



MGA REGISTER eNEWSLETTER
May 2026
WORLDWIDE CIRCULATION: 1126

Visit the MGA & Twin Cam Register Websites at

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

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

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

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

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Editor's Notes – Looking Forward to a Busy Summer?

Welcome to the May 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 on that website is rather dodgy!

The main national classic car events I am aware of over the past couple of months was the Practical Classics Restoration Show at NEC between 20th and 22nd March. There is a brief report of this later in this eNewsletter.

Looking forward to the balance of 2026, the events season has well and truly started, and plans are now well advanced for the MGA Spring Tour, based in Lancashire, between 19th and 21st May (Tuesday to Friday!), for the 2026 EEoTY Event, in France, and for MGA Day 2026 at Crich Museum in Derbyshire on 26th July.

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. Right now, the prospects for national MGA events in 2027 are rather bleak

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 June 2026.**

Brendan Leach
Editor – MGA Newsletter

MG Car Club News MGA Register News

Peter Long – RIP

Scottish MGA Register representative **Paul Dean** passes on the following sad news:



I am sorry to report that long term Scottish MGA owner **Peter Long** died at home on Monday.

Peter was a long term attendee at Scottish MGA Days and other Scottish MG events. I even had an email from Peter on 14 February 2026 registering on this year run.

His wife didn't like the runs so in recent years he would bring either the wife or one of the two daughters of his old National Service Army friend.

I also had specific connection in that we both

studied Chemical Engineering at Birmingham University (since then I have met yet another MG owner who also had been on same course but 10 year gaps apart, Peter being the oldest)

Peter is pictured (centre) with his red 1600 Mk II MGA at Glen Clova in 2022. On this occasion, his navigator was Lyn.

On behalf of the MGA Register, Paul has passed on our condolences to Peter's wife and family.

Vacancy: MGA Register Merchandise Manager

Since the 2025 MGA Register AGM, **Graham Eke** has stood down from his role on the MGA Register Committee, where he was responsible for the MGA Merchandise Shop, and for the Register's various trophies and awards.

- So we are now looking for a replacement in that role, as outlined below by Chairman

Howard Quayle:

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

Key responsibilities are:

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

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

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

MGA Register eNewsletter – Back Copies

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

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

Membership and Records

Have you moved house in the recent past? Or changed your e-mail address? Maybe you want to choose "Digital MG CC Membership" rather than receive hard copy version of Safety Fast! magazine (and to save money on your annual subscription)? Or maybe you have changed your MG and wish to update which Registers you are associated with?

Did you know you can update your Membership details online via the MG Car Club website? – Just log in to the Members section – top right of the Home page (you will need your membership number and password!) and you can update the records held by Kimber House. <https://www.mgcc.co.uk/members/login/>

(Sorry, but this MGA Register eNewsletter mailing list is a separate file – "GDPR, y'know!"-, so if you wish to update your mailing address for this eNewsletter you will also have to write to me separately at mgarclub-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.

There is an interesting article on recent FBHVC developments on page 11 of April 2026 Safety Fast! and an advert for FBHVC Drive It Day, 26th April 2026, on page 28.

Reports on Recent Events

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

The Practical Classics Classic Car & Restoration Show returned to the NEC between 20th and 22nd March. Although it is not as big as the November Lancaster Insurance Classic Car show (this one is just halls 3A, 4, and 5), it was a good day out.

Many of the car clubs had stands there (around 160 stands), including MG Car Club, and there was an excellent turnout from specialist Trade Exhibitors and the usual Autojumble and Trader Village (about 120 stands).

Access to the parking areas at NEC from the M42 is now greatly improved, which saves a lot of travel and queuing time.

Worcestershire Classic Car Tour – Easter Saturday 4th April

In the March edition of this eNewsletter, MGA Register member (and MGA and ZB Magnette owner) **Mark O'Neill** invited readers to join 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. Here's Mark's report on that event: [Wolverley Memorial Hall, nr Kidderminster. The morning of Saturday 4th April 2026.-](#)

Cloudy, but dry & bright weather, with a surprisingly pleasant breeze. So, the day was off to a fine start.

58 classic cars had been registered for the 'Tulip' Route-book guided, 150mile tour of the County of Worcestershire's boundary.

The route had taken a few months to plan, test & check, Even at the last minute there were unexpected road closures to be considered. A few drivers had withdrawn due to car failures or family commitments. Such things are to be expected. In all 47 classic cars turned out to take on the challenge.

My grandson Alfie, dressed to kill, set up the registration desk, Kate (scones & stuff) had the complimentary breakfast sandwiches & hot drinks ready, and my trusty friends Steve, Mark and Neil had turned up (Hi-vis Vest clad) to help marshal the cars safe parking spaces. With limited room each car had to be parked so no reversing was required to drive out when the engines were started. Not easy!



Before the safety briefing, prizes had to be awarded. So...

Best Costume to suit the car, went to Sue & Steve Storey in fabulous 50's costume to suit their Blue '57 Chevrolet.

Best Car was voted to be the Yellow '81 Ford Escort Sport owned by Eric Weaver.



Oldest Car prize(s) went to TWO MG-TC's from 1949 ! Driven by Richard Gittings & Ray Smith Ray and his wife Jackie had also turned out in splendid 1940's costumes to suit the car. Both completed the course easily.

The Furthest Distance travelled to the start point went to Russ Cooper from Dursley, Gloucestershire. - Travelling 61 miles to

Wolverley in his Triumph TR7

The Humber Super Snipe got Closest Mileage (to the organiser) on the day.



I'd have liked more MG's in the lineup.

However, we did get.... 1 x MG Magnette ZB Varitone, 1 x MGA Roadster, 2 x MGB Roadsters, 2 x MGBGTs, 1 Midget, an RV8, 2 x MGTC's and an MGZTT.

The rest of the amazing line up consisted of... Austin Healey Sprite (Frogeye), BMW Z3, Citroen 2CV, Citroen AX GT, Citroen Visa GT Tonic, Ford Escort Mk1, Ford Escort RS2000,

Ford Escort 1600 Sport, Hillman Minx, Humber Super Snipe, Jaguar E type, Land Rover 90 V8, Land Rover Defender 90, 2 x Lotus Elise, 2 x Mazda MX5, Mercedes SL500, 3 x Morris Minors, 4 x Nissan Figaro, Peugeot 205GTi 1.6, Pilgrim Sumo, Porche 911, TVR S3, Aston

Martin Virage, Rover 620 sli, Rover Coupe, Rover Metro, 2 x Rover Minis, Triumph Spitfire MK3, 2 x Triumph Stags, Triumph TR7, Vauxhall Astra GTE

What a Rolling Classic Car Show!

We started in 3 directions to avoid congestion then reset milometers at the first point of the route where all cars passed. The route took us from Wolverley to the southern edge of Birmingham, Redditch, Evesham, Bidford on Avon, Broadway, Tewkesbury, Ledbury, Malvern Hills, Tenbury Wells, Bewdley and Kinver. 150 miles in all with no mechanical failures. However, several cars notified of stopping-off due to lovely views, passing their own house, appointments and shopping.



