



MGA REGISTER eNEWSLETTER
March 2026
WORLDWIDE CIRCULATION: 1199

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 – Looking Forward to 2026?

Welcome to the March 2026 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 9 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 .

As usual, there are a lot of classic car related events already planned for 2026, local, national, and even international – Some of these events are organised by MG Car Club, its Centres and its Registers. You will read about some of these in the following pages. This Newsletter cannot cover all such events, of course, I encourage you to investigate what events are on near to your home, and to go along and “fly the flag” for the MGA and the wider MG Car Club. UK readers can look at www.classicshowsuk.co.uk for shows near you. – You can search the site by REGION or by COUNTY. But CHECK before you go – some of the info is rather dodgy!

The only national classic car events I am aware of since the turn of the year have been the MG and Triumph Spares Day at Stoneleigh (8th February) where a number of MG Car Club Registers had stands, and Race Retro, again at Stoneleigh (February 20th to 22nd). I did not attend these events, and I have not received any reports from readers.

Looking forward to the balance of 2026, plans are now well advanced for the MGA Spring Tour, based in Lancashire, between 19th and 21st May (Tuesday to Friday!), for the 2026 EEO TY Event, in France, and for MGA Day 2026 at Crich Museum in Derbyshire. Further ahead, we have the MGA Register Autumn Tour, which will be based at the Palace Hotel, Paignton, Devon, in September 2026. More details of all of these events are in the following pages. Plans for other events are “in progress”, - but of course 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 25th and 30th April 2026.**

Brendan Leach
Editor – MGA Newsletter

MG Car Club News

MG Car Club Advantage Members' Benefits

Editor's Note: *What follows is my personal opinion.....*

The range of Members' Benefits available from the MG Car Club under the Advantage banner continues to grow. – And some – of those benefits are actually worth having! In addition to the usual discounts on Airport Parking, spa breaks, and hotels there are offers from a number of suppliers of spare parts, lubricants, tools, car covers, car storage, Morton's Books, entrance to some motor museums, and a number of other products. Plus, of course, MG Car Club has a member's package on car insurance with Peter James Insurance, and there is the MG Affinity Scheme for discounts on new MG Motor cars. It is worth a look on the MG Car Club website www.mgcc.co.uk – The Members button is at the top right of the home screen, but in order to access the Members Only area to see the offers you will need your membership number, plus (of course!) your password. Despite this inconvenience, I suggest it is well worth looking at the benefits available (even if you don't want a spa break!).

MGA Register News

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)

Book Review, by Howard Quayle

***BMC Farina Cars In Detail* by Anders Ditlev Clausager**

Pub: Herridge & Sons Ltd: ISBN 978-1-914929-15-1: - Price:£45 (£32.50 from publisher)

You might wonder why a review of this book has found its way into the columns of an MGA Newsletter but think again..... what lump of cast iron sits under the bonnet of most of our cars? And what powers classic Farina saloons such as the Morris Oxford Series V, the Austin A55 Mk II, the MG Magnette Mk III, and several others? Exactly the same BMC B-Series engine, in one form or another.

In addition to this, many of us MG fans will have owned one of these typically British vehicles at one time - "perfectly good, sensible family cars", as Clausager describes them - or at least have been driven in them by our dads. This reviewer's dad owned an Ausin A55 Farina, followed by two A60s, and the reviewer himself remembers buying a tatty A40 Farina Mk I in 1972 for £40, so that tends to prove the point.

This excellent book is sadly the last major work by the noted automotive historian Anders Ditlev Clausager, who died last year, shortly before the book was published.

His **Original MGA** (first published in 1993) should be on every MGA owner's bookshelf, and BMC Farina Cars In Detail is written in the same style – descriptive, economical, and with very little expressed opinion. In this respect, he mirrored Nikolaus Pevsner, the German architect and historian whose Buildings of England volumes are widely regarded as the finest works on British architecture. Perhaps it takes someone from another nationality (Clausager was born in Denmark) to provide the best records of our national institutions....one of which was sadly-departed BMC.

This lengthy book covers the various Farina models, starting with the 1958 Austin A40 (A-Series engine): describing in depth the badge-engineered models such as the Morris Oxford (B-Series engine) which made up the core of the range: and moving on to the six-cylinder Austin and Wolseley variants. Although not mentioned in the book (Clausager's economical style again), all three power units in the Farinas were used in MGs – the A-series in the Midget, the B-Series in the MGA and MGB, and the C- Series (after some changes) in the MGC. Clausager's style never allows him to list the social distinctions BMC cleverly generated by badge engineering, but the marketing results are all there – the A55 for a self-employed businessman, Oxford for a teacher, Wolseley for bank and building society managers, and Riley for directors of small (and not so small) companies. It was never clear where the Farina Magnettes fitted into all this (ZA and ZB owners were clearly not enthusiastic about the replacements), with only 30,998 manufactured over nine years.... a small percentage of the total B-Series production run of nearly 900,000 cars.

Readers will be fascinated by the "Farina Variations" chapter. Wolseley police cars had long been favoured by the various forces, but what about the Riley Riviera, based on the Riley 4/68? Or the two Princess Estates (one of which had the Rolls-Royce 4-litre R engine) built for HM Queen Elizabeth? Outside the UK, Australia produced what was effectively a six-cylinder version of the Austin A60 (the Freeway), with the UK's Wolseley 16/60 becoming the Wolseley 24/80. Further afield, the SIAM de Tella company in Argentina produced Farina saloons and estates under licence with Riley grilles and A55 fins, with many of the saloons sold as the familiar black-and-yellow Buenos Aires taxis!

Clausager does not neglect the competitions activities of these vehicles, ranging from serious rallying (several appearances by an A40 in the Monte Carlo Rally) to banger racing, which sadly saw the violent demise of many B- and C-Series cars.

The various tables in the book are comprehensive and provide data on the BMC Farinas in minute detail. The Appendices alone run to over 40 pages, starting with Identification and Dating, and continuing with Colour and Trim, before concluding with Technical Summaries and Production Figures.

A truly magnificent achievement, by any standards, and highly recommended. If I'd had this book in 1960, when our family's neighbour purchased his two-tone Riley 4/68, I could have told him that the colours were Clipper Blue and Smoke Grey (codes BU.14 and BU.15): that the leather seats were BMC Beige: and that the carpets were Blue Mottle!

List price of this book is £45, but copies are available at £32.50 if purchased direct from the publishers.

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 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 10 years.

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.

Season's Greetings (?)



A little bit late – but it seemed a shame to waste it. – I received this picture from Howard Perks. Who knew he was such an accomplished chef?

Reports on Recent Events

I have no reports on recent events, beyond Ian Prior's report on the Rob Roy Hillclimb in Melbourne, 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.

Overseas News

33rd Annual Rob Roy Hillclimb - Melbourne, Australia

Whilst most of us Northern Hemisphere MGA owners were shivering in single digit temperatures in November, our friends in Australia were enjoying high summer. - Here is a report on a hill-climb in Melbourne, from **Ian Prior**:

Eleven Drivers in ten MGAs continued to celebrate the 70th anniversary of the MGA by competing at the 33rd annual Historic Rob Roy Hillclimb in November, surpassing previous records for MGA entries at the venue.

The total field of 81 competitors also included several MG BGTs and MG TCs commemorating the 60th and 80th anniversaries of those models respectively.



Cars lined up at the start And drivers (Ian Prior is Bob Harris lookalike, 3rd from right)

The MGA team included two Twin Cam Roadsters, (Paul Vermont and Ian Prior), three Pushrod Coupes (Ric Collett, Mike Ellsmore and Graham Dows), and five Pushrod Roadsters (Lynne and Brian Miller, Greg Manderson, Russell Seymour, David Thiessen and Brendan Sullivan).



Ian Prior in action



Russell Seymour

Our celebratory Hillclimb competition was a real hoot and to make it even more interesting Mike Ellsmore devised a canny handicapping system to level the playing field of the very diverse driver / car combinations.

His research into historical times allowed regular competitors to use their previous best time as a base and those new to the venue or with a new car used the best time for an equivalent MGA model / specification.

Well, that was theory, - however, only the first run was dry then the heavens opened for the remaining three runs. This made any time comparisons and the handicapping academic. Those drivers who put the *pedal to the metal* rather than treating the first run as a familiarisation were rewarded with the best results.



Graham Dows



Lynne Miller



David Thiessen



Brendan Sullivan

Fortunately, we had erected marquees in the pits during the previous week and so were able to enjoy each other's company between runs, but we all got rather wet during the competition. Of course, Coupe drivers had the last laugh.



Mike Ellsmore



Greg Manderson

Congratulations to Brendan (Sullivan) for winning the handicap and to Russell for the fastest MGA time of the day (27.46sec). Despite the rain five drivers were within one second in the handicap.

We have agreed to try again in February's warmer and hopefully drier weather to have another attempt.

It was great way to conclude the year's 70th celebrations, as we all had lots of fun sliding around the track.



Ric Collett



Paul Vermont

The Pits at the Rob Roy Hillclimb



International readers would be unaware of Rob Roy's long history. It commenced operations in 1937 running to the early 1960s before a bushfire destroyed the infrastructure. Many of Australia's elite drivers have competed at Rob Roy over the years including Sir Jack Brabham and Stan Jones father of Alan Jones. The MG Car Club Victoria resurrected the venue in the early 1990s and has run events there ever since, gradually improving the

venue over time. It is the second oldest purpose built Hillclimb in the world after Shelsley Walsh in the UK.

Situated in bushland 45 kms from the Melbourne's CBD the track is approximately 700metres long with an average gradient of 10 percent. The record stands at 17.30sec for a Gould GR55B.

