

MGA REGISTER *e*NEWSLETTER
November 2026
WORLDWIDE CIRCULATION: 1136

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 – Winter Starts Here!

Welcome to the November 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 10 weeks or so - Your input is essential to keep this eNewsletter going, so if you have something you feel would be of interest to MGA owners then send it to me for publication at mgcarclub-mgaregister@outlook.com .

As we move into the final quarter of 2026, there are still a few classic-car related events planned for the balance of the year - 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, and there is wide coverage of MG Related events worldwide in Safety Fast! Magazine.
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!

Within our own group, the most significant event of the past couple of months has been the MGA Register Autumn Tour, which was based at the Palace Hotel, Paignton, Devon, in September 2026. - More details of this event, and more, are on page 8 of this Newsletter.

Looking forward, prospects for future MGA Register Tours have improved slightly over recent weeks. - **Courtesy of Tony Bratt we now have an outline plan for a Spring 2027 Tour. – More details and booking arrangements on page 16 of this Newsletter.**
That plan "buys us some time" – but we are still looking for suggestions for future tours (Chairman Howard Quayle's appeal for suggestions and volunteers in the July edition of this Newsletter received ZERO Response – So maybe the era of organised events is now behind us??). If you feel that you would like to organise such a tour, you can be assured of plenty of advice and support on the task from previous organisers. - Please get in touch with me or any member of the Register Committee.
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 24th and 31st December 2026

Brendan Leach, Editor – MGA Newsletter

MG Car Club News

MG Car Club Council Meeting – 10th October

Council is the governing body of the MG Car Club, and meets twice a year. Each of the club Centres, Registers, and Branches ("CRBs") has a representative on the Council – our representative is Register Chairman Howard Quayle.
Council met on 10th October, and here is Howard's very brief summary of that meeting:
Key issues summarised as follows:

Membership retention remains a key issue. Subscriptions are the club's main source of income, but annual subscriptions will remain unchanged for 2027.
Break-out sessions were held to explore how to handle the "Membership Life Cycle" (Welcome->Engage-> Belong-> Renew). Results to be published (hopefully "soon")
Some expansion of Kimber House envisaged "at some stage", focusing on MGCC's history, Not "bricks and mortar". To be financed by Crowd Funding
MG Fest 26 at Brands Hatch produced a surplus of nearly £7000. Highly successful, and likely venue for MG Fest 27.
More collaboration between CRBs to be encouraged. (For Registers in particular, there seems to be a realisation that collaborative events will produce benefits)
Awards: Nuffield Gold Cup awarded to the MGF/TF Register (highly successful MGF30 event at Gaydon). Member of the Year award made to Andy Knott
Social media key to modern communication
MG Car Club now has nearly 35,000 followers on Facebook, with over 3 million views between May and October 2026. Used by older age groups.
Instagram more popular with younger members. MGCC now has over 18,000 followers on Instagram.
Presentation on Blaze RevUp (new version of software used by MGCC for membership, car ownership, etc) https://www.prosolve.co.uk/
Blaze will be maintainable by members. Presentation showed many new features over existing system. Final decision on whether to purchase still to be made.
Two more relevant presentations: Plans to introduce Easy Funding (financial benefit) and Martyn's Law (protection of meetings, shows, etc. against terrorist and hostile activity). Both highly important.
Ride Before You Buy event: Abingdon, 4 October: 120 MGs on show, with 36 rides provided. Could become an Annual event going forward?
Date of next Council Meeting: 6 March 2027.

The Twin Cam Expert: Peter Wood: Westwood Portway Engineering

Here's a piece received recently from **Ron Edmond** at MG Services Heathrow:
Rumours have been spreading of the death of Peter Wood and that his business Westwood Portway has been closed down!
I am pleased to categorically confirm Peter is still alive and open for business on 01296 730310. Peter has not yet graduated to emails so if anyone wants MGA Twin Cam spares they are welcome to email me at mgheathrow@hotmail.com and I will pass messages on to Peter - I see him regularly.
Good news – Peter is still working and running his business at the age of 90!

MGA Register News

MGA Register Annual General Meeting: 2026

The MGA Register Annual General Meeting took place at the British Motor Museum at Gaydon on Saturday 3rd October.

Following the "standard" procedural matters (Apologies for absence, Approval of previous minutes etc) the Chairman (Howard Quayle), Treasurer (Jan Collison) and Secretary (Colin Manley) were duly re-elected.

Chairman's Report. Since the last AGM (May 2025) we have had number of successful social events – Fawley, Kop Hill, Spring Tour 2026, MGA Day 2026 at Crich, Scottish MGA Day 2026, and Autumn Tour 2026. The MGA Register goes from strength to strength, with new cars being added regularly. Our publications to members (Safety Fast! and eNewsletter) provide regular communication. In addition, individual MGA Register members are also regular contributors to Safety Fast! on technical and touring matters. Overall, - a successful year on all fronts!

Treasurer's Report. Finances are steady. We made a small loss on the 2026 Spring Tour, and merchandise sales have been minimal over the past 12 months – Chairman reports that we will have a revised strategy for merchandise sales from 2027. Bank charges are now £0.80 per cheque, and getting cheques from member to tour organizer to Treasurer to bank is a process which regularly fails. – Agreed that in future the MGA Register will no longer accept cheques – we will accept BACS payments only.