As organiser I, with Alfie as my Navigator,

purposely took the "tail end Charlie" position. Following & watching to see if anyone needs assistance. Gladly this is rare. We arrived at the finishing point, "The Manor House at Whittington", nr Kinver, at 4:30pm. Some drivers had come and gone, but around half the field were still there having a well earned beverage, sharing stories of the day and/or sitting down to a meal to complete an excellent day out. And all for a mere £40 per car.

This was my 11th Annual Worcestershire County Boundary Classic Car Tour. No 2 routes had been identical so the tour was always fresh irrespective of how many times people had taken part. The day's success was obvious. Smiles all round. Lots of new friends made AND the minimum £40 donation for the route pack which included window stickers and badges, the 'TULIP' route-book and Prostate Cancer information, raised an AMAZING £1025.00 raised for Worcestershire Prostate Cancer Support Group. Maybe, just maybe, we could save a few lives along the way. I'm happy with that.

Looking forward, if you go to any Classic Car-related 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. - Ed

Overseas News

USA News – MG Vintage Racers

Some exciting news about an MG Vintage Racers event "with a difference" in the USA in September 2026 from our correspondent **Dave Nicholas.....**

Only a few days until Spring becomes official. We announce today a most unusual twist to our annual focus race. - A new track, High Plains Raceway in Colorado - a destination far from what we have done in the past. It takes place between 25th and 27th September 2026. In an effort to get you MG racers out of the garage and onto the track we are offering tow money if you compete. YES! - let me explain - tow money.

If you travel distances to the race, we will give you cash money at the event. The amount is based on how far you travel.

- Tow more than 500 miles but less than 750- you get a \$100 bill
- Tow over 750 miles but less than 1,000 you will get \$200
- Tow over 1,000 miles and we will pay you \$300.

There is more to come, social time, meals, lots of track time, a worthy charity that benefits, low entry fee, great paddock area and a new part of the country for you to explore.

Go to www.rmvr.com to learn about our race partner. Entry will be open by the end of March. Do it now ! - Here's some of the Official Publicity Material!



The new year is two months old, football is done, spring training has started. Both Daytona's have finished and a few vintage races are history. It is time to announce the 2026 MGVR focus race with hopes you will all enter, race and keep MGVR alive.

We chose a location at about the halfway point in the US. High Plains Raceway is a small, fun track. We will partner with a great organizing club and a worthy charity where all proceeds will go.

I can already hear complaints now about how much gas money it will take to get from your place to the track (near Denver). MGVR has a solution we hope will show you how serious we are about making this even one to remember.

\$\$ TOW MONEY \$\$

HOW IT WORKS; CASH MONEY

- If you are between 500 and 750 miles from the track you get \$100
- If you are between 750 & 1,000 miles from the track you get \$200
- If you are over 1,000 miles from the track you will get \$300

The first 10 entries from each distance qualifies – so enter now.

Enter the race, start the first MG session and collect your cash

BETTER YET;

- The entry fee is just \$425 till September 12th, including a bunch of socials
- Lots of track time, including Saturday Racing Against Kids Cancer
- MG Paddock, MG only race, Friday MG social, MG Corral for street cars, swag bag, and more!
- The VSCDA is hosting an MG event at Blackhawk Farms just two weekends after. (see later!) - October 2-4. If you enter both races they will give you an extra \$100.
- All the Annual MGVR awards presented

STOP PRESS – April Update:

Best of all, the Race Against Kids' Cancer benefits The Morgan Adams Foundation, a local organization that funds pediatric cancer research to help kids with cancer get the treatment they deserve.

With nearly \$12 million in pediatric cancer research projects funded so far, The Morgan Adams Foundation knows exactly how to maximize your donations to improve survival rates, reduce recovery times, and provide a better quality of life for children with cancer.

That alone should make you want to come to the event, race your car and support a most worthy cause.

The track location is High Plains Raceway. HPR is 2.55 miles long with 80' of topographical elevation change and 300+ feet of cumulative elevation change per lap! It's a genuine

rollercoaster that YOU can drive! Address: 93301 East US Highway 36, Deer Trail, CO 80105
<https://www.highplainsraceway.com/>

The following fuels are available; prices vary weekly within the range listed:

- Conoco/Phillips 91 octane unleaded street legal \$5 – \$7/gallon
- Sunoco 260 GT 100 octane unleaded street legal 3.3% oxygen, \$12-\$14/gallon
- Sunoco Standard 110 octane leaded not street legal 0.0% oxygen, \$12-\$14/gallon

FOR RV'S

There are flush toilets and sinks in the restroom trailer, and showers and sinks in the shower trailer (both closed during the winter months to avoid freeze damage). There are also portable toilets throughout the paddock. Because we must truck in all of our water, at this time there is no other running water (for filling buckets, RV's, washing cars, etc) at HPR. There is a KOA located 20 minutes away in Strasburg where you can fill/dump for a small fee.

HPR has RV Hookups (electrical only) available for rental.

Please read the description, policies and pricing for reserving those hookups and then use the easy Online Form to reserve and pay for your RV Hookup.

HPR has carports with power and reserved parking available for rent. Please read the description, policies and pricing for reserving these carports and then use the easy Online Form to reserve and pay for your carport.

LODGING

Longhorn Motel, 456 North Main Street, Byers, CO 80103-8308, (303) 822-5205 - 15 minutes away

Comfort Inn, 1097 Cedar Street, Bennett, CO, 80102, US, (720) 844-3193

<https://www.choicehotels.com/colorado/bennett/comfort-inn-hotels/co169> 27 minutes away

Bookings for this fantastic event are OPEN NOW at:

<https://www.motorsportreg.com/events/2026-hpr-rakc-vehicle-registration-high-plains-raceway-rocky-mountain-445052>

Blackhawk Gathering Of The Faithful

I mentioned earlier that there will also be a vintage weekend, called Gathering of the Faithful, at Blackhawk Raceway the following weekend!

Get 2 races in 2 weekends! - The Blackhawk event is organized by RevMatch racing on October 3-4.

If you enter both races, they will give you an extra \$100.

It will include all Vintage Sportscars and Group 1 cars.

This special weekend celebrates vintage and historic sports cars.

Whether you're a seasoned racer or a passionate enthusiast, there will be something for everyone.

- Group 1 Racers – Enjoy a full weekend of exhilarating ontrack sessions and vintage racing.
- Aspiring Racers – Own a vintage car but feel unsure or inexperienced? We've designed a welcoming, supportive program to ease you into the action.
- Car Owners – Prefer a non-competitive experience? Join us for relaxed, no-pressure car show tailored to enjoying your car without racing.
- Picnickers & Spectators – Want to soak in the atmosphere? Bring your vintage, historic, or streetcar, share stories, and picnic trackside with fellow enthusiasts.

NAMGAR News, and MG International 2026 Event

NAMGAR is the North American MGA Register.

Registrar **Mike Jacobsen** has sent me a reminder about the 2026 MG International event which will take place in August 2026.

MG International 2026 is coming this August.

All of the main MG clubs in the USA "merge" their annual events together once every five years, and this is one of those years. All the info is at

www.mginternational2026.regfox.com/register.

The event runs from August 23 to 27 and will be in Sandusky, Ohio, approximately in the middle of North America. They're aiming for a thousand cars to be there.