The MG Car Club Victoria and Rob Roy have developed a partnership with the Bugatti Club and Prescott Hillclimb in the UK and conducts a bi-annual team challenge, which alternates between the venues. The latest challenge was held in March of this year at Rob Roy. On the recent 70th Anniversary MGA European Tour the Aussie contingent were guests at Prescott receiving a tour of the Museum and a drive up "The Hill" followed by a sumptuous lunch. This was an especially exciting day for the Melbourne members who had not previously sampled the wonders of Prescott.

Future Events

I am aware of quite a lot of national and international events during 2026, which you will find in the following paragraphs. - Also, ("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.

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

In the following paragraphs are some of the future wider MGA and Magnette-related events that I am aware of..

Future MGA Events – 2026

Here are details of our **2026 Events** – MGA Register and wider...

MGA Register Driving Tours

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

See **Jonny Pollard's** "Appeal" on page 19! Meanwhile, here are the 2026 Tours.

2026 Spring Tour – 19th to 22nd May 2026

Plans for the **2026 Spring Tour** 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 Dunkenhalgh 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>

At time of writing this Newsletter article, we have 31 cars booked for the event.



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 80 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, - remember that the boot space on an MGA is limited!

If you have already booked for the tour, Tony Brown will get in touch with you over the coming weeks to ask if you are interested in joining this outing. If you have not yet booked, then please indicate your preference(s) on the booking form when you send it to Tony.

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.
<p>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).</p> <p>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).</p> <p>Non MG CC Members add an additional £25 Tour Fee per car (£55 vs £30) on these prices.</p>		

Booking Process

You must book your accommodation and meals with the Dunkenhalth 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 Dunkenhalgh 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 February, we have 30 confirmed hotel bookings, (31 cars entered to the tours) so there are still rooms available.*

What happens next????

1. Tony Brown will issue details of the menu options for Thursday night's formal dinner to all guests by e-mail in the final week of April. Please respond promptly to his e-mail, with your choice of food and any special dietary requirements. There will be a "reminder" about this in the May edition of this eNewsletter, issued late April.
2. The hotel will contact guests during the two weeks commencing 4th May, to collect final payment for your accommodation and meals.
3. If you are already booked on the tour, then please let organiser Tony Brown (tony.brown0710@gmail.com) know if you would like to join the coach trip to Boundary Mill Outlet on Friday 22nd. (We need to know how big the bus needs to be!).
4. As the lighter nights arrive, get started on checking your MGA ready for an excellent few days of driving and socialising!

2026 Autumn Tour – 15th to 18th September

Looking still further ahead, we can now confirm outline plans for the 2026 Autumn MGA Tour, which will take place between Tuesday 15th and Friday 18th September.

It will be based at the Palace Hotel at Paignton, Devon <https://palacepaignton.com/> where we have provisionally booked 55 rooms.

The Tour Organiser(s) have nominated **Howard Perks** as their Publicity Spokesman (!) and here is Howard's introduction, and his latest (weather!) update:

Our 2026 Autumn tour will be based at The Palace Hotel in Paignton. It is situated right on the seafront, has ample parking and is lovely inside. The hotel also boasts a large indoor swimming pool if you feel the sea is too cold for a dip! Their prices are roughly in line with costs for other hotels the Register has stayed in. Another car club recently returned en masse to the Palace Hotel as they were very impressed with it on their first visit. So, I guess that bodes well for us.

Directly in front of the hotel is a large green where a classic car show is held every year.

Two excursions are planned for the Wednesday and Thursday of our tour. They will not be long drives as there are many tempting places to stop and visit along the way.

The number of participants for this extravaganza are building up nicely. But - I thought that I'd better give you a heads up about a change to one of the routes I had planned.

One of the most scenic drives in South Devon is (was!) along the coast from Dartmouth towards Slapton Ley. This strip of road divides the sea from a freshwater nature reserve.

Sadly, you are likely to have seen on the news that this iconic road has been catastrophically swept away by ferocious storms.

The damage is so extensive, even after steel barriers were sunk to help protect the road, that one can only guess when or if it will ever be fixed, and judging what was said at the recent public meeting it seems unlikely that a huge amount of money will become available to fix it. This is not the first time this has happened and there is a school of thought that it is time to face the inevitable – to let nature take its course and the road be abandoned. This would leave the people of Torcross all but cut off and needing to take a long detour on very narrow lanes unsuitable for large vehicles. You can imagine the anger locals feel.

As far as our two Register drives are concerned, **fear not**. I can easily come up with an alternative and attractive route after Dartmouth.

Our original planned route **was** to follow the coast heading south towards Dartmouth. This allows a side visit to the lovely fishing port of Brixham. On the way is a fantastic National Trust property, Coleton Fishacre, built in the Arts & Crafts style as a home for the D'Oyly Carte music family.

To arrive in Dartmouth, you will cross the Kingswear Higher Ferry (£9 - nothing is cheap these days!). Dartmouth is a spectacular town and a boating haven. It is well worth wandering around and has plenty of eateries of all kinds.

Departing Dartmouth, the plan **was** to head towards Stoke Fleming and pass the beautiful Blackpool Sands before a stunning view of Slapton Ley appears. This part of the route will now be revised!

The second day's drive will be a circular tour of Dartmoor and once again there will be spectacular views and plenty of points of interest.

It's a bit too far to head over the Tamar into Cornwall but should anyone wish to extend their stay I can provide a popular route around the villages and cliffs of SE Cornwall and Bodmin Moor. Drop me a line if you fancy that too.

In the meantime, I look forward to meeting many of you at the Spring MGA gathering and to seeing you in September, I hope! - **Howard Perks**

Outline accommodation details are:

Service	£	Pay
Tuesday 15 th and Wednesday 16 th Bed, Breakfast and Evening Meal – Standard per room per night (Sea View Room upgrade as available, per night)	£89 per person £10 per person	Hotel
Thursday 17 th Bed, Breakfast and Evening Meal – Standard per room per night including evening meal. (Sea View Room upgrade as available, per night) *Subject to Room Availability*	£59 per person £10 per person	Hotel
3-Course Group Gala Dinner (Wednesday 16 th) Included in BB EM tariff for hotel guests. Dinner for participants not staying at the Palace: £22.50 PP		
Cancellation policy 8 weeks and over no charge 6-7 weeks 25% 4-5 weeks 50% 3 weeks and under 100%		
Tour Entry Fee (Licences / permits, plus MGA Register expenses) – per CAR	£30 - MG CC Members £55 - Non Memb.	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, incl Wednesday Gala Dinner,
4 * £89, + 2 * £59, + 1 * £30 Tour Fee = £504 (plus beer).
For 1 person in 1 car, single room. – “Full set” of 3 nights B&B, and Wednesday Gala Dinner,
2 * £89, + 1 * £59, + 1 * £30 Tour Fee = £267 (plus beer).
Non MG CC Members add an additional £25 Tour Fee per car (£55 vs £30) on these prices.

Booking Process

You must book your accommodation and meals with the Palace Hotel, by calling 01803 555121 (best to call Tuesday, Wednesday or Thursday)

Ask for Carole or Claire and quote MGA Register: September 2026 event

All of the accommodation bookings are to be secured by a £50 non-refundable deposit. The Balance is to be paid 8 weeks prior to arrival. Please note the hotel’s cancellation policy.

There is no single room supplement.

Arrival Date: **Tuesday 15th September 2026**

Departure Date: **Thursday 17th September 2026**

Bookings are open **NOW**.

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 3 to this eNewsletter.

To join this Tour, then, you need to:

- Book you accommodation and meals with the Palace Hotel asap, on 01803 555121, quoting **MGA Register Tour 2026**.
- Send a completed Booking Form (Appendix 2 to this e-Newsletter) to Tour Organiser Howard Perks at howard.perks@blueyonder.co.uk or by post (address on the form)
- Send Tour Entry Fee the MGA Register Treasurer, preferably by BACS, or alternatively by cheque. – Details on the booking form at Appendix 3.

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



Scottish MGA Day – Sunday 7th June

As is usual, Scottish MGA Day takes the form a day's drive around the scenic parts of Scotland, with carefully planned refreshment stops "en route". It has been organised by **Paul and Jeanne Dean** – Here is Paul's outline:

The provisional route will start at the Woodhouse Cafe which is a few miles west of Stirling. The route will head West to Balloch then briefly up the West side of Loch Lomond before heading west again to Faslane on Loch Long which we follow to Arrochar. Then the route takes us over the infamous Rest and be Thankful road which we follow down to Loch Fyne. Going round the top of this Loch the road takes us to Inveraray from where we turn North again to the top of Loch Awe before we turn East for lunch at The Ben Lui Restaurant in Tyndrum.

After lunch we start towards home. Initially to Crainlarich but from there several options are available via Loch Lomond, Loch Tay, Loch Earn, or Loch Lubnaig.

It sounds a long route but is very similar to previous routes with longish morning run and shorter afternoon run with options.

Due to changes with the Caledonian Centre website I will take all bookings directly by email, to pmz.dean@gmail.com

Fundamentally the run is for MGAs, and similar vintage MG ZA/ZBs, but there are exceptions for those who have 'connections with MGAs'. (*Organiser's decision is FINAL! – Ed*)

Other 2026 Events

MGA Day 2026 – Sunday 26th July

Our very own railway and tramway guru, **Howard Quayle**, writes:

MGA Day 2026 will be held at **Crich Tramway Village**, near Matlock in Derbyshire, DE4 5DP, <https://www.tramway.co.uk> – a venue which allows easy access from both the A6 and the M1.