Registrar's Report. Since the launch of the new online Register in January 2025 **285** MGA owners have set up an account on the new Register. By comparison, in the period March 2023 to December 2024 just 32 new owners were recorded on the old system.

Since January this year a further **99** new MGAs, including several previously unknown Twin-Cams and a couple of Deluxe models (one in Switzerland and another one in France) have appeared and been allocated a new Register number. These 99 cars were not previously known or recorded on the Register so this is welcome news. Register now contains over 6700 individual cars – not bad for "64 years later"

There was some discussion about future MGA Register events, notably Tours and MGA Days, which are covered later in this eNewsletter.

John Prewer (Safety Fast! Scribe), Colin Manley (Twin Ca**M G**azette) and Brendan Leach (eNewsletter Editor) highlighted that these publications rely on input from readers / subscribers, and that input is often lacking.

Membership and Records

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

Maybe you want to choose "Digital MG CC Membership" rather than receive hard copy version of Safety Fast! magazine (and to save money on your annual subscription)?

Or maybe you have changed your MG and wish to update which Registers you are associated with?

Did you know you can update your Membership details online via the MG Car Club website? – Just log in to the Members section – top right of the Home page (you will need your membership number and password!) and you can update the records held by Kimber House.

https://www.mgcc.co.uk/members/login/

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

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 (most) historical copies of this eNewsletter to the MGA Register website, - Find them at
https://www.mgcc.co.uk/mga-register/the-mga-enewsletter-library/

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.

Reports on Recent 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 moved to the "Deep South" – To Brands Hatch circuit on Sunday 16th August.
Here's a report from MGA Register Chairman, **Howard Quayle**:
Brands Hatch, the Kent circuit, hosted this year's annual gathering of MGs – a new fixture for the motorsport venue, as it combined the MGCC's annual event with one of Brands Hatch's two-day race meetings. One of the Sunday races was scheduled as Round 4 of the Cockshoot Cup, continuing the historic link between well-known circuits, motorsport and MGs.



All Registers were provided with display parking on site, as long as tickets had been purchased in advance. Twenty-two MGAs were booked in, with the following variants (and numbers) represented:
1500 Roadster (5)
1600 Roadster (8)
1600 Mk 2 Roadster (3)
1600 Mk 2 Coupe (1)
Twin Cam Roadster (3)
Twin Cam Coupe (1)







(All photos: Lynne Quayle)

In addition, an unusual French-registered Roadster (reg.CR-630-FH) was parked up, but with no owner nearby, I was unable to find more details. The very dark green car appeared to be a 1500 Roadster but modified to competition specification. Does anyone have more information on this car? (Perhaps they came in convoy with Vincent Dransart, from MGCC de France, whose ZB Magnette was also on display? Vincent drove the Magnette from Hamburg to Shanghai in 2015 and from Valparaiso, Chile to Lima, Peru in 2024… a challenge for us MGA owners to take up!)

Elsewhere on site, near the grandstands, other MGAs could be found.

In the "Notable Cars" area, Steve Dixon's well-known UPO929 (campaigned by the Fitzwilliam Racing Team in the 1950s, and a veteran of the Mille Miglia and Nurburgring 1000 kms) was displayed alongside Warren Kennedy's aluminium-bodied unique MGA Fastback Coupe, based on a 1957 MGA. MJB191- a factory car from the 1956 Alpine Rally- was also there. The MGA also had its own celebrity parked amongst the twenty-two on display, in the shape of VPO320, a 1500 Roadster used by F. Wilson McComb for hill-climbs. McComb was MG's PR man at Abingdon in the 1950s, later becoming the first editor of *Safety Fast!*

Oselli displayed their 1957 MGA 1500, re-built to Sebring specification and on offer at £36,500 as well as a beautifully restored MGA 1600 Roadster.

From various conversations, it was clear that other MGAs had arrived at Brands Hatch, but had parked in the general parking area, Register parking being reserved for pre-booked tickets. More than 600 MGs had booked for the event, with around 250 staying until racing had finished at 6.30pm and then lining up on the track for an unofficial world record – *the greatest number of MGs on a parade lap on any racing circuit!*

This formula – combining the annual national MG celebration with motor racing at a well-known UK circuit - works well, and I expect to see a similar event in 2027. The ticketing arrangements, using MSV's software, caused some problems, but with more explanation to members, should work better next year. - Overall, a great success.

MGA Register Autumn Tour – September 17th to 19th

The Autumn 2026 MGA Tour, - *Devon's Highways & Byways* - took place between 17th and 19th September. Here is a report from organiser **Howie Perks,** and Chairman **Howard Quayle**.



The imposing Palace Hotel in Paignton, where no fewer than 31 MGAs and their crews assembled on a Tuesday afternoon, has as much history as the MG Car Company. Built in 1870 for a member of the Singer family (of Singer sewing machine fame) and located on the seafront, this private residence was sold in 1925 and suitably extended, became the Palace Hotel. The hotel's centenary last year was even celebrated by an Early Day Motion in Parliament, recording *a cherished local landmark and cornerstone of elegance, hospitality, and seaside charm in Torbay.* Ideal for MGA owners, without any doubt…

Howard (Howie) and Jan, ably assisted by Roy and Sonia, had put together two contrasting runs, with one running inland to the lonely granite heights of Dartmoor and the other taking in the delights of motoring in and around the River Dart Valley – both ideal for MGA motoring and the usual test of the B-Series cooling systems (especially for those without Kenlowes!)