This **could be** a Notable Journey!

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 (see list later).

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** led by the MGA Register, in date order...

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 20! Meanwhile, here are details on the 2026 Tours.

2026 Spring Tour – 19th to 22nd May 2026

Plans for the **2026 Spring Tour** are now all but complete.

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 there are still rooms available.

<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 in West Yorkshire and Lancashire / Fylde Coast 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 including welcome drink).

If you have already booked for the tour, you will have been contacted by organiser Tony Brown over the past couple of weeks, and you will be contacted by the hotel during the first week of May to arrange final payment.

Outline accommodation details are:

Service	£	Paid To
Bed and Breakfast – Standard per room per night (Room upgrades are available, if required, at extra charge)	£110 DOUBLE £95 SINGLE	Hotel
3-Course Gala Dinner with Welcome Drink – per person Thursday 21 st from 7.00 pm	£40	Hotel
Evening Buffet – per person Tuesday 19 th , from 7.00 pm onwards	£22.50	Hotel
Tour Entry Fee (Licences / permits, plus MGA Register expenses) – per CAR	£30 - MG CC Members £55 - Non MG CC Members	MGA Reg.

How much is all that, then? - To save you the calculation (MG CC Members Rate):
 For 2 persons in 1 car, sharing a room. – "Full set" of 3 nights B&B, Tuesday buffet, Thursday Gala Dinner,

3 * £110, + 2 * £22.50, + 2 * £40, + 1 * £30 Tour Fee = £485 (plus beer).

For 1 person in 1 car, single room. – “Full set” of 3 nights B&B, Tuesday buffet, Thursday Gala Dinner,

3 * £95, + 1 * £22.50, + 1 * £40, + 1 * £30 Tour Fee = £377.50 (plus beer).

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

Booking Process

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

What happens next????

1. The hotel will contact guests during the two weeks commencing 4th May, to collect final payment for your accommodation and meals.
2. If you are already booked on the tour, if you have not already done so, 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!!).
3. Get started on checking your MGA ready for an excellent few days of driving and socialising!
4. And if you are not comfortable with tulip diagrams and SatNav, and require the extra reassurance of paper maps, then:
 - For Wednesday’s tour you will need OS Explorer (2.5 inches to 1 mile) Sheets OL21 (South Pennines) and 287 (West Pennine Moors), and / or OS Landranger (1.25 inches to 1 mile) Sheet 103 (Blackburn and Burnley)
 - And for Thursday’s Tour you will need OS Explorer (2.5 inches to 1 mile) Sheets 287 (West Pennine Moors), and 286 (Blackpool and Preston), and / or OS Landranger (1.25 inches to 1 mile) Sheets 102 (Preston and Blackpool) and 103 (Blackburn and Burnley).

2026 Autumn Tour – 15th to 18th September

Looking still further ahead, we can now confirm 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 latest 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.

Bookings are coming in steadily for this tour but there are still plenty of places left.

I went into detail about this extravaganza in the March 2026 MGA newsletter so there's not a lot to add at this stage, except that one major development has forced me to rethink.

A tour of Dartmoor is in easy reach, so that takes care of one day out. - No problems there.

For the second day I planned to head south from Paignton towards Dartmouth and beyond.

You might be surprised to discover that scenic coastal roads in this corner of Devon are rare. Because of the many rivers and sea inlets, roads tend to be inland, but there are a couple with sea views, and the best of these were part of my plan.

That was until Storm Ingrid and Storm Chandra paid us a visit (such nice names for very unwelcome visitors!).

From Dartmouth our route would have taken us along the cliff road that has spectacular views over the lagoon of Slapton Ley. However, such was the damage the storms caused to the beach road that film and photos of the destruction of the sea defences made it into the national news. In addition, the harm done to homes in Torcross and flooding elsewhere tell the story of the ferocity of the weather and explosive power of the sea. The ruination of this iconic road is so extensive, even after steel barriers were sunk to help protect it, that one can only guess when or if it will ever be fixed. It remains closed for the foreseeable future, perhaps for ever.

To make up for not being able to traverse this lagoon, I can recommend two excellent videos about Slapton Ley that are well worth a watch, even by those not from this area. The first here: <https://www.youtube.com/watch?v=CAGrfr31eXY>

Then there is this amazingly instructive video about the Slapton Ley damage, and coastal erosion in general. Both videos also mention the beach's WWII history when 700 young soldiers' lives were lost: <https://www.youtube.com/watch?v=JXBL3zjvkvc>

So, you'll now understand why I've had to rule out this part of my route planning. Fear not, though. Plan B for this day will still suit us admirably with drives through picturesque villages and another coast road to drive along...weather permitting!

Until September, then -, I look forward to meeting many of you at the Spring MGA gathering and to seeing you in again September, I hope! – Happy MGing! **Howie Perks**

P.S. - If anyone would like to extend their trip and move on from Paignton to stay and visit the Plymouth area and Cornwall, drop me a line and I can supply other routes west of where the Register will be touring. – howard.perks@blueyonder.co.uk

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:

This year's MGA Day will be held on Sunday 26th July at the **National Tramway Museum** at **Crich, Derbyshire**, on the edge of the Park District National Park.



Recognised by the government as a collection of major historical significance, the museum has over 80 vehicles, the majority of which are passenger-carrying tramcars, with the remainder being works vehicles, such as an electric locomotive for shunting. Most of the trams are in full working order, and allow visitors an unlimited number of rides on the one-mile long running line out into the Derbyshire countryside to the Glory Mine terminus – a nod to the area's industrial past and a reminder that the museum started on the site of a stone quarry once owned by George Stephenson.



The museum is set within a reconstructed historic village, featuring a 19th century public house, old-fashioned sweetshop, and even a branch of the old Yorkshire Penny bank, with the trams running through the village street. Trams not rostered for use can be seen in the tram depot, with a gallery from which visitors can see vehicles under restoration.

The National Tramway Museum has supported the classic car movement for many years, allowing owners of these vehicles to park in and around the village if they wish to. (There is ample free parking in the main car park for other visitors who would prefer not to park in and around the main street and the museum buildings).

The museum will allow up to 50 MGAs to park in the village and become part of the "street scene", and here's the benefit. As long as owners allow the cars to be displayed for three hours minimum, the MGA and driver are admitted FREE OF CHARGE, with passengers required to pay the standard admissions price. (For Adults and Seniors, £24 on-line, £26 on the day): <https://tramway.co.uk/visit/tickets/>

Arrival time at the museum should be from 10.30am onwards.

Owners wishing to display their cars in the village must send the following details to the event organiser **Howard Quayle** not later than Friday 17th July (hquayle1947@btinternet.com):

Member Name.
MGCC Membership No.
Car Registration No.
Mobile Phone No.

Howard will then send them the museum's *Rules For Street Traffic*, which cover display traffic movements on site.

All other MGAs (and other MGs) must use the museum's main car park
For more information about the National Tramway Museum, take a look at:
<https://tramway.co.uk/>

The museum is situated about two mile east of the A6, between Belper and Matlock, with more information on the map on the above website.