This is the national tramway museum, the collection having been started over 60 years ago, in 1959. The village, through which the trams run, features a pub, cafe, souvenir shop, and tram depot, many of these historic buildings having been dismantled elsewhere then re-erected at the site. Many of the trams are fully operational, with three or four units normally running, on a route through the village and out into the Derbyshire countryside for a short distance, along a line engineered by George Stephenson.

More details in upcoming editions of the Newsletter, but the following will be useful:

- Entry is £18.00 per person. This ticket can be used for any number of return visits during the following twelve months
- Recommended arrivals from 10.30am onwards. (There is extensive parking adjacent to the village, and the Register will have its own reserved area)
- Based on previous visits to Crich in recent years, allow 3-4 hours for an enjoyable day, although visitors can stay as long as they want and take as many tram rides as they wish.
- There will be an opportunity for a small number of drivers to bring their MGAs into the village, for display in and around the main street, but the logistics for this will have to be arranged with the site's management. More on this over the coming months.

Put the date in your diary now!

Editor's Note: *If you wish to extend your visit, you are in the beautiful Derbyshire Peak District, and less than 5 miles away is The Great British Car Journey – a Motor Museum with a difference. <https://greatbritishcarjourney.com/> Great British Car Journey is at Ambergate, Belper, DE56 2HE. Discounts available for MGCC Members via the Affinity Scheme.*

Practical Classics Restoration Show – 20th to 22nd March – NEC

The Practical Classics Classic Car & Restoration Show returns to the NEC between 20th and 22nd March. Although it is not as big as the November Lancaster Insurance show, it is usually a good day out. – Though amongst the cars on show there are rather more “befores” than we see in November, which concentrates on “afters”!

Get a discount on your (online) tickets by quoting code CCMGCARM6F.

It is also worth pre-booking your parking – £19 per day becomes £14, as I recall.

Worcestershire Classic Car Tour – Easter Saturday 4th April

MGA Register member (and MGA and ZB Magnette owner) **Mark O'Neill** has organised the 11th running of the Worcestershire County Boundary Classic Car Tour, - a charity drive of around 150 miles around Worcestershire, Herefordshire, Gloucestershire Oxfordshire, Shropshire, and the West Midlands – all in aid of Worcestershire Prostate Cancer Support Group.

It will start at Wolverley Memorial Hall near Kidderminster (DY11 5TN) from 8.00 am, and will end at The Manor House at Whittington (DY7 6NY).

Minimum donation is £40, which includes a Tour Book with detailed tulip map route, window stickers, breakfast bun and drinks for driver and navigator, - All proceeds go to Prostate Cancer Research. For full details and booking form, for this Rolling Classic Car Show, see:

<https://www.eventbrite.co.uk/e/worcestershire-county-boundary-classic-car-tour-tickets-1979110647222>

MG Fest 2026 – 16th August at Brands Hatch

Following the success of MG Fest North at Croft (Darlington) in September 2025, MG Fest for 2026 is moving to the “Deep South” – To Brands Hatch circuit on Sunday 16th August. Here's some of the advance publicity from **MG Car Club**:

MG Fest '26 comes to the iconic Brands Hatch circuit on Sunday 16th August 2026, marking the MG Car Club's official national gathering for the year. Steeped in motorsport history, this legendary Kent venue provides the perfect backdrop for a celebration of MG's rich competition heritage.

For the first time in several years, Brands Hatch will host a major event dedicated entirely to MG, combining thrilling on-track action with a full programme of racing curated by the British Racing and Sports Car Club (BRSCC).

Headlining the day will be the much-loved MG Cockshoot Cup, promising close, characterful racing.

Beyond the circuit, a vast display of MGs from every era will form a living timeline of the marque's evolution, from pre-war classics to modern models. Visitors can meet passionate owners, racers, and restorers, while precision-based California Cup Autotest and Autosolo competitions add interactive excitement throughout the venue.

One of the most ambitious highlights of MG Fest '26 will be a record-breaking attempt to place the largest number of MGs on track at the same time. This unforgettable mass parade lap will see hundreds of MGs sweep through iconic corners such as Paddock Hill Bend and Druids – an extraordinary sight for spectators and participants alike.

Adding to its significance, MG Fest '26 will form part of Brands Hatch's Centenary of Power celebrations. MSV Group Motorsport Events Manager David Willey commented "MG machines have a long history of racing here, so it is hugely appropriate that this celebration should take place at the venue"

With thrilling racing, interactive activities, historic displays, and a welcoming community atmosphere, MG Fest '26 promises to be a must-attend event for enthusiasts and newcomers alike.

For a full weekend of MG Activity, the MG Car Club South East Centre will be hosting their Summer Day Out on Saturday 15th August at Lullingstone Castle (Dartford DA4 0JA). With organised runs linking Lullingstone Castle and Brands Hatch, it offers a warm-up to MG Fest 2026.

More news in February's Safety Fast! pages 7, 20, and 21.

MG Car Club members benefit from generously discounted ticket prices, - £24 for adults, or £16 for display bookings (i.e. "bring an MG") for MGCC Members.

Use members discount code **MGCCBH26**

On line booking is open now, at www.mgcc.co.uk/mgfest

Watch out for more news on the MG Car Club website, and in Safety Fast! Magazine.

Kop Hill – 12th & 13th September 2026

Joe Walsh writes: Following last year's highly successful Kop Hill weekend many owners got in touch to say how much they enjoyed the event and asked if we would be having a display at the 2026 show.

The good news is that the MGA Register has secured a dedicated display area for the 2026 show.



Spaces on the MGA Register display area will be limited to 10 cars on each day so places will be on a first come first served basis.

Please note, booking onto the event can only be made through the Kop Hill booking site and owners wishing to be on the MGA Register display must "Affiliate" to the "MGA Register Club" when booking. The Kop Hill booking system will open on the 31st March 2026.

<https://kophillclimb.org.uk/entrants/>

The process of "affiliating" to the "MGA Register Club" will be explained in more detail on the Kop Hill 2026 page on the MGA Register website. This will be updated as soon as more information is available.

<https://www.mgcc.co.uk/mga-register/events-in-2023/kop-hill-2025-20th-21st-september/>

There will also be an update in the next newsletter. Five owners have already been in touch to tell us they want to take part this year so keep looking at the Kop Hill website and get your booking made sooner rather than later if you want to go.

This year any MGAs running up the Hill will probably be parked in a separate area in the paddock and not on the main MGA Register display. So if you are not planning to take part in the Hill runs and would like to be part of the MGA Register display area the 2026 Kop Hill event let Joe Walsh know when you have made your booking, at mgcarclub_mgaregistrar@hotmail.com.

A quick update on two cars which attended last year; good luck to **Robert & Estefania** and **Steve Dixon** who are waiting to hear whether their applications to take part in this year's Mille Miglia event have been accepted. Hopefully these two UK MGAs taking part. Details of this year's event can be found here <https://1000miglia.it/en/events/1000-miglia/1000-miglia-2026/>

Lancaster Insurance Classic Car Show – 6th to 8th November

(It's a long time off, but ...) The UK's biggest annual Classic Car Show will take place at the National Exhibition Centre (NEC), Birmingham, between 6th and 8th November. More news and details of discounted tickets in future editions of the eNewsletter.

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. The 2026 EEoTY will take place between 21st and 25th May 2026 in the French Dordogne... Here's **Joe's** update...

This event is now fully booked but if you are one of the lucky ones who has managed to secure a place, but have not yet decided on your route, why not take a look at the suggested itinerary in the January edition of the e-Newsletter (page 17)?

Unfortunately some of the links in this article didn't work on some devices so as an alternative you can go to the EEoTY page on the MGA Register website where you will find details of the EEoTY, a suggested route to the event and a link to download an itinerary: <https://www.mgcc.co.uk/mga-register/events-in-2023/the-european-event-of-the-year-2026/>

Magnette Events – 2026

Magnettes and Steam – April 4th

At Quorn and Woodhouse station on the Great Central Railway in Leicestershire.

European Magnette Day – June 27th and 28th

At Filzbach Kerezenberg in the Swiss Alps (SW of Zurich). 20 rooms reserved at Hotel Lihn.

Bridge Classics Visit – July 26th

Repeat of a popular 2025 "open day" event, at Woodbridge in Suffolk

Lou Shorten Tribute Weekend – September 26th and 27th

As ever, venue will be John Shorten's house at Lenwade, near Norwich.

Details of all of these events can be found on the Magnette Register website

National Events - 2027 and Beyond

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. Starting in 2026, 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!").

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. – The MGA Register Database is being continually improved, and in the following paragraphs Joe outlines some recent improvements, and also explains in detail how you can improve the data held on your car. Remember, the BMIHT 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. Here's **Joe's** update

Registrar's News – Spring 2026

The On-line MGA Register:

One year on from the launch of the new online Register over 200 MGA owners have registered as new users and "claimed" their car. If you have not yet registered and "claimed" your car, what are you waiting for? The database holds information on over 6600 MGAs worldwide. That number might surprise you but believe it or not new cars are coming to light all the time and new UK Register numbers are being allocated every week. Since the Register went online, over 260 new UK Register numbers have been issued to MGAs which were not previously recorded on the old UK database. Full details can be found on the MGA Register website: <https://www.mgcc.co.uk/mga-register/the-mga-register/>

[Home](#) [Register](#) [Photos](#) [Contact](#)

Home

My MGA's
Manage the details of your MGA online
Your MGAs, 14071 , 83582

Not a user yet?
Click to here to register as a user

For more information and help on registering click [HERE](#)

Twin-Cam production files
Please have a look at the files

Search the register
Enter chassis, body, engine or register number

Last additions to the register



Tips on "claiming" your MGA:

1. When "claiming" a car the owner is asked to enter "...the date you acquired this MGA". A noticeable number of owners claiming their car enter the date they are making the "claim". So to clarify, please enter in this field the date you actually acquired / bought your car. The date of purchase should be on the V5 but if you don't know the exact date of purchase, please give the approximate date.

