these sold prices are, in some cases, quite different to the asking prices in some publications and websites. (For ASKING Prices, look at www.carandclassic.com – Ed)

Are there any benefits to these lower prices compared to a few years ago? **YES!** Because it means more people can now afford an MGA. If new owners are not perceiving the car as an investment they are more likely to get their car out and drive it. MGAs are arguably one of the best classic sports cars ever produced by the British motor industry and they belong on the road, not hidden away in a garage in the hope that prices will increase. If we want our MGAs to survive they need to be used and if lower prices are encouraging new owners to do just that then maybe prices need to drop a bit further?

Coming up with a valuation for agreed value insurance purposes is a different matter because you will need to convince the insurance company that the actual cost of replacing your car will be whatever you are trying to insure the car for. Broadly speaking, in the case of a total loss, this will be the cost of purchasing another car and bringing it to the condition of the one you have lost. Given the way prices are at the moment it would not be unreasonable to imagine a situation where it might be possible to buy a better example for less than your current "agreed value". Insurance companies are aware of this and some may be reducing agreed values accordingly.

So back to the original question, "*What is my MGA worth?*" Well, maybe not as much as you think. And maybe that's not a bad thing if it gets more MGAs on the road.

Now I appreciate this sentiment may not be welcomed by some owners but it is reality. Of course if an owner wants to sell their car but wants what they consider a "proper" price for it then perhaps they should leave it in the garage for another year and hope prices go up. Of course prices could go down further and if the car deteriorates in storage it might be worth even less.

Thanks for those thoughts, Joe. - Ed

Technical Topics

What Happens to an MGA when it is Not Used? (Joe Walsh writes...)

What happens to an MGA when it's not used for an extended period of time?

If you have not driven your car very far in the last few years maybe you don't want to know. On the other hand, if you are thinking of buying an MGA which the owner is selling as "very low mileage" then you definitely do need to know.

Let's take my MGA as an example. It is a 1956 car, restored to a very good standard in the 1990's with some of the work carried out by a well known MGA restorer. The car was used for a few years covering about 5,000 miles, including a trip to Le Mans, before being put away in the owner's garage. Apart from an annual run to the local village show, it sat there until I bought it in October 2021. Luckily it was a dry and well ventilated garage so cosmetically and structurally the car didn't suffer at all.

But although the car was in excellent condition cosmetically and structurally it was very far from roadworthy and it took the best part of six months work and a lot of money to make it safe and reliable.

Based personal experience then, let me outline what happens to a car stored and unused for an extended period of time; albeit in pretty much ideal conditions.

Here is a short-list of the jobs I had to do in the first six months to re-commission my MGA (we don't have space for the long-list!):-

- Repaired/restored seat runners (badly rusted from sitting on damp carpet (due to holes in the floor).
- Repaired & painted floor boards inside and out.
- Cleaned rust off the fuel tank & repainted.
- Removed air filters – they were filthy so a big improvement!
- Contacts inside distributor cap were badly oxidised – I was surprised it ran at all.
- Re-set static timing to 7BTDC (was 17BTDC – seller said the engine had been serviced by a "specialist"!).
- Flushed & thoroughly cleaned out cooling system.
- Unblocked heater elbow (see photos).
- Replaced all coolant hoses as these were all partially blocked & perished.
- The thermostat had virtually seized due to crud collecting around it.
- Replaced the cylinder head because the old one had "problems".
- Replaced all the hydraulic lines as the originals were perished.
- Total flush of the hydraulics because the fluid had deteriorated badly (see photo of master cylinder).
- Replaced the master cylinder because the seals had perished and were leaking.
- Replaced the perished fuel filler hose & gasket & seal plate.
- Removed carbs – running rough & leaking badly due to rotten seals.
- Tyres were 30 years old!
- The car came with two sets of wheels. Most of them out of true.

So how much of this could be attributed to the car being in storage? Apart from the wheels and cylinder head, pretty much all of it really.

The blocked cooling system, degraded hydraulics, knackered water-pump, degraded carbs & perished rubber hoses are fairly typical of the problems caused by prolonged lack of use. Surprisingly all the suspension bushes were OK.

In the list above I touched on cleaning out the cooling system. This was actually a huge job and involved removing the cylinder head and the water pump as this was the only way to

clean out of all the crud which had built up in the block over the years. See the photos of the top of the block and the state of the 'head gasket below - note the blocked waterways.



Joe's cylinder block, with blocked waterways and leakage patterns

Literally weeks of cleaning out was required using stainless steel rods, bottle brushes & repeated soaking and flushing with white wine vinegar. Before removing the water-pump and head I had tried the usual flush with Radflush. This didn't have any effect at all as can be seen in the photos of what I found after removing the pump and head.