It's a great day out and a great opportunity to display our cars, as well as promoting the classic car movement, so we look forward to meeting up with you all on Sunday 26th July.

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 are available for MGCC Members via the Affinity Scheme.*

MGA70 Exhibition in Abingdon Museum

Howard Quayle writes:

MGA 70 is still being celebrated!! - Abingdon County Hall Museum, in the historic Market Place, is setting tribute to our beloved cars, in a small exhibition running from 4th April to 28th June.



Celebrating the 70th Anniversary of the MGA's introduction, this exhibition looks at the development of the design, the influence of speed-record breakers and experimental prototypes, as well as shining a spotlight on local man Syd Enever, the 'father' of the MGA. With memories of the MG factory still present in the town, the museum hopes that this will be another MG story of interest both to local people and to MG enthusiasts who visit the town from around the world. Bringing the

story to life, the exhibition will display MGA-related artefacts courtesy of the MG Car Club as well as the museum's collection of MG models through the decades, from the 1930s to the present day.

A visit to Abingdon is always a pleasant day out. The museum also displays the last MGB Roadster to come off the factory production line in 1980, which was famously "shoe-horned" in through a first-floor window in December 2011. Kimber House is within walking distance of the museum, and almost opposite the museum on the Market Square is the historic Crown & Thistle Hotel, the courtyard of which was used by the factory for many MG Magnette photo-shoots.

Abingdon Museum is open daily from 10.00 am to 4.00pm (closed on Mondays)

Monthly Classic Car Meeting in Oxfordshire

For classic car enthusiasts in Oxfordshire, I have been requested to publicise a monthly classic car meeting at the Bull Inn at Great Milton OX44 7NS, which will operate from April to September. – Dates are all Thursdays - 21st May, 18th June, 16th July, 20th August, and 17th September, between 5.30 pm and 9.00 pm.

For full details and dates, see www.thebullgreatmilton.co.uk/events

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 April's Safety Fast! pages 17, 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 (pictured, below) many owners got in touch to say how much they enjoyed the event and asked if we would be having a similar display at the 2026 show. - The good news is that the MGA Register has again secured a dedicated display area for the 2026 show.



If you would like to join us for this terrific event you'll need to register on the Kop Hill registration website and be sure to "**affiliate**" to the "**MGA Register Club**".

We only have space for 10 cars on each day so if you want to be part of the MGA Register display you'll need to get registered. You'll find all the information you need on the MGA Register website, [click here](#)

<https://www.mgcc.co.uk/mga-register/events-in-2023/kop-hill-2025-20th-21st-september/>
YES! That web address is correct – But (contrary to this web address), the 2026 event will be held on 12th and 13th September!! – Ed.

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

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

[This event is now fully booked.](#)

The latest bulletin from the organiser shows 50 UK MGs attending, - second only to the French who are hosting the event. It's great to see so many Brits using their cars on European trips. Trying to find some pot-hole and congestion free motoring maybe! Interestingly, of the 302 MGs attending the event 42 are MGAs. Of these, 8 are UK MGAs.

Magnette Events – 2026

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 – April 2026

The On-line MGA Register:

"Membership" of the Register database continues to grow with 27 new users registering since the last update in March, and 36 MGAs being allocated a new Register number. That means 36 MGAs which were not previously on the Register. The total number of MGAs recorded on the Register is now just over 6700. So that's an increase of 100+ since the last update.

Have you registered and "claimed" your car yet?

Full details can be found on the MGA Register website: <https://www.mgcc.co.uk/mga-register/the-mga-register/>

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	Red		
Body number	64646	Trim colour	Red		
Condition	Roadworthy	Hood colour	Black		
Status	Active	Type of wheels	Wire wheels		
Model	1500	Registration date	28 June 2024		
Register type	MGARHFOR	Register #UK	6613		
Production period	Feb 1958 - Mar 1958	Date exported (NL)	Unknown		

3.

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>



With the show season now on us you might like to produce your own bespoke "History Certificate" to display on your car. See an example, pictured, right, of "One that Joe prepared earlier!".

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.

Technical Topics

Replacing Front Crankshaft Seal "That Old Chestnut"

Tony Bratt writes:

You read that headline and you wonder; "What on earth can he be referring to?"

My MGA has for the last 16 years had a front crank oil seal leak. Well yes – they all do that – hence "That Old Chestnut".

At my last MOT my friendly tester did say "Its getting pretty bad now" as we could actually count the drips. Time to do it again and do it properly this time. Previously I had replaced the oil seal and gasket when the engine was out, but it made little difference. This article is to let everyone know just how easy it is to do it and make it work.

First stop – our old friend Barney Gaylord at MGA Guru (www.mgaguru.com). He had introduced me to the concept of applying a sleeve to the rear driveshaft to stop differential oil leaking into the brake drum. The same approach can be taken to stop the front crank oil seal leaking.

You may wonder why the thing still leaked with a new seal? Over time the crank pulley wears down – the plastic oil seal digs into the pulley wheel shaft and wears it away. Hard to believe I know, but it does. In severe cases it can score a groove into the pulley wheel shaft and oil pours out, but even light wear can mean there is reduced tension on the oil seal. (Worn pulley shown, right)

This is absolutely a DIY job. Remove the radiator to give you access to the pulley wheel and remove the fan from the water pump. You don't need to take anything else off, but you do need to undo all 8 engine mount bolts.

Why? Because the guy who designed the steering rack didn't talk to the guy mounting the engine so you cannot get a socket on the crank nut without raising the engine 1/2". (See photo, below).



The steering rack is in the way. A small jack under the rear engine plate / bellhousing will lift it easily once all the bolts are out. Finally, slacken off the alternator / dynamo to release the fan belt

Don't struggle trying to undo the crank nut – put a piece of wood under the socket bar just where it would hit the bodywork and flick the starter (having taken off the HT lead to the coil). The impact will undo the crank nut and you can pull the pulley wheel off.

Take off the timing chain cover and replace the gasket and the oil seal. Do ensure that you bond the oil seal into the timing chain cover with some WellSeal, Hylomar or similar. It has to go on square and it has to be leak free at its outer ring.



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Now comes the clever bit. There is a specific sleeve that provides a new metal surface for the crank pulley. It is number 99156. You can find it on eBay etc. under the Speedi-Sleeve brand or Dura-Sleeve. Clean up your crank pulley wheel shaft as much as you can using a rotary wire wheel or light emery paper. Offer the wheel up to your new bonded oil seal and feel how much tension there is as the shaft goes through.



Speedi Sleeve, Pulley, and Fitting Piece



Pulley with Speedi Sleeve fitted

You apply the new sleeve by warming it up and then lightly tapping it onto the pulley wheel shaft using the fitting piece that comes with the sleeve. You should lightly coat the surface of the shaft with Well-Seal / Hylomar etc. before fitting the sleeve, to ensure there is no chance of oil forcing its way under the sleeve.

Once it is drive down all the way to the base of the shaft, you do not need to remove the flange; indeed in this application it is pretty much impossible. You will have 1.5mm of excess sleeve material at the top which you need to carefully grind or file away so the you have a smooth chamfered surface to push through the oil seal.