The *Delights of Dartmoor Run* had been cleverly put together – best described as a sort of "figure 8 with extensions" and covering 100 miles if you did the full tour. The narrow lanes with their steep banks each side were a reminder that today's cars have got bigger while the roads haven't – no problem with an MGA, but when you meet a steroid-inflated SUV on a sharp bend….let's call it a "challenge".

The wandering wildlife – Dartmoor ponies, Belted Galloway cattle, and ubiquitous sheep - did their best to impede progress. You wonder how the ponies here and on Exmoor survive winters in such a bleak landscape: the answer is that their dense, fluffy, and long-haired coats trap heat so efficiently that snow can lie on their backs without melting, and their hooves are shaped to paw through snow and ice to reach vegetation underneath. Well-designed animals…..

The celebrated Widecombe in the Moor with its cathedral-like church was a popular stopping point and was relatively quiet, making for easier parking. Some members took the Princetown "loop", to visit Dartmoor's highest town, 1430 ft above sea level. The notorious prison was in use until 2024. Not the prettiest place on the moor, but nonetheless interesting. Did many prisoners manage to escape from Princetown?

A relatively fast run east over the moor, along the B3212, managed to avoid an encounter with the dreaded Hairy Hands (Google it if you don't know what they are!), so the MGA stayed on the road. Some owners had decided to visit Castle Drogo, so turned north after reaching Moretonhampstead (where the motor museum, with its eclectic collection, sadly closed in 2024). The last castle built in Britain, between 1911 and 1937, was designed by the celebrated Sir Edwin Lutyens for Julius Drewe, the wealthy founder of Home and Colonial Stores. Impressive and well worth a visit, but with a somewhat cold atmosphere… not the most comfortable place to live.

The English Riviera Run was, at 50 miles, only half the length of the Dartmoor run, but allowed more places of interest to be visited along the way.



The route led to the Dartmouth Higher Ferry, a chain-operated vessel, but MGA owners who had taken the Dartmouth Steam Railway to Kingswear were able to observe the curious Dartmouth Lower Ferry, which uses an unpowered pontoon pushed and pulled by a tug and crossing the river from Kingswear direct to Dartmouth. En route to the Higher Ferry, some members made the diversion to Greenway House (right), the Georgian house which was home to the famous crime writer Agatha Christie from 1938 until her death in 1976, and from where there were magnificent views over the Dart.



Parking in Dartmouth could best be described as "difficult", but the ancient town is always a pleasure to explore on foot, providing some exercise after the (let's say) somewhat cramped compartment of the MGA! On the climb away from the Dart valley stands the Britannia Royal Naval College, the navy's training establishment, the imposing buildings of which were completed in 1905 to replace the previous wooden hulks moored in the river. Life on board these redundant sailing vessels can only be imagined… probably best described as "character forming"!

An alternative to Dartmouth was Totnes (trying to visit both on the same run could never do justice to both towns) and several owners called in at Totnes, some finding parking spaces more easily available than the town further down the Dart. Another ancient town, with the Eastgate still in place above the narrow high street, Totnes has acquired a bohemian ambiance in recent years, with more than 125 independent shops – perhaps a pointer to the future for other towns of its size in popular areas?

From Totnes, the route back to Paignton was via Teignmouth and the Shaldon Bridge over the Teign estuary. 400 yards long, the bridge has always looked impressive when viewed from eastbound trains (impressive from behind the wheel, too) and allowed an easy return to Paignton.

This two-day tour was an excellent event; made even better by the extensive notes the organisers had put together in the Route Book. The Palace was the perfect base, with good food, attentive staff, and secure parking. Moors and sea…. what a great combination of landscapes!

Looking back with hindsight on this Devon trip, there is food for thought regarding the planning of future Register events. If the norm has been to slavishly drive routes provided by the event organiser, what happened this September, almost by accident, broke that mould. From the outset Howie told everyone that it would *not* be a good idea if everyone did the same route on the same day due to issues regarding parking, the small car ferry and narrow lanes. In addition, he had pointed out the previously mentioned POIs (Points of Interest) that might be visited.

Many participants had travelled a few hundreds of miles to get to Paignton, and it became clear through their choices that there wasn't a great appetite for more long drives once they had got there. Those POIs proved to be very popular. On at least one of the two days, people cherry picked a few bits of the routes and used the rest of their time to visit one of the National Trust properties, have a ride on the steam train or simply have a stroll around

Paignton, Brixham or Dartmouth. In other words, this trip had become more of a mini-break rather than an extended tour. Judging by the positive and enthusiastic reactions both Howard and Howie received at the time and afterwards everyone was delighted that there were attractive choices available rather than just a prescribed driving itinerary. As Howie commented afterwards, "There's been a really good vibe across the whole of this particular trip; more of a holiday than a driving trek."