Claim to own an MGA		
Chassis number :	HDK43/52262	
Type :	MGA 1500 built period Dec 1958 - Jan 1959	
The chassis number of the MGA you entered is known to us. You can now claim ownership by completing this form. Once your claim has been approved you will be able to view and edit car details.		
Please enter the date you acquired this MGA		
Jan	1	2026
<input type="button" value="Claim"/>		

If you think you may have entered the incorrect date please log on to your car record and change the date.

2. Interestingly, a number of people are registering as users but then not claiming a car. This could of course be because they do not currently own an MGA but it may also be because they have not realised that "claiming" is a two-step process. "Claiming" a car is the second step following registering as a user. There is a full

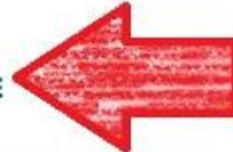
explanation of how to register and claim a car in the "step-by-step" guide provided on the MGA Register homepage.

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

If your MGA is not listed on the database just follow the same procedure to register as a member and then add you car details.

If you are lucky enough to own more than one MGA you can claim/register all your cars in the same way so they will all be linked to your unique login.

For a step-by-step guide to registering click [HERE](#)



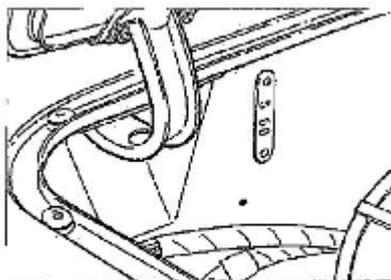
If you just want to look up a particular MGA you don't need register as a user. Just enter the details of the car you are interested in (chassis or engine number) and you will be able to see a basic record of the vehicle.

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

3. When entering your chassis number it is important to enter just the numbers, in other words, do NOT include the prefix, just the number part of the chassis number. e.g. if your chassis number is HDA23 24609 the number to enter is 24609. If you are not sure how the prefix differs from the chassis number please have a look at

<https://www.mgcc.co.uk/mga-register/mga-facts-and-figures/mga-chassis-engine-numbering/>

Body Number: Many car records on the database would benefit from the addition of the



Body number. Stamped on a plate secured to the right hand side of the dash panel

body number, so please consider adding this important piece of information to the record of your MGA. This picture (right) shows the location of the body number: Sometimes the number can be difficult to read due to the build-up of paint over the years. Using a bright light held at an angle might help outline the numbers. All you need to do is log onto your MGA Register record and click on "Edit basic data". Then simply enter the body number in the correct field and click "Update".

New! "Log Out" button.

If you've been on the Register recently did you notice the new "Log out" button? Always use this if you've accessed the Register from an internet hotspot or if you are using a device which is not your own.



Calling Australian owners!

We have two new developments to make the database record for Australian CKD cars more accurate.

1. **Australian CKD Colours_** - We now have a list of Aussie CKD **colours** in the "Body colour" drop-down selection in the "Basics" section on the Register. Here's the list of new colours:-

MGA 1500:

Bardiman Grey;
Billeroy Blue;
Carnation Red;
Miran Green (later Guan Green);
Mamba Black.

MGA 1600 (pre mid-1960): As MGA 1500 above

MGA 1600 (mid-1960 onwards):

Nurburg White;
Monza Red (effectively a new name for Carnation Red);
Mamba Black;
British Racing Green
MGA 1600 (from late 1961):
Nurburg White;
Monza Red;
Mamba Black;
Aintree Green;
Katoomba Grey.

MGA 1600 Mark II:

Nurburg White;
Monza Red;
Aintree Green;
Katoomba Grey

Why not check the entry for your MGA and update your record to show the correct colour? Click on "Edit basics" to make the change and remember to click "Update" before exiting. My thanks to Gary Kemm for the list of colours and to Koen Struijk for the upgrade.

2. **Australian CKD VIN Numbers:** - The second new development by Koen for Australian CKD cars deals with displaying the CKD VIN correctly. Here's an example of chassis number 48904

Chassis number MGA/51 48904

(Last modified 2026-01-26 21:49:21)

Car details	Registration numbers & Owner history	History & Notes	Production record	Pictures	Documents
Basics					
Prefix / Chassisnumber	MGA/51 / 7 / 48904 / 701		Body colour	<i>Red</i>	
Body number	64546 		Trim colour	<i>Red</i>	
Condition	<i>Roadworthy</i>		Hood colour	<i>Black</i>	
Status	<i>Active</i>		Type of wheels	<i>Wire wheels</i>	
Model	<i>1500</i>		Registration date	<i>28 June 2024</i>	
Register type	<i>MGARHFOR</i>		Register #UK	<i>6613 </i>	
Production period	<i>Feb 1958 - Mar 1958</i>		Date exported (NL)	<i>Unknown</i>	

To search for your car enter the digits from just the UK part of the VIN number. So the owner of the MGA in the above example would put 48904 in the search field. If you would like your CKD VIN number displayed like the one above please send me an email setting out the sequence and attaching a photo of the VIN plate for confirmation. Joe-walsh@hotmail.com

MGA Register "History Certificate":

<https://www.mgcc.co.uk/mga-register/mga-register-history-certificate>



This has been covered in some detail in several previous issues. If you have already "claimed" your MGA and would like to produce your own "History Certificate", have a look at this page on the MGA Register webpage shown at the top of this paragraph, is an example of "One Joe prepared earlier"..

Ownership History

Chassis number GHN 83582
(LAF mod/Mod 2025-01-05 11:00:52)

Owner name	Acquired	Sold	Comments	Actions
Erica Brown	14 October 2024	current owner		View Details
Fred Power	06 June 2002	14 October 2024		View Details
Edna Mac	08 May 2002	06 June 2002		View Details
Edna Parker	06 May 2000	08 May 2002		View Details
Tommy Stark	03 April 2000	06 May 2000		View Details
Lauri Lane	22 October 1983	03 April 2000		View Details
Clack Kent	01 January 1968	22 October 1983		View Details

Did you know that it is possible to keep a record of the ownership history of your MGA on the online Register? Here's an example:

(above) This information will only be visible to the current owner in the "private view" If you would like the ownership history of your car shown on your record all you need to do is email Joe Walsh on mgcarclub_mgaregistrar@hotmail.com setting out the ownership information.

Inputting this data is time consuming and laborious so please only use this format - First name – Surname – Acquired date – Sold date. Note – dates MUST be provided in the following format; year-month-day e.g. 2020-01-01 to 2024-10-14. I'm afraid any information not supplied in the correct format may not be entered.

Alloy wheels?

There is now an "Alloy wheels" option in the drop down selection in "Basics" so if you have alloys you can now show this on the record of your car.

De Luxe Owner?

A recent audit of the MGA Register UK archive turned up over 3000 photos of many De Luxe cars. These have just been added to the online Register. Enter your chassis number to see if there any pictures of your MGA you may not have seen before. Many thanks to Koen Struijk for adding the photos.

Technical Topics

Rewiring Indicators with a Delay Circuit

Joe Walsh writes:

There are a few issues with the standard MGA indicator switch but the one which gave me trouble was its failure to switch off reliably. This fault caused a couple of close shaves last summer when cars pulled out in front of me because the indicator was still flashing from the previous change of direction. Scary!

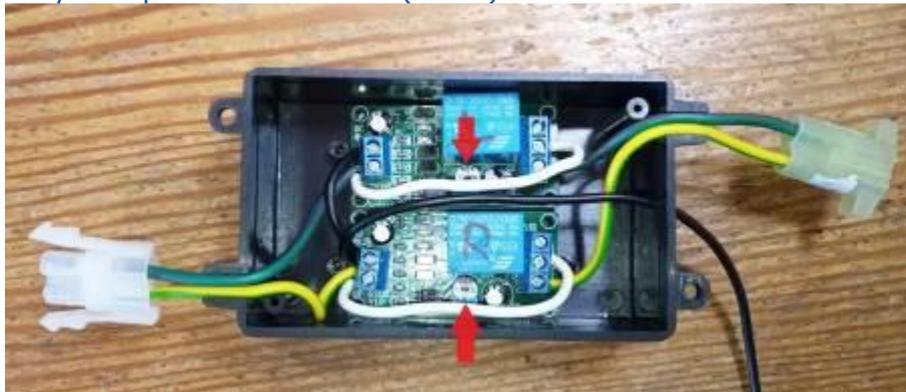


After numerous efforts to solve the problem using different types of leather and lubricant I finally admitted defeat and looked for a more reliable solution. This modification uses two solid-state time delay relays like this (left).

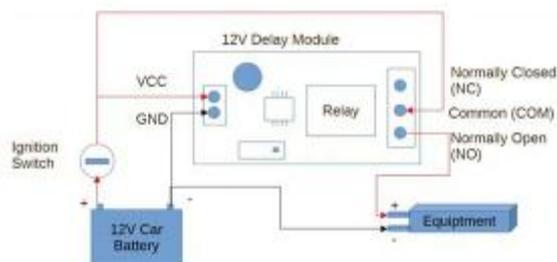
These cost just a couple of quid off the internet e.g. <https://www.ebay.co.uk/itm/254034069864>

These components will close the circuit after a pre-set period of up to 60 seconds. The delay period is easy to adjust and is ideal for switching the indicator

lamp off even if the indicator switch doesn't self-cancel. I set my relays for 30 seconds. This photo (photo 2) shows the two relays installed in a small box and the red arrows point to the time adjusting screws. The photo also shows how the relays need to be wired up. One relay is required for each side (below).