With the timing chain cover back on the block, you now lightly grease the new sleeve and push it through the oil seal back onto the crank. The tension between the pulley wheel and the oil seal is noticeably more than before the sleeve was fitted and it is a perfect surface for the oil seal to work to.

All this is described in MGA Guru <https://mgaguru.com/mgtech/engine/cs201a.htm> but he describes removal of the flange which is not possible or necessary.



Freshly wrapped exhaust

Was it worth it? Well yes – for the first time since I got my lovely MGA it is not leaking from the front. I took the opportunity to do the side plate seals again and I wanted to insulate my exhaust to get some more heat away from the float chambers, so my job was a bit busier than that described above, but, just doing the oil seal and pulley wheel sleeve is an easy job and very satisfying.

The chap who had the engine fitted before I bought the car used to clean it underneath after each use. It leaked from day one after he bought the engine from one of the “proper” suppliers. They clearly just threw the pulley onto the crank without considering the mating surface.

If you are leaking from the front – “They All Do That Sir!” – try this! - Safety Fast!

Buying and Selling an MGA

In the March edition of this eNewsletter, **Joe Walsh** highlighted the challenges of buying a 70 year old car, - particularly if that car has not had much use in recent times.

That generated a couple of responses – as follows:

Buying an MGA; “Originality” & “Provenance” or “Trigger’s Broom”?

In the March edition, **Joe Walsh** explored the “trade-offs” between “originality” in a car and the inevitable replacements of parts on a 70 year old car.

He referred to “Trigger’s Broom” - 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.

I received a follow-up on this joke from **Mike Jacobsen** – Registrar for NAMGAR (North American MGA Register):

Instead of Trigger’s Broom, here we have George Washington’s hatchet. Five handles and eight heads over the past 300 years, but it was George Washington’s hatchet when he chopped down the cherry tree as a child and still is.

Thanks, Mike!

And here is Joe’s experiences on buying what looked like a nice, lightly used car....

Recommissioning - What might be involved in getting an MGA back on the road after it has not been used for some time?

Does this sound familiar?

“MGA for Sale –Low miles since complete rebuild – Just needs a light re-commission”.

Or how about “.....it’s all been done mate...”?

In the November 2025 edition I wrote about what happens to a car when it has not been used for a prolonged period of time.

So when an MGA which has been standing for some time is eventually pulled out of the garage with a view to finally selling it on, what might be in store for a prospective purchaser?

In my November ‘25 article I used my own MGA as an example and here’s a quick reminder of what was needed to get my MGA running reliably again after a prolonged period in which it had very little use. At this point I’d just mention that I bought the car in October 2021 with an MOT “PASS” dated 3rd September 2021.

So it shows how little an MOT actually tells you....

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

- Repaired/restored seat runners (badly rusted from sitting on damp carpet (due to holes in the floor).
- Repaired & painted floor boards inside and out.
- Cleaned rust off the fuel tank & repainted.
- Removed air filters – they were filthy so a big improvement!
- Contacts inside distributor cap were badly oxidised – I was surprised it ran at all.
- Re-set static timing to 7BTDC (was 17BTDC – seller said the engine had been serviced by a “specialist!”).
- Flushed & thoroughly cleaned out cooling system.
- Unblocked heater elbow (see photo).
- Replaced all coolant hoses as these were all partially blocked & perished.
- The thermostat had virtually seized due to crud collecting around it.
- Replaced the cylinder head because the old one had “problems”.
- Replaced all the hydraulic lines as the originals were perished.
- Total flush of the hydraulics because the fluid had deteriorated badly (see photo 5 of master cylinder).
- Replaced the master cylinder because the seals had perished and were leaking.
- Replaced the perished fuel filler hose & gasket & seal plate.
- Removed carbs – running rough & leaking badly due to rotten seals.
- Tyres were 30 years old!

The car came with two sets of wheels. Most of them were out of true.

My car was in excellent condition cosmetically and structurally but despite the “factory fresh” MOT it was very far from roadworthy. It took the best part of six month's work and a lot of money to make it safe and reliable.

So when a seller tells a prospective purchaser that the car will need a “light recommission” just what is that likely to involve, and how much is that likely to cost?

Probably more than you might think! The usual “classic car algorithm” applies here; that's either 2 x as long & 3 x as much £ or 3 x as long & 2 x as much £ depending on your level of optimism! The following list of parts and prices sets out a lot of the ball-park costs of getting an unused MGA going reliably again.

For the purposes of this exercise I've used the Moss prices as at the time of writing. This was just for simplicity in creating the list and is not an endorsement of the supplier.

Obviously there are many other suppliers and it always pays to shop around. Parts can often be purchased at lower prices, for example on eBay, but remember that unlike buying from a recognised supplier, there is little or no come-back if the parts are “not as described” and as always it's “buyer beware”.

The figures shown in the list are the parts prices including VAT, - there is no estimate of labour costs.

	Part Number	Quantity	Unit Price	Total
Interior				
Carpet set	242-706	1	£290.49	£290.49
Arm rest	246-012	1	£107.40	£107.40
Tonneau	AKE1756	1	£148.80	£148.80
Hood	AKE1762	1	£403.80	£403.80

Carbs

Carb service kit	CSK 40	2	£63.20	£126.40
Carb rebuild kit	CRK 205	2	£90.73	£181.46
Float (brass)	WZX1303	2	£14.70	£29.40
Float (Nitrophyl)	WZX1303X	2	£17.40	£34.80
Fuel pump	AZX1331	1	£170.70	£170.70

Air filters

Air filters (felt)	AHH5442	2	£9.90	£19.80
Felt pads	AHH5441	1	£31.80	£31.80

sub total £ 51.60

Brakes

Brake shoes front (set of 4)	18G8526K	1	£40.20	£ 40.20
Brake shoes rear (set of 4)	18G8526K	1	£40.20	£40.20
Wheel cylinder Front R	GNC110	2	£29.40	£58.80
Wheel cylinder Front L	GWC111	2	£29.40	£58.80
Wheel cylinder Rear R	GWC1111	1	£27.90	£27.90
Wheel cylinder Rear L	GWC1111	1	£27.90	£27.90
Brake hose front	GBH104	2	£12.90	£25.80
Brake hose rear	GBH104	1	£12.90	£12.90
Master cylinder seal kit	8G8224	1	£75.00	£75.00

sub total £367.50

Clutch

Clutch kit (Borg & Beck)	GCK257	1	£291.90	£291.90
Slave cylinder	GSY106	1	£90.60	£90.60
Clutch hose	GVP1001	1	£6.60	£6.60
Master cylinder seal kit	8G8224	1	£75.00	£75.00

sub total £464.10

Basic Service Items

Antifreeze 5lts		1	£21.95	£21.95
Brake fluid DOT4 Castrol 1lt		2	£11.95	£23.90
Oil 20/50 - Valvoline VR1 5lts		1	£29.99	£29.99
Shock absorber oil 500ml	GGL9039X	1	£16.20	£16.20
Spark plugs NGK	BP6ES	4	£2.50	£10.00
Points	GCS107HQ	1	£15.90	£15.90
Rotor arm	GRA2101HQ	1	£11.40	£11.40
Condenser	GSC111HQ	1	£12.30	£12.30
Distributor cap	GDC102	1	£10.80	£10.80
HT Leads	GHT102X	1	£55.80	£55.80
Radiator hose - top	GRH305SIL	1	£9.30	£9.30
Radiator hose - bottom	GRH305SIL	1	£9.30	£9.30
Thermostat	GTS104	1	£5.10	£5.10
Fan belt	GCB10900	1	£3.00	£3.00
Radiator cap	GRC103	1	£3.30	£3.30
Rocker cover gasket (not Moss!)		1	£5.00	£5.00

sub total £243.24

Misc

Brake light switch	C16062A	1	£5.10	£5.10
Light bulbs				£10.00

Misc gaskets & clips				£10.00
Master-cylinder (new)	GMC109CG	1	£68.10	£68.10
Battery				£75.00

Tyres (Options)

PIRELLI CINTURATO CA67 155HR15		4	£210.00	£840.00
Blockley Tyres 165VR15		4	£146.00	£584.00
Continental Contact CT22 165/80 R15T		4	£85.00	£340.00

ALL COSTS EXCLUDE LABOUR!!