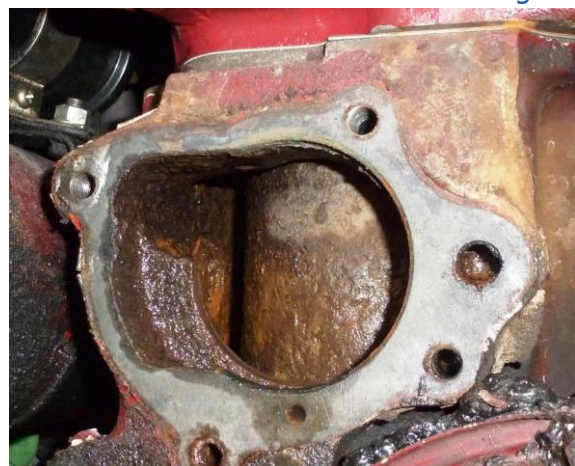
The heater elbow and thermostat were blocked by a horrible brownish jelly like substance which was caused by the degraded anti-freeze (see photos, below).



Heater Elbow and contents (above)

Mixed in with this "jelly" was plenty of iron "shale". More of this iron "shale" and an awful lot of silt had to be flushed out of the block and radiator before I could be sure the cooling system would do the job it was intended to do - see the photo of the water jacket through the water pump opening (right) - this was taken mid-way through the cleaning process. Ultimately the radiator had to be re-cored the following winter because some of the blockages could not be removed causing the car to run hot.

If you buy a car which has been standing for an extended period of time I'd suggest you remove the thermostat and heater elbow. If they are blocked, or badly contaminated, then it's probable the rest of the cooling



system is partially blocked as well – see the photos of the head gasket, earlier.



In the bottom of the master-cylinder was a thick black sludge (see photo, left), so there was no option but replace it and thoroughly flush the whole hydraulic system before replacing the all the perished rubber hoses with Goodridge braided items.

All the gaskets and seals in the carbs had degraded and the bodies had oxidised so anything other than a full strip and restoration would have been a false economy.

After lifting the cylinder head I discovered that it had had two very suspect spark-plug thread repairs so it had to be replaced. The waterways were blocked anyway so it saved me another cleaning job!

When I finally got the car running I found the core-plug at the back of the block was weeping. Replacing this would have meant pulling the engine so I used JB Marine-Weld to seal the weep. This held for 18 months until I had the engine out for other work and I had all the core-plugs replaced as a matter of course. (See photo, right)



Given the amount of silt I flushed out of the block I wasn't surprised to find all the core-plugs had rotted from the inside and were wafer thin, see photo, right. So in my engine the lack of use in the years before I bought it had effectively started a process of rotting from the inside out. Luckily the 'B' Series engine is a robust lump of metal and it will take a lot of neglect but that's no reason to not maintain the car in top class condition.

Now I am fortunate enough to have the basic skills to enable me to do most of this work myself but if you are thinking about buying a car which has been laid up for an extended period of time, and you cannot do the recommissioning work yourself, you will need to factor in the labour charges at your local garage. On a more positive note, repairing these issues is a lot easier and cheaper than restoration work on a rusty body/chassis, so it's not all bad.

It's also worth reiterating that my car was stored in a well ventilated dry garage. Just imagine how much worse things might be on a car which has been kept outdoors or stored in a damp environment. If an advert states *"stored under cover"* just check the seller doesn't really mean *"stored out of doors under a car cover"*.

To maintain a car in a healthy condition I'd suggest it needs to be driven regularly on journeys long enough to get the oil hot and coolant up to operating temperature and circulating around the whole cooling system including the heater, if your car has one. Around 20 to 25 miles will do this. Ideally the car should cover at the very least 3,000 miles per annum to keep everything healthy. Taking your MGA to Ireland or mainland

Europe for a road-trip will tick off a big chunk of that mileage and you'll have a great time doing it. An annual coolant flush should be considered essential.

So if you are looking to buy an MGA take into account the damage which might be lurking in a little used car. In addition to all the usual questions one might ask a seller, why not enquire as to how many miles a year it has been driven? By co-incidence there's a small ad in a recent edition of "Safety Fast" which reads, *"Full restoration completed in 2016.....little used since"*, oh dear. Now 5 years standing is nowhere near as bad as it could be but nevertheless there will probably need to be some re-commissioning work to do on that car. You would certainly want to replace the hydraulic fluid and some people would not want to drive a car very far on oil that's been sitting in a cold sump for 5 years absorbing moisture. Chances are the seals in the carbs will give up quite quickly and the cooling system will need close inspection. Were the core-plugs replaced as part of the restoration? If not, how long have they been there? Five years is plenty long enough for brake callipers and wheel cylinders to seize and seals perish. If you do have to leave your car standing for any period of time never leave the handbrake on. Chock the wheels or put the car in gear to stop it moving.