In this photo the wires from the switch enter the box on the left. The wires exiting the box on the right connect back into the loom. The green/blue wire is the left indicator & the green/yellow wire is the right indicator. The black wire is the common ground for both relays.



Here is the wiring diagram (left) to clarify what you can see in the photo (above).

In the diagram where it shows "Equipment" read "indicator lamp".

You have the option to hard-wire the relays into the existing loom or you could do what I did and make the "black box" removable.

To do this you'll need a couple of two-way connectors. Use one of these to create a "breakable" join between the switch and the loom for the left and right wires to the indicator lamps Use a separate connector to join the live feed from the loom to the switch, a fuse holder is ideal for this. The indicator switch can now be disconnected and reconnected to the loom in seconds. (photo, right).



The next step is to build the box of tricks and fit another pair of connectors, one on each side of the box (see 2nd photo with 2 red arrows, above) taking care to correctly match the male and female pins so that there is only one way the relay box can be connected between the switch and the loom, i.e. the correct way! The main benefit of this is that it makes removing the relay box in order to adjust the timer switches very easy. This job is a lot easier on the bench and disconnecting/reconnecting to the car is a piece of cake with the connectors.



It also means the box can be removed in seconds and the original connections reinstated should either of the relays fail.

Let's face it, they cost next to nothing and come from a land far, far away - so a 'Plan B' isn't a bad idea. I have a spare pair of relays on the shelf.

Now tuck the whole thing up behind the dash and no one will ever know it's there. (photo left)

Wiring notes:

- No soldering required (if you use crimp connectors),
- The relays need to be grounded (the black wire in the photo).

Buying an MGA – More Thoughts and Advice

Following recent articles on interpreting the various numbers on an MGA (VIN, body, engine etc) to validate any potential purchase. Here are some further thoughts from **Joe Walsh** ..

Buying an MGA; "Originality" & "Provenance" or "Trigger's Broom"?

This is a follow-up to the article in the January edition discussing chassis numbers and other identification marks on MGAs. If you haven't read that article it might be worth downloading a copy for a bit of context.



Let's look at a car which was advertised on eBay and Car & Classic recently. It was described as a 1956 MGA 1800cc Roadster with VIN of HDK43 62262. Both the eBay listing and the Car & Classic advert contained a lot of helpful information and a comprehensive selection of good quality photos including images of the V5. This article is not a critique

of the condition or quality of the car but is simply an analysis of the information placed in the public domain via the eBay and Car & Classic adverts.

Using the information in the January article let's see what a prospective purchaser could find out about this car.

The front of the V5 states that there were no previous keepers and the registration mark is non-transferable. The V5 also states the date of first registration was 1st January 1956 and the first registration in the UK was 1st October 2020. If we look closer at the chassis number though, and refer to the resources linked to in the article in the January edition, we can identify the chassis as dating to circa January 1959. The prefix tells us it was a LHD car shipped to North America and painted light red. A prospective buyer reported the body number to be 27752 and the 1800cc engine number as 18V847H12908. If the body number is indeed 27752 it can be dated to circa July 1956. An MGB engine with the number 18V847H12908 would be a 5-bearing unit from the early 1970's. The advert also tells us that the car has an MGB rear axle.

For more information on the DVLA rules see here

<https://www.gov.uk/vehicle-registration/reconstructed-classic-vehicles> .

The DVLA normally assigns an age-related registration number to a vehicle based on the youngest component used. In this case one would have expected that to have been the 1959 chassis, however this MGA seems to have been dated to the body. The seller should have the documentation to clarify the exact status of the car so this might be something for a prospective owner to clarify. In any event, the DVLA must have been satisfied with the car to issue a V5.

Putting the pieces of the jigsaw together what we appear to have here is an MGA which seems to have been assembled from a collection of parts from different MG cars and periods of production.

The first registration in the UK date of 1st October 2020, and no previous owners, implies that the newly assembled car was submitted to the DVLA for approval and registration in October 2020. On the face of it then, this was a "new" car in 2020. Coincidentally, this was a time when MGA prices had been rising steadily and the classic car "Covid boom" was peaking.

Does this actually matter? Well that depends on the point of view of a potential buyer. If originality is not important then, based on the evidence of the photos, the car is possibly a very nice "representation" of an MGA and one which must have cost quite a lot of money to build. The 5-bearing MGB engine and disc front brakes are a definite upgrade to a standard 1500. On paper this car will make a very usable classic and a prospective owner of an MGA like this should have no qualms about heading off on a European road-trip and covering some serious mileage.

However, this car, as advertised, was not a product of the Abingdon factory and if a prospective buyer places a lot of importance on "originality" and "provenance" then this is maybe not the car for them.

Then again, how many cars out there are truly "original", i.e. with the chassis, engine, body and running gear it left the factory with? Possibly not that many if we're being completely honest about it. If an owner has changed the colour of the car, it's not "original". If the original disc wheels have been replaced with wires, it's not "original". If the engine has been replaced, it's not "original". If rotten wings have been replaced, it's not "original". If the body has been replaced because the old one was damaged beyond repair, either through an accident or corrosion, it's not "original". And so on and so on.

There's plenty of room for debate about what modifications or upgrades can be incorporated whilst maintaining "originality", e.g. if the colour has been changed to another MGA factory colour. Upgrading to disc front brakes might be regarded as something which makes the car

safer and more useable in modern traffic, and if MGA 1600 callipers have been used then isn't that maintaining some MGA "originality"? If replacement panels came from another MGA there's the argument to be made that they are genuine MGA/BMC originals. But as one prominent TV personality is very fond of saying, "it's only original once"! Ultimately though, isn't it all about keeping the cars on the road and in regular use?

The bottom line is that MGAs are not historic Bugattis or Bentleys. In addition to being one of the most beautiful British sports car designs ever they are also highly practical classic cars which provide their owners with the opportunity to enjoy many miles of reliable motoring. What would you prefer? A completely factory original but rust riddled MGA rotting away in a damp garage somewhere or a nice road-worthy practical classic car? They are also becoming increasingly affordable!

So let's not be too precious about "originality" but let's also remember that when buying an MGA, or any classic car for that matter, the onus is on the prospective purchaser to make an informed decision about the car which is being offered for sale.

There's no special knowledge needed to work out the background on this or any other MGA. All the information you need to make an informed decision about a potential purchase is in the January edition of the eNewsletter. Back-copies of eNewsletters are available on this link: <https://www.mgcc.co.uk/mga-register/the-mga-enewsletter-library/>

*Footnote: For our overseas readers, "Trigger's Broom" refers to a famous gag from the British sitcom "Only Fools and Horses", where the character Trigger claims his council broom is the same one he's had for 20 years, despite it having had 17 new heads and 14 new handles. For our more widely read readers, this illustrates the philosophical "Ship of Theseus" paradox about identity and change and discusses how an object can have all its parts replaced but still be considered the same entity. For anyone who would like to know more, see here... https://en.wikipedia.org/wiki/Ship_of_Theseus Here is a not-so-simple explanation

<https://www.youtube.com/watch?v=dYAoiLhOuao>

and as you'll see, there's no simple answer. Luckily the DVLA take a more pragmatic approach. Incidentally, Theseus is not recorded as owning an MGA.

Chassis & Engine Numbers:

There were two articles in the January edition which explained how to interpret MGA chassis & engine numbers and what to look for when buying an MGA.

Unfortunately some of the links didn't work on some devices so if you want to read/download a composite of these two articles with working links go to the "MGA Chassis & Engine Numbering" page on the MGA Register website:

<https://www.mgcc.co.uk/mga-register/mga-facts-and-figures/mga-chassis-engine-numbering/>

MGA Master Cylinder & Brake Dragging Issues:

This article explores possible causes of the known brake dragging/binding issues with after-market master cylinders by looking at the differences between two old master cylinders. The first unit was originally fitted to my 1956 MGA when I bought it. The unit is an original genuine Lockheed component and more than likely rebuilt with new seals in the 1990's when the car was restored.

The second unit is probably also an original genuine Lockheed component but possibly later than No1 because it has plastic spring seats.

Before looking at the differences it is worth reminding ourselves of the principle of operation of the master cylinder fitted to the MGA. The following description of the functioning of the brake system is reproduced from the "MGA Workshop Manual" and makes more sense if read alongside the drawings which follow it.