(Unless otherwise stated prices are from Moss website & include VAT)

So I'd suggest that if you were to allow around £1,500 out of your budget for a basic recommission, including a new battery and four new tyres, you wouldn't be too far off the mark. This figure assumes that all that's needed is indeed just a basic mechanical re-commission. If you want to smarten up the interior with new carpets and other cosmetic work you'll need to allow another £500 or so. Plus of course the labour cost if you can't do the work yourself.

This figure will be much higher if the prospective purchaser is not able to do a lot of the work themselves. None of the work involved is difficult and well within the scope of the average DIY mechanic. It follows then that any "old school" garage should be able to take on the work and do a competent job. You definitely don't need a "Specialist" charging "specialist" prices to do any of this.

If a new owner does have to engage a garage to do some or all of the work it might be an idea to try and get a fixed price for a stated list of works and a completion date.

Paying by the hour for a recommission job could easily be a licence to print money for an unscrupulous garage, so speak to other owners and take advice on who to use.

This figure will be higher again if significant bodywork repairs are needed.

So if you are in the market for an MGA this spring then the rest of this article is aimed at you. At this point it might be worth reading the November 2025 article. Based on personal experience I'd say the following issues are the ones which will require the most attention and expense on a car which has been standing unused for any period of time:

1. Cooling system: If the car has been standing for a long time this is where a lot of damage may have been done. Hopefully the coolant will still show a substantial antifreeze content but if not then a lot of caution will be needed. Note though that even if the coolant did once have a good mix of anti-freeze it may not be providing full protection against deterioration now. If the engine has not been brought up to running temperature regularly it is possible that a small amount of the anti-freeze might have congealed out of the mix which will have diluted the mix by a small amount. In theory the congealed anti-freeze should mix back in with the water when the engine runs and the coolant gets hot, but really it is better to not test the theory. In any event, the coolant needs to be changed every couple of years for the anti-freeze to be effective in preventing corrosion. Additionally, if the coolant has not been flushed through and replaced every couple of years the antifreeze can break down and cause sludge to build up in the cooling system (see photo 1). If this situation has gone on for many years no amount of "Radflush" or similar will clean out the waterways in the block and head (see photo 2). Unfortunately it is very difficult to establish what is going on inside the cooling system until recommissioning work has actually started so it can be the proverbial can of worms. You will need to replace all the old rubber hoses and clips as a matter of course. Don't forget the little hose between the water-pump and the heater elbow. Taking the hoses off and

having a look inside them will give you a good idea of the state of the inside of the rest of the cooling system as will looking inside the thermostat housing. If the thermostat has seized or become blocked with crud then you can assume the rest of the cooling system is in the same condition (see photo 3). When inspecting the car check the core-plugs for signs of weeping; do this when the engine is hot. The core-plugs rust from the inside out and are a particular weakness on an unused car (see photo 4). The core-plug at the back of the block is likely to be in the worst condition and if leaking the engine will need to come out to do a proper job of replacing it. The radiator will need to come out and be reverse-flushed. With the radiator out of the way the timing cover oil seal can be changed if it's leaking. More likely than not!



Photo 1 – Sludge in heater elbow



Photo 2 – Waterways



Photo 3 – General Cooling Crud



Photo 4 - Core Plug



2. Brake system (hydraulics): If the car has been standing for even a couple of years the whole hydraulic system (including the clutch) will need a through flush through. When inspecting the car for the first time take the cap off the master-cylinder and see what the fluid looks like. If it's opaque or "muddy" it's not good news. If you decide to take the

car on the first thing to do will be to lift the top plate off the master-cylinder and suck the old fluid out with a large syringe so that the bottom of the master-cylinder is exposed. If this is covered with a thick black sludge (photo 5, above, left) then that's what will be in the rest of the brake and clutch system. The whole system will need a thorough clean and flush through with new hydraulic fluid until what bleeds out of each slave cylinder/calliper is crystal clear. This will mean taking the master-cylinder off the car to give it a through clean and possibly change the seals. Unless the bores within the master-cylinder are corroded / pitted think twice about replacing an original master-cylinder. That's the subject of a whole article in itself, - published in April 2026 edition of Safety Fast!, pages 58 to 61. Replace all the old rubber hydraulic hoses as a matter of course after draining off as much of the dirty fluid as possible and before flushing the system with clean fluid. The hoses may look fine on the outside but that's no indication that they will be OK inside. If the car has been stored in a dry garage it's possible the slave cylinders in the drums (and callipers) will be OK. But if not they will need changing or the seals replacing.

3. Brakes: Common brake problems associated with lack of use tend to be stuck wheel-cylinders and seized callipers (already mentioned above) but there can be other problems, particularly on the rear brakes. If the handbrake has been left on the shoes may well have stuck to the drums. This, combined with a damp atmosphere, will cause the inside of the drum to rust and result in pitting of the braking surface of the drum. If the pitting isn't too bad a good machine shop can lightly skim the inside of the drum to restore the braking surface. This is preferable to replacing the drums with aftermarket parts because, believe it or not, it's not unusual to find new aftermarket drums are not quite round. You don't need to ask how I know this! Rusty discs will have to be replaced and new pads fitted. It's always possible that the handbrake cable will have seized but these are not expensive or too difficult to replace so long as you can get the car up high enough to get access.
4. Tyres: The condition of the tyres should be self-evident but look carefully for cracks and splits in the rubber. Study the information on this link <https://www.bridgestone.com.au/learn/maintenance/age-of-a-tyre?srsId=AfmBOoqveWAq8K1jgf0DkQS-4V1m-rkwIYqB4FR9nrxW4iJMI5a8SnuW> If a car has been left standing for any length of time on deflated tyres they may no longer be round and the bead may have been weakened.
5. Carburettors: If the car hasn't been used the seals and gaskets inside the carbs will most likely be perished. Fuel dripping from the carbs (ignition on, engine off) is a sure sign, as is a constantly ticking fuel pump. Fuel dripping from the carbs into the area around a hot exhaust manifold is not good and some sharp-eyed MOT testers

may fail a car because of this. At the very least a full carburettor service to replace all the perished seals and gaskets in each carb may be needed. Over time brass floats become porous and need replacing. A full overhaul by a carb specialist will cost about £500 including parts & labour. That sounds like a lot but check the prices of the gaskets and other parts and you'll see where the money goes. A full carb overhaul will make a huge difference to how the car performs. All the old rubber fuel pipes should be replaced with new E10 proof hoses as a matter of course and secured with new clips. Also check the fuel pump and connections to the fuel tank for leaks. Once the carbs are full of petrol the pump should stop ticking (engine off). If the pump carries on ticking there's a leak or a fault somewhere.