If you are an owner who hasn't used their MGA for some time then please don't let it fester and deteriorate over another winter. Give it a thorough service including flushing the cooling system and flushing the hydraulics. Make sure the carpets are dry and if you haven't got a well ventilated and dry garage take out anything absorbent e.g. carpets & seat squabs and get a dehumidifier.

If possible avoid using a car cover as this can just keep damp in the car and make things worse.

Alternatively, advertise your MGA for a sensible price and sell it on to someone who will use the car and cherish and preserve it for the future.

DVLA Changes

Following some steady and persistent lobbying by a number of members of the classic car fraternity, including the Federation of British Historic Vehicle Clubs (FBHVC) and Historic and Classic Vehicle Alliance (HCVA) the DVLA has recently announced changes to the rules around the repair, restoration, upgrade, and safe modification of historic vehicles.

These changes simplify and clarify the policies and procedures on the registration for road use of historic vehicles. Those changes should simplify the processes and rules around the allocation of a registration number to a restored car (or the "reclaiming" of a registration number previously allocated to that car, for example if the car has now been re-imported to the UK), and minimise the risks of a restored or recued car being allocated the dreaded Q plate. They also clarify the rules around what changes to a vehicle need to be notified to the DVLA.

These new guidelines around vehicle modifications are:

- "Like-for-like" repairs, where a vehicle has been repaired or restored back to its original standard format will no longer require (inspection or) notification to DVLA providing the vehicle's appearance is the same as when it was originally manufactured and there are no changes to the log book (V5C).
- Vehicles that have been subject to significant structural modifications will be able to keep their original Vehicle Identification Number (VIN) but the registered keeper must notify DVLA of the changes. Such changes include cutting into the monocoque or frame, changing the vehicle's appearance or dimensions from the manufacturer's spec.

- Vehicles that have been converted to electric power will also be allowed to retain their original identity, but the registered keeper must notify DVLA of the changes. There is a good article on this topic on page 10 of the October 2025 edition of Safety Fast!, and I have also received e-mail communications on the topic from Moss Parts, Classics World Magazine, (August 2025) and the Historic and Classic Vehicles Alliance (HCVA). The revised guidelines were published and took effect from Tuesday 26th August 2025.

Don't get too excited..... The message from Moss Parts reminds us that: [The DVLA encourages documentation \(photos, invoices, summaries of work\) to support the notification process. Processing times may vary, so check GOV.UK for details.](#)

Body Filler Recommendation



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!!)

Here's a suggestion / recommendation about a brand of body filler he has used recently:

[I used this during my recent restoration and recommended it to a couple of mates in the NW.](#)

[Glowing reports all round; easy to knife out even in thin layers, no tiny air bubbles, sands and feather edges beautifully, no need to use cellulose stopper for fine layers, doesn't sink like stopper does. Great.](#)

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!

For Sale and Wanted

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

For Sale - MGA 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 around £4,500, plus all parts available to complete the project at additional cost. –

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 – New MGA Roadster Hood Frame

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 £150**



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

Daran Scarlett - 07841 321118.

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

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 – MGA Roadster

Rare black UK registered 1500 MGA with black hardtop that fits.

Mileage 23270, Registration 910 YUN.

Owned for 12 years.

Red interior and vinyl soft top / hood.

MOT and tax exempt.

Electronic ignition, stainless exhaust, single battery, extra electronic cooling fan and screen wash. original steel wheels and drums

Will come with tonneau and side screens, and vintage case for boot rack with leather straps for same.

I have tried to keep this as original as possible; windscreen by Royal Doulton and rare sales badge on dashboard from reputable well known MG garage of the time.

Car is said to have been used around London for weddings, but I have no proof of this (if you know anything about the car's history, do please let me know)



Asking Price -
£24,000

Car is in Ilkeston, Derbyshire.