The Master Cylinder and Supply Tank Assembly

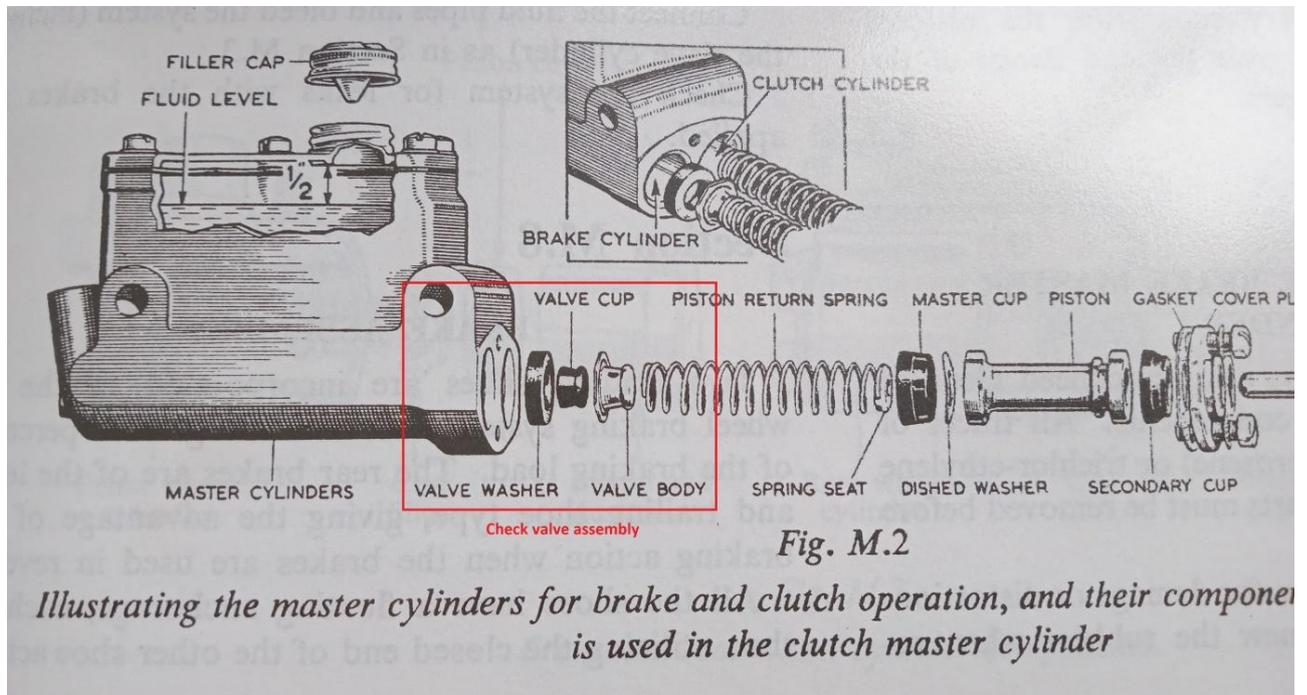
Within the cylinder is a piston, backed by a rubber cup, normally held in the "off" position by a piston return spring. Immediately in front of the cup, when the piston is in the "off" position, is a bypass port connecting the cylinder with the fluid supply. This port allows for any expansion or contraction of the fluid in the cylinder thus ensuring that the system is constantly filled. The bypass port also allows additional fluid drawn into the cylinder during brake applications to be returned to the reservoir when the brakes are released. Pressure is applied to the piston by means of the pushrod attached to the brake pedal. The pushrod length is adjustable and should give a slight clearance when the system is at rest to allow the piston to return fully against its stop. Without this clearance the main cup will cover the by-pass port, causing pressure to build up in the system, and produce binding of the brakes on all four wheels.

The reduced shank between the two ends of the piston forms an annular space which is filled with fluid from the supply tank via the feed hole. Leakage of fluid from the open end of the cylinder is prevented by the secondary cup fitted to the flange at the end of the piston. On releasing the brake pedal, after application, the piston is returned quickly to its stop by the return spring, thus creating a vacuum in the cylinder. This vacuum causes the main cup to collapse and allow fluid from the annular space to flow past the seal and through the small holes in the piston head. This additional fluid finds its way back to the reserve supply through the bypass port assisted by the action of the brake return springs.

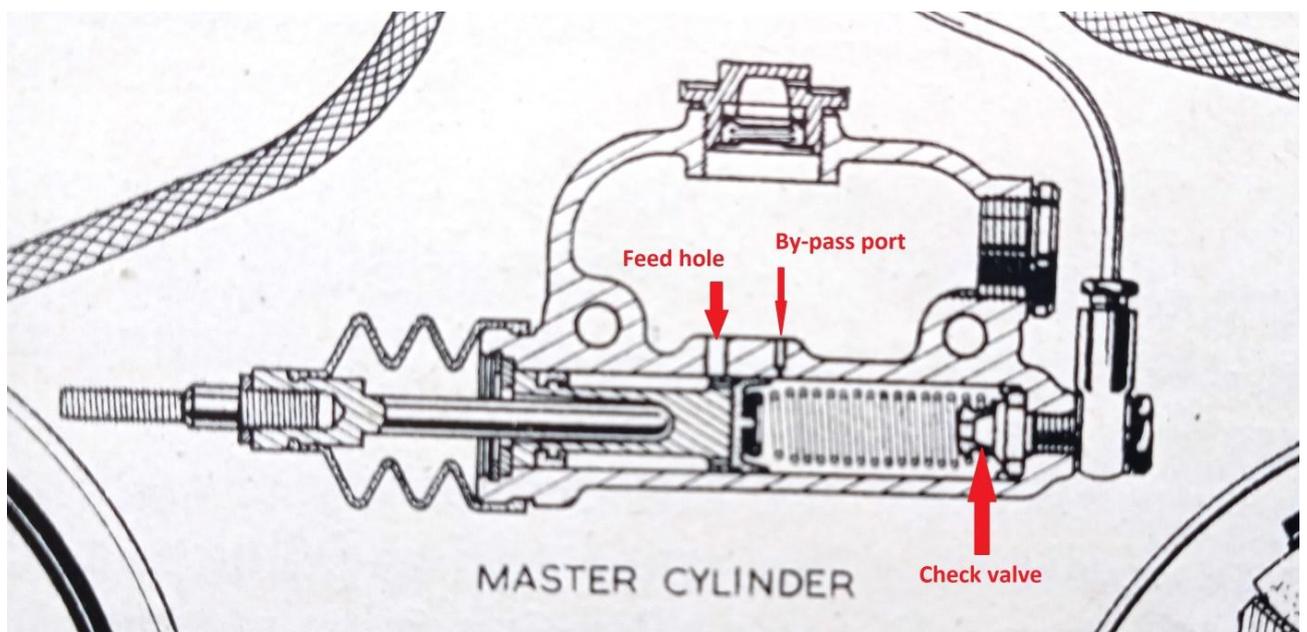
If the bypass port is covered by the piston cup when the system is at rest pressure will build up as a result of the brake application. The combination inlet and outlet check valve in the head of the cylinder is provided to allow the passage of fluid under pressure from the master piston into the pipe lines and control its return into the cylinder so that a small pressure of approximately 8lb per square inch is maintained in the pipe lines to ensure that the cups of the wheel cylinders are kept expanded; it also prevents fluid pumped out from

the cylinder when "bleeding" from returning to the cylinder, thus ensuring a fresh charge being delivered at each stroke of the pedal.

This drawing identifies the component parts of the MGA master cylinder:



This drawing, although not of the MGA master cylinder, shows the location of the bypass port and feed hole in relation to the piston. The principle of operation is the same in the MGA unit.



This is a summary of the differences between the two old master cylinders.

The first obvious difference between the two master cylinders is that in the first unit there was a 0.025" (0.625mm) bleed hole in the side of the check valve body. There is no bleed hole in the brake check-valve body in the second unit. The master cup seal on the brake side is fluted. The seals in the second unit were in very poor condition so a direct comparison was not possible.

This is the bleed hole in the check-valve.



This is the master cup seal (brake)

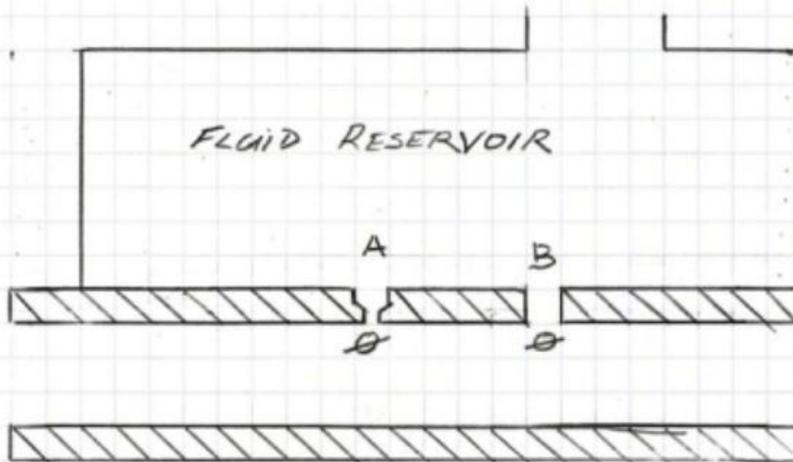


Both of these features seem to have been designed to improve the flow of brake fluid within the master cylinder when the brakes are released and the piston returns to its resting position. The hole in the side of the check valve allows fluid to "bleed" back into the cylinder from the brake lines. The fluting on the main cup seal is assumed to be there to allow fluid to flow freely back past the seal when the brakes are released. At this point it might be helpful to refer back to the description in the MGA Workshop Manual which helps explain this action;

"On releasing the brake pedal, after application, the piston is returned quickly to its stop by the return spring, thus creating a vacuum in the cylinder; this vacuum causes the main cup to collapse and pass fluid through the small holes in the piston head from the annular space formed by the piston skirt. This additional fluid finds its way back to the reserve supply under the action of the brake return springs, when the system finally comes to rest, through the outlet valve and compensating orifice (ie by-pass port)."

This seems to confirm that the fluting on the main cup seal is a deliberate design feature to allow fluid to flow freely from the push-rod end of the cylinder to the other end more quickly and not slow down the return of the piston (which would reduce the vacuum effect). It is also reasonable to assume that the small bleed hole was put in the check valve to allow any excess fluid in the brake lines (which was not drawn back into the cylinder by the vacuum created by the returning piston) to bleed back under pressure from the brake shoe return springs, thus relieving any excess pressure in the brake lines.