6. Lubrication system: When inspecting the car check the condition of the oil on the dipstick. Hopefully it will be clean but more likely it will be black and have burnt smell. If you buy the car the oil and filter should be changed as soon as possible and before doing anything more than moving the car on the drive. When the oil has been drained check it for water and/or petrol contamination. Run a magnet through the old oil and keep your fingers crossed there's nothing stuck to it when it's taken out of the oil. If the old oil is particularly mucky use flushing oil before putting the new expensive stuff in.
7. Fuel: Take a small bright torch with you and have a look down the filler tube at the bottom of the petrol tank. If it's rusty you'll need to factor in a replacement tank. Take care you don't drop the torch into the fuel tank! If the tank is rusty there will also be rust particles in the fuel lines and carbs. If it goes without saying that old petrol should be drained out of the tank and replaced with fresh fuel.
8. Electrics: If a car is stored in anything but ideal conditions damp will get into the electrical system and corrode all the contacts in the switches, connectors and in the distributor as well as the control box, if fitted. The points where the earth straps mount to the body should be checked for corrosion. Unless the battery has been replaced to sell the car a new one will be needed. Check for corrosion and oxidation around the battery terminals. If the battery terminals have been greased then that would be an indication that the car was well looked after at some time in the past.
9. Exhaust system: Hopefully this will be OK but if it's an old mild steel system check for bodged repairs. The usual giveaway is shoddy patch welding on the silencer box and exhaust bandages coated with exhaust sealing paste on the joints. There are a lot of choices available so you'll have to shop around for the system which best suits your needs.

This is by no means an exhaustive list but hopefully it gives you an idea of what to look for and what sort of money might be required to put right any defects. There's a fairly broad grey line between a recommission and tipping over into "restoration" so be careful and leave your rose-tinted specs at home.

In the list above I touched on cleaning out the cooling system. In my case this was a huge job and involved removing the cylinder head and the water pump as this was the only way to clean out all the crud which had built up in the block over the years. See the photos in the November 2025 article showing the top of the block and the state of the head gasket - note the blocked waterways. Literally weeks of cleaning out was required using stainless steel rods, bottle brushes & repeated soaking and flushing with white wine vinegar. Before removing the water-pump and head I had tried several flushing cycles using Radflush. The photos of what I found after removing the pump and head shows this work didn't have any effect at all and was a waste of time and money. Keep all this in mind if you are going to look at a car which has been unused for any length of time.

If you do end up having to remove the cylinder head to clean out the waterways it might make sense to have a lead-free conversion done, assuming that job hasn't already been done. So that's another potential cost to bear in mind.

Now I am fortunate enough to have the basic skills which enabled me to do most of this work myself but if you are thinking about buying a car which has been laid up for an extended period of time, and you cannot do the recommissioning work yourself, you will need to factor in the labour charges at your local garage.

On a more positive note, repairing these issues is a lot easier and cheaper than restoration work on a rusty body/chassis, so it's not all bad.

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

So if you are looking to buy an MGA which has been off the road for a while it would be wise to take into account the damage which might be lurking in a little used car. In addition to all the usual questions you would ask the seller, you might want to enquire as to how many miles a year it has been driven.

If you are an owner who hasn't used their MGA for some time then please don't let it fester and deteriorate any more. Putting it bluntly, you are killing your car and destroying any value it still has. Give your car a thorough service including flushing the cooling system and flushing the hydraulics and put some miles on it. Alternatively, advertise your MGA for a sensible price and sell it on to someone who will use the car and cherish and preserve it for the future.

Unfortunately that "sensible price" is now less than what it was this time last year and given the way prices are going generally the value may be lower still this time next year. And remember that whilst the value of our cars may be going down, the cost of refurbishing and keeping them running is going up all the time.

If you want to keep an eye on current values use the Glenmarch auction monitoring tool...

https://www.glenmarch.com/cars/results?make=217&model=1664&auction_house_id=&auction_location=UK&year_start=&year_end=&low_price=&high_price=&auction_id=&fromDate=&toDate=&keywords=&only_online=0&show_unsold_cars=0&show_unsold_cars=1#

We will have information on how to use the Glenmarch auction monitoring tool in the next edition of this eNewsletter.

As you can see, even fully restored "like new" examples are struggling to get to the £17k mark. This is probably less than half the cost of the restoration. If a car has been sold at auction don't forget to deduct the commission and VAT from the published price to get the "net" value of the car to the seller.

As always, any car is only worth what someone is prepared to pay for it....

Selling your MGA - Advertising

And that last article takes us neatly into....., **Joe Walsh** writes:

If you are thinking about selling your car this Spring one of the things you'll need to consider is how you word the advert. Let's turn this one on its head and look at it from the perspective of a potential buyer. The first and most important factor is getting the asking price right. This is tricky, especially given the current state of MGA values. At this stage it's worth making the point that, just like anything else, your car is worth what someone is prepared to pay for it. So forget about what you paid for the car and how much you've spent on it, the hard fact is that unless you bought your MGA a couple of decades ago you are very unlikely to get your money back.

Once that fact has been accepted the question then is; what price do I advertise it for? Again, tricky. How quickly do you want to sell the car? If you want it gone then price low but if you are prepared to wait then maybe try a higher price. However, there are a lot of MGAs coming onto the market so if you price your one too high it won't sell. Some of the cars for sale now were on the market a year ago at higher prices. Incidentally, a number of the higher-priced cars still on sale at the time of writing have been on sale for more than two years!

The price needs to be carefully judged so that you get the best return but at the same time doesn't scare off a potential purchaser.

The best guide to pitching the price correctly is to have a look at what MGAs are actually selling for. Use this link to access the Glenmarch auction monitoring tool.

https://www.glenmarch.com/cars/results?make=217&model=1664&auction_house_id=&auction_location=UK&year_start=&year_end=&low_price=&high_price=&auction_id=&fromDate=&toDate=&keywords=&only_online=0&show_unsold_cars=0&show_unsold_cars=1

Remember the sold price shown is not necessarily what the seller received or what the buyer paid because of the reduction/addition of commissions and VAT.

Having settled on a price you will then need to work up an advert. Once again this needs to be viewed from the buyer's perspective. In no particular order I'd suggest:-

1. Condition.
2. History.
3. Modifications & improvements.
4. Recent history.

Taking these in the order above.