So, it seems that whilst a couple of routes should always be on offer to participants, choosing a location for a Register visit that has a few additional POIs is clearly a good idea. Thanks again to all involved in organising the three days. It has been a long time since the Register toured the West Country – don't let's leave it so long for a return visit.















Happy Holidaymakers??

Overseas News

USA News – MG Vintage Racers



I have not received any update from **Dave Nicholas** on the MG Vintage Racers events at Watkins Glen (SVRA, including the Collier Cup) and High Plains (Colorado) in September.
Similarly, I have no news on the BlackHawk "Gathering of the Faithful" event over the first weekend in October.
I suspect Dave is still recovering from all the excitement, so we will do a "catch-up" report in the next edition of this MGA eNewsletter.

Watch this space!!!

NAMGAR News, and MG International 2026 Event

NAMGAR is the North American MGA Register. Registrar **Mike Jacobsen** has sent me a report about the 2026 MG International event - which took place in Sandusky, Ohio, between 23rd and 27th August.
MG International is something we do every five years, when the four main North American MG clubs hold their annual events together. This results in hundreds of cars and even more people all in one place. There were about 120 MGAs and Z-series Magnettes, along with other MGs from the twenties to past the turn of the century. (All photos - Mike Jacobsen)



MGAs at MG International



Z Types

These events are great places to see prewar MGs. Even though there are relatively few of them in North America there were dozens at the show. They ranged from a 1928 14/40 to all sorts of SVW cars. Among the newer cars, we had all the T-type models, TA through TF-1500, and lots of MGBs and Midgets, plus some Y, Z, and 1100/1300 sedans. (Yes, I know you call them saloons but a saloon here is a bar, which I think you'd call a pub.) There were even a few RV8s and F/TF cars, which were never officially imported.

Along with the show there were technical sessions, tours, and other events like valve cover races, a boot sale, both silent and live auctions, and craft contests. As you'd expect there were a variety of tech sessions since there were so many types of cars attending, but along with the usual mechanical/electrical topics we had a session on MG books, another on MG club badges, and a general history presentation.



Chrome MGBs



TCs In Line

And then there were the banquets. Each club had its own award banquet, but the first place awards were not presented at those. Instead, there was an all-register banquet where the first place awards were given out for the car show and other contests.

This all took from Sunday night to Friday morning, and even then you couldn't see everything. After all, besides the events at the host hotel, there were also local drives & tours, a field trip to the Rock & Roll Hall of Fame, and car museum tours. Maybe that's why this happens only once every five years – it takes that long to rest up.



TFs in Line



YTs



PA Airline, with Scale Model on Roof



K3 Police Car

Future Events

There are still a couple of "National" Classic Car events to come in 2026, and I am already aware of quite a lot of national and international events planned for 2027.
Details of some of those events are contained in the following paragraphs.

Future MGA (and Magnette) Events

Here are details of our future **Events** involving the MGA Register, in date order…
- 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

Lancaster Insurance Classic Car Show – 13th to 15th November

Note the REVISED DATE!!!!!
(It's not very long off, folks!!…) The UK's biggest annual Classic Car Show will take place at the National Exhibition Centre (NEC), Birmingham, between 13th and 15th November. MG Car Club and a number of MGCC Registers will be exhibiting at the show.
This is a truly excellent show, which fills Halls 1, 2, 3, 4, 5, and 8 of the NEC, and it is easy to spend a full day at the event.
https://www.necclassicmotorshow.com/
It is not a low-cost event, by any means, - Pre-Booked Adult Day Tickets cost from £37.25 to £44.25 dependant on day chosen - but a further discount of £4 off per Adult Day Ticket is available to MGCC Members by using the MG Car Club Discount Code **CCMGCARN6** at checkout.
Sadly, the dreaded ticket "booking fee" applies, and a full day parking at NEC costs almost £20 per car – but you can save £5 on this by pre-booking and pre-paying.
More news on this event in future editions of the eNewsletter and in Safety Fast!.

National Events – 2027 and Beyond

MGA Days – 2027

Register Chairman Howard Quayle writes

MGA Day 2026 was held, towards the end of July at the National Tramway Museum at Crich in Derbyshire, enjoyed by the 22 cars and their crews who attended, although numbers were down compared to previous years.

North of the Border, *Scottish MGA Day* (which is full day driving event through scenic Scottish countryside) has been held for many years, although *South-West MGA Day* has not been on the calendar for some time now, after the last organiser stood down from the post.

The Register Committee has been giving some thought to this, and now feels the time has come to hold both an *MGA Day North* and an *MGA Day South*, hopefully reducing mileages over which members need to drive for the event and perhaps eliminating the need for an overnight stay. *Scottish MGA Day* would continue as a separate event, as at present.

It's early days, and as ever, volunteers need to come forward to organise these events. Choice of the venue/attraction would be down to the organiser, with support from the Committee if this is needed. The date can be flexible, although July/August are probably the best months, with longer days and warmer temperatures (although, after this summer, don't mention the word "temperature" to MGA owners!)

Please think about taking on this not-particularly- onerous task, and even if you can't manage this, suggestions of venues and attractions would be helpful, so that planning can get under way. – More news in the January 2027 edition!

MGA Register Driving Tours

Our 3 day driving tours are generally popular, and so we are looking for organisers for those events in (Autumn) **2027 and 2028**. You can get a flavour of these events from the pieces about past events in this and previous editions of this eNewsletter.