MQA MASTER CYLINDER - ORIGINAL LOCKHEED - OEM C 1956



BRAKE MAIN
CUP SEAL IS
FLUTED

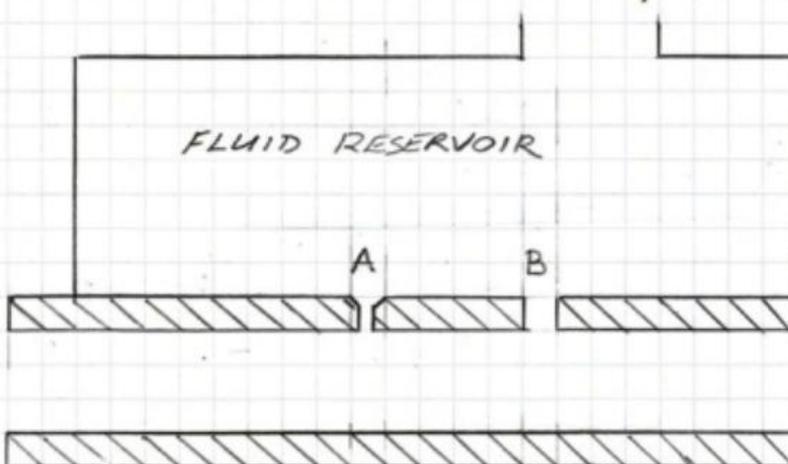
CHECK VALVE
BLEED HOLE
0.025"
0.625mm.

A = BYPASS PORT
Ø 1/8" REDUCING TO
0.028"
0.690mm

B = FEED PORT
Ø 3/16"
4.77mm

CHECK VALVE
BLEED HOLE
= 0.025"
0.625mm.

MQA MASTER CYLINDER - ORIGINAL LOCKHEED - OEM C 1959



BRAKE MAIN
CUP SEAL IS
NOT FLUTED

A = BYPASS PORT
Ø 1/8" REDUCING TO
0.036"
0.91mm

B = FEED PORT
Ø 3/16"
4.77mm.

NO CHECK
VALVE BLEED
HOLE

Another difference is in the size of the by-pass port, as shown in the following drawing.

In the first unit the bore of the by-pass port reduces from 1/8" to 0.028" (0.69mm). In the second unit the port reduces to 0.036" (0.91mm). This very small difference *could* be down to manufacturing tolerances between the different production runs. Bear in mind though that in the earlier component, in addition to the fluted main seal, there is also a 0.025" bleed hole in the side of the metal check-valve body which isn't there on the later unit with the very slightly larger bypass port. It is difficult to know whether the difference in the bore size of the by-pass port between the two units is down to manufacturing tolerances or whether it is associated with the presence or otherwise of the bleed hole in the check-valve.

To complete this article an examination of a third master-cylinder is needed. This needs to be an aftermarket unit which is causing brake binding. What are the sizes of the bypass & feed ports? Do the cup seals have a fluted edge? The height of the main cup seal in the old OEM unit was 9.5mm; what is the height of the cup seal in the after-market unit? What is the height of the cup seal in after-market seal kits?

What I haven't been able to check and compare at the time of writing (March 2026) is the exact positioning of the bypass port in the floor of the reservoirs of the two units. If this was just a fraction of a millimetre too far forward the skirt of the main seal would not clear it. This would restrict the back-flow of the hydraulic fluid and cause the brakes to bind. Equally, if the cup seal did not come to rest in the correct position it would partially obstruct the bypass port. Hypothetically this could be caused by the cup seal being too high and/or the piston being fractionally too long. Again, this would restrict the back-flow of the hydraulic fluid and cause the brakes to bind. Bear in mind the bypass port is only 0.028"/0.036" in diameter so even a small discrepancy in the "parking position" of the piston and/or cup seal would cause a partial but significant obstruction.

If you have an old master-cylinder on the shelf there are two other measurements you can check: **1.** Measure the distance from the front face of the master-cylinder (where the piston goes in) to the front edge of the bypass port. On one of my old OEM cylinders this is 61.5mm. Next measure the overall length of the piston + the dished washer + the cup-seal. The combined length should not be more than the distance from the front face to the front edge of the bypass port. If it is then the "skirt" of the cup-seal will obstruct the bypass port and this will cause residual pressure in the line. The overall length of the components in the old OEM unit was 61mm.

2. Measure the depth of the cylinder from the front face to the bottom of the cylinder making sure you have removed the old check-valve seal. The depth of the cylinder on the old OEM unit is 112.5mm. How does the depth of the cylinder in the after-market unit compare to that? If the piston in the after-market unit is identical to the OEM one at 51mm, but the cylinder is just 0.5mm shorter, the piston will not be able to move back as far as it would do in an OEM unit. The result of this, all other things being equal, is that the skirt of the cup seal may not clear the bypass hole.

Part 1. of the following theory is put forward pending, and subject to, someone supplying dimensions from a new after-market unit for comparison. The theory is also based on a possibly mistaken assumption that the slightly larger compensation port is significant;

Part 1 - Lockheed identified a potential dragging problem when BMC fitted discs and modified the by-pass port in the later unit to allow fluid to flow back more quickly so as to relieve line pressure and prevent dragging. The slightly larger by-pass port meant that the bleed hole in the check-valve body was no longer necessary. Fitting the later unit with the larger by-pass port to earlier drum-braked cars presented no problems because the shoe springs were strong enough to pull the shoes back to the "resting position". Therefore, no reason to produce two components with different part numbers.

Part 2 - There may be issues with the aftermarket brake master cup seal which might be because it is (a) not fluted, (b) and/or the skirt is too long and partially obscures the bypass port when the piston is in the "off" position. It may be possible that the aftermarket manufacturers failed to pick up these subtle differences and reproduced units without the bleed hole in the check-valve body and used non-fluted main seals.

All of this can be checked by simply poking a piece of fine but stiff wire through the bypass hole when the piston is in the "parked" position. If there is no obstruction the wire will pass easily through the little hole and into the cylinder. If you are able to feel any obstruction then this could be the root of the residual pressure problem. Of course it is possible for there to be no obstruction to the bypass port but still have residual pressure, as in my case. Drilling the small bleed hole in the check-valve collar finally solved the problem for me.

Unfortunately a lot more units, including some new straight from the box items, will need to be stripped and measured to prove/disprove this theory. In the meantime owners will continue to experience brake drag and we will never get to the bottom of why it is happening.

If you've stuck with the article as far as here you'll now understand that ALL the dimensions in the master-cylinder are critical and are inter-related. Given that the manufacturers and suppliers have been aware of the problems for nearly two decades I think it is fairly safe to say that if there is a manufacturing fault then it will never be corrected because the cost of changing the machining process would outweigh the profit margins on the units meaning it's easier for the suppliers & retailers to simply exchange faulty units.

So if you have binding brakes try drilling the small hole in the check valve as described in Barney's excellent articles on this subject. See these links:-

<https://mgaguru.com/mgtech/brakes/bt101a.htm>

<https://mgaguru.com/mgtech/brakes/bt101r.htm>

Classic Car Prices – A Cross-Channel perspective

Following on from Joe's thoughts, on a similar theme, **Howard Quayle** writes: In tandem with many other 1950s and 1960s classic cars, MGA advertised sale prices continue to show a decline. Two or three years ago, who would have thought that a Twin Cam Coupe would be on offer for less than £30,000, with a number of others probably negotiable down towards that level. Pushrod MGA prices appear to have stabilised in recent months, although overall still 2% down on a year ago, and with every sign that sales have become more difficult to obtain.

Evidence supports the view that the "generational" factor has played a major role here, with 50-55 year olds looking at Ford Escort XR3i's (1980's - £9/10,000) and Volkswagen Golf GTi's (1980s Mk 2s - £11/12,000) as "their" classics.

This shift in relative desirability of classics is not confined to this side of the Channel, as The Times reported recently from Retromobile 2026, the annual Paris exhibition for classic cars. The paper's correspondent talked to Jean-Luc, a 35-year-old Parisian, whose main interest was not in the Bugatti and Mercedes 300SL's in the main halls, but in the exhibition hall housing a mix of old Renault Clio's, utilitarian Renault 4s, Citroen Dyane's, early Boxsters, and suchlike. Jean-Luc and his millennial colleagues now regard these vehicles as "youngtimers", telling the reporter that "the generational shift has curbed interest in and hammered the values of Citroen DS models, Jaguar Mk IIs, and other cars from the Fifties and Sixties that were popular with the baby boomers."

This reflects exactly the position in the UK, the editor of the French classic car magazine Youngtimers writing: Since people like to collect cars from their childhood, we have a majority of buyers between 30 and 50 for the cars that are between 20 and 40 years old.....

There are also people aged 70 who are buying the cars they had when they were young. A presenter from the French TV equivalent of Bangers & Cash also added that the introduction of electronics into cars from the Nineties onwards was another reason why younger enthusiasts wanted to buy simpler cars, although his example of a 1969 Citroen Dyane on offer for £17,500 hardly seems affordable to a "young enthusiast". (Car & Classic shows a very nice 1968 restored example on offer in La Rochelle for £6,500 so maybe the 1969 car belonged to someone like Gerard Depardieu.....)

Being France, of course, there has to be an intellectual aspect to all this. Gaetan Mangin has written his PhD thesis on the "youngtimer" movement, concluding: People yearn for these polluting, rusting, and less safe cars as a way of demonstrating rejection of the modern world. How very French but, at the same time, perhaps very true! Perhaps we are not so different after all.....

Notable Journeys

"What's this Notable Journey story, then?". Here's some background info from **Stuart Mumby** – former MGA Register Charman, Registrar, and Newsletter Editor.

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 2026 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.

The current holders of the award are a group of MGA owners from Australia, Bali, and the USA who drove 4000 miles around Europe for the MGA 70 events in 2025.

If you have an MGA Journey you would like to nominate for this award, send details of the journey, the car(s) and the travellers to the MGA eNewsletter Editor at

mgcarclub-mganewsletter@outlook.com for submission to the Judging Committee.

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: Toyota Avensis - £3950

Joe Walsh writes: - Toyota Avensis 2011 - 80,600 miles - Full Service History - £3950



I'm selling my "normal" car as it's time to buy a new one.