Contact Chris 07493 622218
chambersc1@outlook.com

Wilmot Breeden Ignition Keys

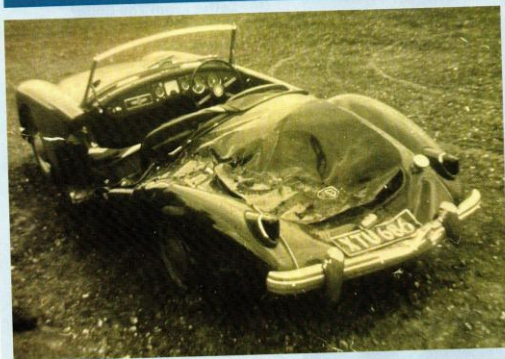
Reader **Barry Brownleader** has a wide selection of original style FP*** and FS*** keys. They are FREE to any MGA owner wanting spares – Just tell Barry the key number you want and he will post them to you (overseas customers please pay him the postage costs!).

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

Since 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.

(Lost and) Found

LETTER FROM THE EDITOR



The picture above has all the hallmarks of a disaster, and indeed in some ways it was, but it also has a potentially remarkable happy ending. It was sent in by Allison Hipkin, who said:

'I am reaching out at the suggestion of Joanna from the MG Owners Club following our conversation yesterday. Briefly, my father Brian Sharpe served as a tank driver with the Royal Tank Regiment in the 1950s. He occasionally shared stories from his time in the army, and one was often repeated. This involved a new sports car owned by a young officer, which was run over by a tank. My father always insisted that he wasn't driving at the time, and that it was an accident. If I recall correctly, this incident took place in Detmold, Germany, when the tank broke free while being loaded or unloaded from a transport vehicle. He mentioned that he believed he had a photo of the car "upstairs somewhere."

'Sadly, my father passed away 12 years ago, and I have taken on the role of custodian for his photo collection and army records. While looking through these recently, I came across this photo of the crushed car. Although pictures from that era are pretty small, I could make out the registration number XTU 686 and that it was an MGA. On a whim, I decided to check if the car still existed, and I was amazed to find it listed on the gov.uk road tax checker.

'The tale of the crushed car has

been part of our family history for all these years, but I imagine the current owner is completely unaware of it. I don't know if any other photos exist or who took the picture. I'm assuming my dad had a camera, as he has lots of snapshots, which were unusual at the time unless you owned one.

'Anyway, I thought it would be nice to see if I could track down the current owner and pass on the photo should they want it, hence my call to Joanna yesterday. Joanna checked if the car was registered with the club. Sadly, it isn't, but she did say that not all members list their vehicles and suggested this email to see if an article in the club magazine may help.

'I have attached a screenshot of the photograph (above) and hope that perhaps you can help find the current owner. I know my dad would be tickled pink to think that all these years later the photo could possibly be reunited with the car.'

What a great story! So how about it – can any of you help us put the current owner of XTU 686 in touch with Allison?

TOPS DOWN FOR THE SUMMER

Sebastian Deckker also sent in a picture, this time of his MGB (right). Sebastian wrote: 'First time owner of a 1972 MGB Roadster and loving it! Rather an impulsive purchase, but with the summer we have had, the soft top has been invaluable!'

Yes indeed, what a great introduction that must have been to classic soft-top motoring. In fact, the summer was so hot at times that we in the UK got a taste of what it must be like to own a convertible in places like Spain, Italy and California. For some people, that might have been something of an eye-opener. After all, it seems slightly perverse that we in the UK with our changeable and unpredictable weather have such an ongoing love affair with convertibles (both classic and modern when buyers in sunnier climes are more likely to favour a solid roof, or to specify air-conditioning and more often than not leave the hood up.

Perhaps this last summer will have shown us why, because sitting out in an open car with no shade in 40+°C heat could soon leave you dehydrated or with sunstroke! That is why in places like Arizona and Malta, during summer the use of a convertible with the roof down is largely confined to evenings and nights, or for those who have the choice a BGT is preferred to a Roadster. Still, I have to agree with Sebastian and say that for novelty value alone, owning a convertible classic during the long, hot summer of 2025 has been a real treat.

All of which raises two further questions in my mind. Firstly, what weather-related experiences have you had in your MGs? These can be hot or cold; for example, I remember a friend enthusing about driving his pre-war MG one winter, its skinny tyres cutting through the snow and ice to find traction when all the moderns were sliding to an ignominious halt on their wide rubber. And secondly, have you ever bought an MG on impulse like Sebastian did and if so, how did it turn out for you?



Our thanks to Jon Mullin who spotted this piece in Enjoying MG.

Better than that – he has confirmed the car is still on the road (now repaired!), and is presently up for sale in the Kent area.

Great to see another one on the road!

[1956 MGA Series 1 For Sale | Classic Cars and Campers](#)

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.

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, October 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