(Like most things in an organisation like the MGA Register) these events are all organised by volunteers from our membership, and so we are now looking for volunteers to organise such events for **Autumn 2027 and beyond**.

Autumn 2027 sounds like a long time from now – but we know that finding suitable venues can be a problem.

On recent tours we have got between 30 and 40 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!! Contact any member of the MGA Register Committee if you wish to discuss ("Free consultations! No Obligation!")

In the absence of volunteer organisers beyond Spring 2027, in the July and September editions of this eNewsletter, Register Chairman **Howard Quayle** outlined possible options for future events – options ranging from:

- More extensive events (including mainland Europe),
- Through outsourcing the organisation to a company like Scenic Car Tours,
- Or revised formats of events (shorter of longer tours)
- Regional events
- Right through to "Just let the Tours die – Don't bother in future"

…. And once again appealed for volunteer organisers for future events.

Responses have been "very limited" so that request for suggestions remains "Open"

However, since the September edition of this eNewsletter was issued (early, in mid August!) we do now have a volunteer organiser for a 2027 event based in Llandrindod Wells, Powys, between 10th and 13th May 2027. Our sincere thanks to **Tony Bratt** for volunteering. Details of that 2027 Spring Tour, scheduled for May 10th to 13thare in the following paragraphs. – But we STILL need suggestions and / or volunteer organisers for future events- Otherwise Llandrindod Wells will be the final MGA Register organised tour …..
Editor's Note: *If you have any suggestions or opinions on the matter of future MGA Tours, please contact Howard Quayle or Joe Walsh, either directly or via this eNewsletter. - Over to you, folks!*

MGA Register Spring Tour May 2027

The 2027 MGA Spring Tour will take place between 10th and 13th May 2027, and will be based at the Metropole Hotel in Llandrindod Wells. This venue has had very favourable reports from other MGCC Groups in Safety Fast! in July 2026 (p42, Midland Centre Welsh Rallye) and August 2026 (p49, MGB Newsletter).
Here's the introduction, from Tour Organiser and now Alpine Adventurer (see Safety Fast!, September 2026, p56) **Tony Bratt**…



Wet and Wild in Wales? - Well we hope not, but rain is always possible…..

I am pleased to let you all know that bookings are now open for the MGA Register Spring Tour that will take place in mid-Wales from Monday 10th to Thursday 13th May 2027.
Venue: Metropole Hotel in Llandrindod Wells (pictured, above)
Website: https://www.metropole.co.uk
Please do take a moment to go the hotel website and have a look at the facilities that are available including a first class spa, health club and pool. This is a superb venue to get away from it all.
3 grades of room are available with 40 rooms currently reserved for the tour.
This is a "fully inclusive" event as I am not a fan of having to fend for myself on one of the evenings, so you are fully catered whether you book for 2 or 3 nights.

Monday 10th May 2027 Arrival and a buffet dinner will be served for our group in the evening
Tuesday 11th May 2027 1st day of the tour - Gala Dinner in the evening

Wednesday 12th May 2027 2nd day of the tour Departure for 2 night guests 3 course dinner in the Radnor & Miles Restaurant in the evening, for 3 night guests – time of guests own choosing.
Thursday 13th May 2027 Departure for 3 night guests

It is a minimum 2 night stay.

Rates:
£95.00 per person per night sharing a classic twin / double
£160.00 per person per night sole occupancy classic double

Therefore the total cost is:
£380 for two people for two nights or £570 for two people for 3 nights
£320 for one person for two nights or £480 for one person for 3 nights
As mentioned previously, this is half-board, there are no other meals to buy, whether you are staying for 2 or 3 nights. Obviously breakfast is included on Tuesday and Wednesday and also Thursday for 3 night guests.

If you want a room upgrade there are two tiers:

Superior Double or Twin at £25 per night so £50 for 2 nights or £75 for 3 nights
Luxury Tower Double or Twin at £45 per night so £90 for 2 nights or £135 for 3 nights

We have a total of 22 classic doubles, 10 classic twin and 8 superior rooms allocated to our group. If this allocation needs to change then we can address it later.

Payment Terms:
A £20 non-refundable deposit is payable upon booking. The remaining sum is payable 14 days before the event; i.e. Monday 26th April 2027. This is non-refundable. I will be sending out reminders in the run-up to this date.

I appreciate that this carries a modicum of risk if something goes wrong and you are unable to attend. Unfortunately it is becoming the norm with hotel groups as they have to cover themselves for events being cancelled. Please ensure that you have cover for cancellation due to illness etc, with your travel insurance.

Booking:
Please contact The Metropole Hotel in Llandrindod Wells to make your booking quoting Group Ref: MET 5180 - MG Car Club MGA Register event May 2027.
Telephone: 01597 823700 - e-mail: info@metropole.co.uk

That's your accommodation sorted out, - but you will also have to book your place on the tour with the Tour Organiser - £30 per car for MG Car Cub Members, £55 per car for non Members.
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 you accommodation and meals with the Metropole Hotel asap, on 01597 823700, quoting **MGA Register Tour May 2027 – MET5180**.
- Send a completed Booking Form (Appendix 2 to this e-Newsletter) to Tour Organiser Tony Bratt at brattanthony@aol.com or by post (address on the form)
- Send Tour Entry Fee to the MGA Register Treasurer, by BACS. Again, details on the booking form at Appendix 2.