I've had the car since 2017 and it has a full Toyota main dealer service history and is in lovely condition.

The most recent service was on the 16th January. This was the major one which included spark plugs at a cost of £465.

Service intervals are normally 10,000 miles and the current cost to have this done at a

Toyota main dealer is £280 + VAT.

So this car offers a lot very economical and trouble free motoring to a new owner.

The MOT runs to 06-08-2026.

Since the last MOT I've done fewer than 3,000 miles. I did more than that in the MGA last summer! - If you would like to see more photos and information have a look at the current advert on Pistonheads.

<https://www.pistonheads.com/buy/listing/19857793>

And if interested please give me a call on 07795 156250

Thank you. - Joe Walsh (MGA Registrar)

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

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.*



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

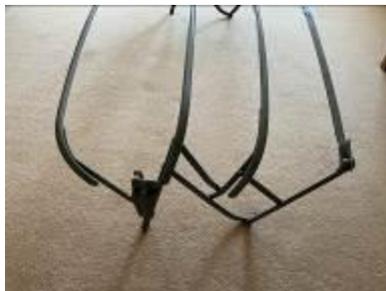
Since this advert was originally published, Barry has "found" some more keys, - so if you have asked previously and he was not able to supply the one that you want, please contact him again – he may have found "your" key now.

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 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 -
REDUCED to £23,000 ONO

Car is in Ilkeston, Derbyshire.

Contact Chris 07493 622218
chambersc1@outlook.com

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)

Lost and Found



Billy Fury's MGA

Does anyone know if this car is still in existence? The registration number 100 AD is now on a Mercedes but the Register database does have a record of the car with chassis number 860706. If you enter this number into the search field on the MGA Register home page you will be able to see more photos of this "celebrity car". If you own this car or know of its whereabouts please let us know, or ask the current owner to contact us at mgcarclub_mgaregister@hoymail.com .

(Any offers on Billy Fury's real name? – Ed)

Andy and Pam Lempicki's MGA

And here's a story of one that **has been found** - The power of the Internet!! – By **Andy and Pam Lempicki**

It was 2020, the year when covid struck and lockdown seemed to go on forever. By September that year, after trawling the internet looking at MG's for sale, a 1956 red MGA with a dealer down in Hampshire caught my eye. With low ownership and only 3500 miles since a total rebuild in the nineties it sounded too good to miss. Travel restrictions had been relaxed a little so we set off from our home in Warrington down to Robin Lawton, classic car specialist. A deal was struck and the car was delivered in early October.

Since then we have enjoyed using our MGA on Spring Tours and on numerous other events. In 2021 we took her to the local MG Car club North West centre concours at the Plough & Flail in Mobberley Cheshire where we won Best MGA in show.

When the MGA arrived with us it came with an in depth history file which included some photos pre and post rebuild. A few of the photos were of the MGA at shows with its owners at the time.

I follow the MGA Fan Club group on Facebook, recently one post was asking if anyone knows the whereabouts of a red 56 MGA with the reg. USL 304 which once belonged to her dad and was sold by him back in 2005. To my surprise, this was our car and so I of course responded and as a result have been in contact with the previous owner and restorer of the car and I was so interested with his story and account of our MGA's history that I have included his own wording (with his permission) below.

"Firstly I'd like to thank you for responding to Chloe (my youngest daughter). My daughters and I visited my Mother a couple of weekends ago in Hertfordshire, they were going through some of Mum's photo albums and the MGA story really captured Chloe's interest (she was only 4 when I sold the car).

I had moved from Potters Bar to Somerset in 1982 aged 17 in search of adventure. After trying my hand at several different jobs in Somerset I came across an advert in the local paper for a classic car mechanic for a company who had only just started (Marksdanes Classic Cars). As an avid petrol head since I was in short trousers and a qualified mechanic I applied for and got the job (I was in fact the first employee of Marksdanes in 1985).

We set up to restore and sell British classic sports cars from the 1950s and 60s, mainly MGA, TR2-3A & Austin Healey 100/4-3000. As a mechanic my job was to strip down the project and then rebuild again after the bodyshop and paintshop had worked their magic. The first car I did was a long door TR2, the 2nd an MGA 1600 roadster. After driving the MGA into the showroom for my boss (Peter Landers) to sell, he pulled me to one side and told me he wanted me to do all the MGAs from then on.

After a couple of years restoring typically rusty UK cars Peter looked farther afield to try to get project cars in better condition thus making them easier and cheaper to restore. He tracked down a British guy living in California who had set himself up to find and supply British classics and export around the world. Pete bought 6 cars and had them shipped across to the UK. When the first transporter turned up we could not believe how free from rust they were. Shipping cars back from the USA became quite a popular thing to do back then but this was very much before most people had even heard of it so we really had the pick of the crop available.

After restoring several of these MGAs I was able to fully appreciate the advantages of an (almost) rust free car. My father (a retired aircraft designer) and I discussed the idea of buying and building one for ourselves. Shortly after, I approached my boss (Peter) and he agreed to find and supply me the best project MGA roadster he could find. In 1988 I unloaded your car from a transporter and a couple of hours later I had it running and driving around the yard. It was a genuine black plate Californian car supplied by E F Sweeney (a BMC car dealership near San Francisco). The car had been repainted at some time in British Racing Green and although looking a bit battered and very tatty it was dead straight with hardly any rust at all, just what we had asked for.

Over the next three years I spent many evenings and weekends stripping and rebuilding. I paid Marksdanes to restore the body and paint in its original colour "Orient Red". The chassis is entirely original with no old accident damage with the exception of the battery trays which were rusty. The only panels replaced on the body were inner and outer sills and four wing bottoms.

The project then stalled for a few years as life got in the way!! In 1994 Peter Landers took the decision to move back to Australia where he was born and grew up. I had been general manager for a couple of years at the time and with the help of Natwest and all the savings I could scrape together I bought the company. The original business model of buying projects, restoring then selling them had become all but impossible. We had earned a good name for quality over the years so I switched to restoring other peoples cars instead of our own. This worked well for us for the next 20 years. A couple of years after buying the company I brought the MGA to work and had it in the corner of the workshop where I slowly finished assembling it at weekends. It was unintentionally used to show visiting customers the quality on offer to them, this worked so well, when the car was finished I displayed the car at many classic car exhibitions and shows to demonstrate the quality of our work.

In 1999 the MGA went up to Potters Bar to live with my parents for a couple of years. My father had been having cancer treatment at the time and we all decided it would be great if he could get out in the MG sometimes which he did, sometimes on his own and sometimes with Mum. Great memories for all of us!! Getting in and out became too difficult for him after a couple of years so we got him a late MGB Roadster which gave him another year of classic car driving. So the MGA came back down to Somerset to live with me again.

I used the MGA a few times over the next few years but with a growing family and busy work life I finally made the decision to sell. I put it up for sale at the Bristol classic car show in 2005 (held at the Royal Bath and West Showground) which we were displaying at anyway and sold it to a visiting couple (I think they were in Gloucestershire or Worcestershire).

I have never been able to find out anything about its early life in California but I guess now with the internet that could be easier. I was pleased to hear the MGA is still giving pleasure to you and your wife and it still looks great in the photos, thank you.

I was pleased to see it back on painted wire wheels. I bought new 48 spoke painted wheels for it originally and changed them to chrome later on which I later regretted!! If I come across any old photos or information I will send them on to you.

Best Regards, Mark Lloyd"

Knowing all this additional history brings a renewed appreciation and love for the car and we can't wait for more driving adventures this year and many more years of ownership.

Thank you, to Chloe for reaching out on the internet and to Mark for filling in a lot of the 'gaps' in the cars' history.

Here is a collage of some pictures from when our MGA came into England still with its California plate DOK 076, some through the restoration and the last picture at home with us with its UK reg. USL 304.





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.

Note: Whilst we are recruiting a new Merchandise Manager (see page 4) supply of memorabilia might take a little longer than we would like!

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/>

MGA Anniversary Badge

I came across this piece on the MGA Fan Club Blog

Note that this is NOT available from the MGA Register shop. See ordering details in the text.



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, March 2026

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.

If you have an MGA Journey you would like to nominate for this award, send details of the journey, the car(s) and the travellers to the MGA eNewsletter Editor at mgcarclub-mganewsletter@outlook.com for submission to the Judging Committee.

Appendix 2 - MGA 2026 Spring Tour
19th to 21st May 2026 (Tours Wed 20th and Thurs 21st)

ENTRY FORM

Your Details

Driver's Name: Passenger's Name:

Address:

Tel (Mobile): 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 Dunkenhalgh for 19th / 20th / 21st May
(please delete as required)

I / we would like to join an organised bus trip to Boundary Mill Outlet on Friday 21st

*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

Appendix 3 - MGA 2026 Autumn Tour
15th to 17th September 2026 (Tours on Wed.16th and Thurs.17th)

ENTRY FORM

Your Details

Driver's Name: Passenger's Name:
Address:
Tel (Mobile): email:.....

Your MGA or vehicle

MGA Type: Year:
Reg No: Colour:

I/ We intend to join MGA Autumn Tour between 15th and 17th September 2026
I / We have booked accommodation at the Palace Hotel for 15th / 16th / 17th September
(please delete as required)

We have accommodation elsewhere - Yes / No

*I/We have made payment by BACS to **The MG Car Club MGA Register** Sort Code 40-36-15 / Account 3382 8727 reference **Autumn 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.

All entry forms and cheques need to be posted or emailed to the tour organiser,

Howard Perks.

Entrant Signature..... (MGCC Membership Number).....

Date.....

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

howard.perks@blueyonder.co.uk 07801 055128 or post a cheque to

Howard Perks, 7, Thorn Park, Mannamead, Plymouth, PL3 4TG