1. Condition – the key component here is HONESTY! First, be honest with yourself about your car. Forget all the bo**ocks about "patina". Nothing hacks off a potential buyer more than travelling a long way to view a car only to find that the photos and description are very misleading. Try to avoid using the word "original", after all how many MGAs are totally as they left the factory over sixty years ago? You could certainly state the car has the original engine or the original chassis but to claim the whole car is "original", i.e. as it left the factory, is stretching the point. Tell a prospective owner about minor dinks which have been picked up over the years and include photos. All photos of the car must show the car as it is now, not how it looked five years ago. If your car is concours then fine, but very few are.
2. History – This is really important. If you haven't already done it, collect together all the invoices and receipts which have been built up over the years, put them in chronological order and take a photo. Stating that this paperwork is filed and available to view is also a plus point in selling the car. In the wording of the advert mention the key points with dates e.g. full body off rebuild, new/rebuilt engine fitted, interior re-trimmed, new hood, brake overhaul. In other words, all the significant big-ticket work which has been done. This type of work adds value to the car and demonstrates to a buyer that (a) the car has been well and regularly maintained and (b) they won't need to spend large sums on these items. Association with a celebrity or motoring event, supported by a photo or article, can also distinguish a car and maybe aid the sale.
3. Modifications & improvements – As mentioned at point 2 above, these are the things which make a car stand out from the crowd. Examples might be a professional bare-metal re-paint, 5-speed gearbox and/or an MGB engine. A discerning buyer will want to know who did the work and how long ago. In other words, was it done properly and is it problem free?

4. Recent history – If you drive your car regularly then that’s a good selling point. Far too many MGAs are left to moulder in garages and not given the regular attention they need e.g. annual oil and filter change and running up to temperature, ideally on the road to make sure the brakes don’t seize. A regular coolant flush and refill with fresh anti-freeze is essential to prevent internal deterioration. Given the potential cost of a “re-commission” i.e. getting a car roadworthy and reliable after a long lay-up – see previous article - a car which has documented evidence of regular use and maintenance should stand out and be worth paying extra for.

At this point it’s worth mentioning the merit of including the chassis & engine number in your advert. If your car has the original chassis/engine/body then it’s worth highlighting. However, “originality” doesn’t seem to be a significant factor in MGA values so if your car has had a replacement engine or body tell the buyer because it could actually add value, especially if the replacement engine had a full well documented rebuild and the replacement body was a rust free example from a “dry” State in the US. If your car has an MGB engine then the engine number will prove to a prospective buyer that it did indeed come out of an MGB and not one of the many other BMC/BL vehicles which were fitted with the ‘1800’ engine.

Summary – Write the advert yourself, don’t use AI, and don’t make it too long in case a potential buyer interprets it as over-selling. Stick to facts and be completely honest. Don’t use the word “patina”! Use new photos and be sure to include clear photos of the engine bay and, if possible, the underneath. If your car has a new interior or hood, make sure there are good photos of these items as well as any other points which make your car stand out. Finally – if you are serious about selling your car then the bottom line is, it is worth what someone is prepared to pay for it.

Good luck!

Editor’s Note: *I cannot disagree with anything Joe has written, but I would add two further points I suggest should be covered in any advertising:*

1. *In any advert, include information on where the car is / can be viewed. I have nothing particularly against the Scots, but if the advert tells me the car is in John O’Groats, then it will have to be truly outstanding to tempt me to go to take a 950 mile round trip to look at it.*
2. *Include MoT status. I feel that a long MoT with no Advisories is a significant selling point.*

These comments are simply my opinions, of course. But the most important task for ANY advert is to get potential customers to view the car. - Once you can see the whites of their eyes, and they can see the car “in the metal”, a deal is usually possible, either on the spot or after a couple of weeks’ reflection for both parties.

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)

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)

Wanted – MGA Boot Luggage Rack

Wanted MGA Boot Rack. - Original factory type as I have a boot lid which is already drilled. David Beatty 07971913802 or dfbneptune@aol.com.

Wilmot Breeden Ignition Keys

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

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

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

1959 MGA 1600 Roadster For Sale

Sadly due to lack of garage space we are selling our 1959 MGA

We have had many happy times in the car over the last 12 years but now it is time for someone else to enjoy it

It is a UK car and it has a large history file

Comes with a MGB engine for extra power and a Ford five speed gearbox.

Finished in Jaguar blue. Car is in Wellesbourne, Warwickshire.

For more information and a test drive please contact **Mel Harvey** - email mel@melharvey.com or telephone 07860 485578.

Offers based on £24,000 ONO will be considered





For Sale – MGA Roadster (Left)

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

Lost and Found



Billy Fury's MGA

In the March edition of this eNewsletter, I asked if anyone had information on this car. - 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. No progress on that front, - but I also asked if anyone knew Billy Fury's real / birth name. I had an immediate response from **Pete Macwaters OBE1** (I wondered what had happened to him...)

Billy Fury? You mean Ronald Wycherley, '**Don't Worry**' if you '**Forget Him**' because you can '**Give Me Your Word**' that '**Maybe Tomorrow**' '**In Summer**' we can go to that '**Wonderous Place**' of a '**Thousand Stars**' that is only '**Halfway To Paradise**'.

Enough! Enough! – I wish I had never asked! – Ed



And then Pete asks....

Where do you think Petula Clark was going when this photo (left) was taken, '**Downtown**', perhaps?

(That's enough for now, Pete! – Time to take your tablets, now!

Another Film Star MGA??

Joe Walsh writes:

MGAs appeared in many films of the late 1950s & '60s. The car in the photo is **VAM 34**, the photo is a still shot from the film 'The Lamp in Assassin Mews'. The location is outside The



Grosvenor Restaurant at 48-150 Shenley Road, Borehamwood. Herts. In 2015 the building was a pub. The car is still showing on DVLA but as a blue Rover although the chassis number and capacity are right for an MGA. So is there an MGA still out there as **VAM 34**? If you know the whereabouts of this "film star" and solve this mystery please let us know or if you are the owner then you will find a basic record of your car on the MGA Register.

LTK 674 – 1500 Roadster

Joe Walsh writes:



This photo was taken in Watford sometime before the end of 1964. The car is active and registered by DVLA so if the current owner would like a copy all they need to do is "claim" their car on the Register and download a copy. The chassis number is 48279 and you can see the Register record here.

<https://www.mgaregisteruk.com/browse/register/result/show.php?chassisno=48279>

Full details on how to register as a user and "claim" the car can be found here.

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

Andy and Pam Lempicki's MGA

In the March edition of this eNewsletter, we read the story of Andy and Pam Lempicki's investigation in the history of their 1956 MGA.

Although they bought it from a dealer in Hampshire as USL 304, the car was originally exported to the California, and was returned to the UK for restoration and RHD conversion in 1988.

Andy and Pam and previous UK owners had not been able to find out anything about the car pre 1988, but reader **Mike Jacobsen** writes to say:

I have a suggestion for the Lempickis and their MGA. Since they know the California license (US spelling) number they can try contacting the Department of Motor Vehicles here. You can ask the DMV for the car's ownership history by filling out and sending in their Request for Record Information form, INF 70. It's available on their website at

<https://www.dmv.ca.gov/portal/file/request-for-record-information-inf-70-pdf/>

It sounds simple but they shouldn't get their hopes up. The CA DMV is not known for their willingness to provide information, due to privacy restrictions, and how far back their records go seems to vary wildly by car. - Thanks for that information, Mike

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/>

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, May 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