These tours are always very popular, so to be sure of your place on the Spring 2027 event, please book as soon as possible.

Make it a great event.
Get all your MG friends to come along. We need this event to be a success so it will hopefully inspire someone else to step-up and organise one. While we would love to restrict this event to MGAs we need to be practical – if you have a friend with another MG then they are very welcome to join us at this tour and aspire to own the best MG – the MGA!
If you have other friends with another interesting vehicle and they wish to join the tour then please encourage them to do so.

Your next steps!
I will be sending out updates and newsletters as the event draws closer. The first thing you have to do is reserve your room at The Metropole Hotel and then complete the Registration Form at the end of this newsletter and send it to me (preferably electronically).
e-mail: brattanthony@aol.com

I have taken the unilateral step of insisting on electronic payment to the MGCC for Registration. No more hunting round for a chequebook that you last used in the mid 90s.
Any (reasonable) questions then please drop me a line and I will do my best to help.
See you in Wales next May.
Safety Fast! - **Tony Bratt.**

MG CC Luxembourg 70th Anniversary – 29th July to 1s August

Next year marks the 70th Anniversary of the Luxembourg MG Car Club and to celebrate the Luxembourg Club will be holding a special "Anniversary Meet".
The event will be held between 29th July & 1st August and be based at the Cocoon Belair Hotel, Bourscheid-Plage, in the beautiful Ardennes region of Luxembourg.
https://cocoonhotels.eu/en/hotel-belair-luxembourg/
The Luxembourg Club would be delighted to see a contingent of UK MGs joining them for the celebration so if you are interested in taking part scan the QR code on the picture or click on this link…
https://mgcarclubluxembourg.clubdesk.com/mainpage
… to visit the Club website and provide your details to receive more information when available.
Registration for the event will open at the end of November. Keep an eye on the MG Car Club Luxembourg website for more information.
The MGA Register welcomes any and all MGs to join us on this trip, not just MGAs, and we will be putting together a suggested route to the event.

The suggested itinerary will be published on the MGA Register website and will most likely propose an overnight stop in Belgium on the 28th July so that travellers from different parts of the UK can meet up on the evening before the event and arrive in Luxembourg together on the afternoon of the 29th.
We will also be suggesting a return route for anyone who would like to extend their trip by a couple of days. More information on this will be available in due course.
Luxembourg is a beautiful country with roads which might have been specifically designed for MGs so save the dates and treat yourself and your MG to a wonderful adventure next summer.
More details of the event can be found on page 10 of the October edition of Safety Fast!, If you are interested in joining, either travelling solo or as part of an informal MG UK group, contact **Joe Walsh** for more information at mgcarclub_mgaregistrar@hotmail.com



MG CC EEoTY 2027 – 11th to 15th August 2027

2027 is the 75th Anniversary of MG CC Sweden.
The MG Car Club European Event of The Year (EEoTY) for 2027 will be hosted by the MG Car Club of Sweden, and will take place in Halmstad, Sweden, between 11th and 15th August 2027. Halmstad is on the west coast of southern Sweden.
Accommodation will be available in beachside hotels, cabins, and camping.
For more information and registration details:

- See page 49 of October's edition of Safety Fast!, or
- Go to www.mgcc-eeoty2027.org, or
- Contact eeoty2027@mgcc.se

Registration will start at 12.00 noon (Swedish time?) on 5th December 2026.
The event is limited to 200 cars.

MG CC Travel Club – Beamish, 3rd to 5th September 2027

In conjunction with Scenic Car Tours, MG Car Club has arranged am MG event at the Beamish Living Museum of the North DH9 0RG (www.beamish.org.uk) over the weekend of 3rd to 5th September 2027. For more information, see ads in Safety Fast! or go to https://www.mgcc.co.uk/mg-car-club-travel-club-debuts-durham/

MGA Register News

Get ready to be confused ……The 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 that **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 the following paragraphs outline 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 a better explanation, from our MGA Registrar, **Joe Walsh** ….

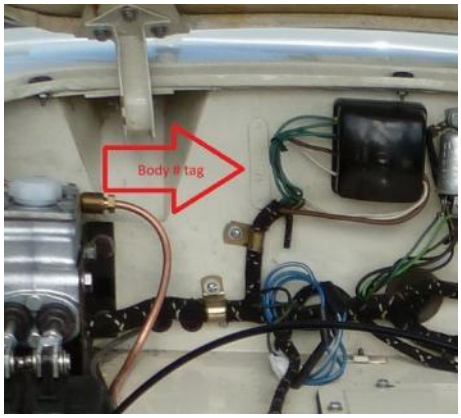
One of the major services which the MG Car Club provides for all its members is free membership of a "Register". This relates to the member's own particular model of MG.
So it is perfectly possible for someone with two or more different MGs to be part of more than one Register. For example, if one owned an MGA and an MGB one could simultaneously be a member of both the MGA and the MGB Registers.
MG Car Club Registers were established to provide a wide range of benefits and specialist knowledge to their members. As you will have seen elsewhere in this newsletter, the MGA Register takes part in all the major MG Car Club events and also organises its own events and activities (see Future Events). Registers also publish newsletters like this one (but obviously not as good as this one!) and articles in Safety Fast! enabling members to keep up to date with news, current and future activities as well as helpful hints and tips.
In addition to all of the above, Registers also maintain a database of all their specific MGs, active, non-active and extinct. The databases are maintained for the benefit of current and future owners and include known historical information about their MGA and in many cases, but not all, the names of previous owners and periods of ownership. The database of MGAs is called "The MGA Register UK" and is probably has the most comprehensive and easily accessible database of all UK MG Registers.
There are over 6,700 MGAs currently recorded on the database so if you own an MGA your car is almost certainly recorded on the Register. You can check to see if your car is recorded by following this link……. https://www.mgaregisteruk.com/
……and entering the numbers from the chassis number (leave out the number in the prefix).
What you will see here is the "public view". Much more information may be held on your car but this is only available to the current owner **if** they have registered as a user and "claimed" their car. The "claim" is subject to approval by The Registrar.
Here is an example of the "public view" of one UK MGA:-
https://www.mgaregisteruk.com/browseregisterresultshow.php?chassisno=14071
Having said that any given MGA is "almost certainly" on the database, a few new cars do still come to light every month, and when they do they are added to the database.
So although your MGA may be on the Register you, the owner, may not be. Being a member of the MGCC does not automatically add your name to the record of your car.
To make sure you are shown as the current owner you will need to register on the database as a user and "claim" your MGA. Full details on how to do this can be found here.

https://www.mgcc.co.uk/mga-register/the-mga-register/
It is a common misconception that joining the MGCC, or renewing membership, automatically links the member to their MGA. For a number of technical reasons, including the way personal data is held (GDPR), this is NOT the case. Being a member of the MGCC does not mean your MGA is automatically linked to your ownership in the MGA Register database.
"Claiming" your MGA means you, and only you, will have access to the "private view" and be able to see all the information currently held on your car including (if recorded) the names and dates of ownership of previous owners and any historical notes held in the database. Obviously The Registrar can also see the more detailed record otherwise they would not be able to manage the database. If you have a BMIHT Heritage Certificate you will have information about when the car was built and its specification ex-factory.
The MGA Register record adds to that by providing information about what has happened to the car since it left the factory.
If you "claim" your MGA you will be able to add a copy of the Heritage Certificate to the "private view" of the online record of your car.

Registrar's News – 26th October 2026

The number of MGAs recorded on the online Register continues to grow steadily. Since the last update, another 24 MGA owners have registered and "claimed" their car. In addition a further 41 new MGAs have appeared and been allocated a new Register number. These cars were not previously known or recorded on the UK Register, so this is welcome news.
Interestingly, 13 (!) of these "new" MGAs are Twin-Cams which were not previously recorded on the UK Register, plus two previously unknown Deluxe cars; one in Switzerland and another one in France.
This is great news for the Register as it means we are recording historical information on more and more MGAs making the Register the "go to" resource for anyone interested in tracing the history of their car.
There was an excellent turnout of 29 MGAs at "MG Fest" in August and 29 owners took their MGA on the Autumn Tour in Paignton (not all the same 29!). All but two of the cars which were at Brands Hatch have a record on the MGA Database and all 29 of the Paignton MGAs are recorded.
Unfortunately though, of the 27 Brands Hatch cars with a record, only 6 have been "claimed" by their owners. Of the remaining 21 "unclaimed" cars, 9 do have an owner's name recorded. However, at least two of these are known to be the previous owner and sadly another one of those named owners has passed away and the car has changed hands. The remaining 12 "unclaimed" cars have no owner listed. Of the 29 MGAs at Paignton only 12 have been "claimed" by their owners.
This means we still have some way to go to persuade owners of the benefit of registering and "claiming" their MGA.
So is the record of your car correct? Are you recorded as the current owner? To find out simply register as a user and "claim" your MGA. You'll find full details and instructions here:-
https://www.mgcc.co.uk/mga-register/the-mga-register/

"Claiming" your MGA means you will be able to see all the information currently held on your car including details of previous owners and any historical notes held in the database. You will also be able to update/correct the information and add a few new photos. Only the registered user has access to this level of information.



Body Numbers:-

For some reason the most common piece of missing data on the Register record is the body number. If your body number is not recorded please log on and add it. Here's where to look for the body number (photo, left). More information on unit serial numbers here https://www.mgcc.co.uk/mga-register/mga-facts-and-figures/mga-chassis-engine-numbering/

Adding Photos:-

Many of you have been adding photos of your pride and joy to the record of your car. This is a great way to add to the historical record of your MGA and will be really appreciated by future owners. As they say though, "context is everything" so please add a brief caption to each picture, ideally this will include location and date. Here's an example of a picture I've just added to the record of my car.

Once logged into your record click on "Add a picture" (below, left).

Production record	Confirmed!
Production start date	01 April 1956
Production finish date	03 April 1956
Dispatch date	04 April 1956
Type	1500

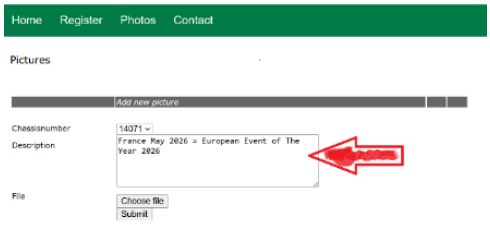
Download the original BMIHT certificate

Download the original BMIHT certificate

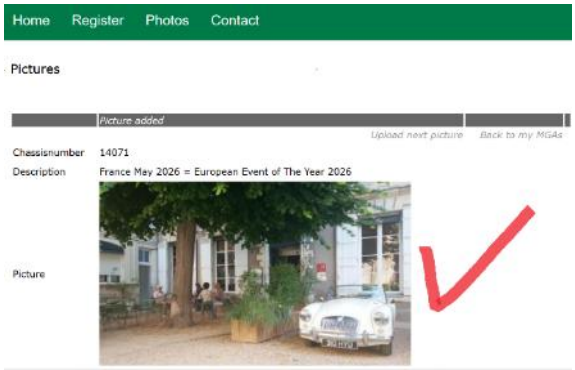
Add a picture



Silverstone 2022



You will then see this dialogue box (above, right)



Enter a brief description, choose the picture you want and click "Submit". It's as simple as that! (see screenshot, left)

Please also check that your photo is orientated correctly before submitting.

An Example of Why Registering & "Claiming" is a Good Idea:

In September I was contacted by the son of one of the previous owners of 663 ABP. He was keen to get in touch with the current owner because he has a lot of historical photos of the car dating from the 1970/80s which he would be happy to share with the current owner.

The MGA is on the Register but unfortunately the current owner had not registered and "claimed" their car. You can see one of those historical photos on the public view of the car on the Register
https://www.mgaregisteruk.com/browseregisterresultshow.php?chassisno=96650
This story does have a happy ending though. By a stroke of sheer luck I did eventually manage to track down the current owner and put him in touch with the person who contacted me.

Practical Classics – Classics November 2026

By the time you receive this e-Newsletter the November edition of "Practical Classics" will have been on the shelf at your local newsagent for a couple of weeks. This edition will be particularly interesting to MGA owners. On p90 there is a buying guide featuring XKK 218. The full page photo shows a very smart blue MGA with a caption showing the specs for a 1600 MkI. The eagle-eyed will spot the 1500 style tail lights in the photo on the following page so obviously the caption doesn't relate to the featured car. Sure enough, the Register record confirms XKK 218 was first registered in April 1956 and as we know the 1600MkI was not launched until May 1959, so there's a bit of "journalistic licence" going on here.
On p95 there is a nice reproduction of a period advert for the 1600 MkII. On p118 there is an update on the MGA being worked on by one of the PC team under "Staff Car Sagas" and on p138 there is a step-by-step guide to replacing the front suspension trunnions & kingpins.
To see the see blue MGA 1500 on the Register, click on the link……
https://www.mgaregisteruk.com/browseregisterresultshow.php?chassisno=13705
Unfortunately, the history is sparse and there is no current owner listed. So if the lucky owner of XKK 218 is reading this please register and "claim" your MGA. You can then update the history and add a few recent photos.

Website Maintenance

Finally, some of you may have wondered if the online Register had been affected by the recent .php issue. Rest assured that the MGA Register UK website has already been updated using the latest "patch". Our web manager also carried out a comprehensive review of all activity in October and passed the site clear of threats.

MGA Register History Certificate.

The "History Certificate" (below) is perfect for displaying on your car at a show. For details on how to produce one see here:-
https://www.mgcc.co.uk/mga-register/mga-register-history-certificate/

THE MG CAR CLUB LTD
ABINGDON-ON-THAMES
FOUNDED 1930

The MGA Register

Home Register Photos Contact

Car details

Basics			
Prefix / Chassisnumber	HDR13 / 14071	Body colour	Old English White
Body number	821176	Trim colour	Red
Condition	Roadworthy	Hood colour	Black
Active	Active	Type of wheels	Disc wheels
Model	1500	Register number	6457
Production period	Mar 1956 - Apr 1956	Registration date	25 July 2024
			Edit Basic data

Engine			
Engine prefix	Engine number	Engine status	Edit engine details
BP15GB	4252	Original	

Owner history			
Owner name	Acquired	Sold	Comments
Joseph Walsh	22 October 2021	current owner	
Geoff Howard	01 January 1993	22 October 2021	

To add additional owner history please email mgcarclub_mgaregistrar@hotmail.com

Registration history			
Registration no	Country of registration	Date first registered in UK	Add a new Registration No
310HYU	GB	01 May 1956	

Notes
Original UK car delivered in 1956. Nut & bolt restoration circa 1995 to original specification. Purchased by the current owner in 2021 and thoroughly re-commissioned. Summary: Replacement cylinder head with improved gas flow Burgess Econotune (http://www.peter-burgess.com/page14.html). New camshaft & followers. New clutch and lightened flywheel. New hydraulics (cylinders & hoses). New & upgraded brakes (drums F&R). Refurbished suspension. New anti-roll bar. Improved electrical system. Reconditioned carburettors. Refurbished wheels. Period headlights. New high efficiency radiator.

Production record	Confirmed!		
Production start date	01 April 1956	Body colour	Old English White
Production finish date	03 April 1956	Trim colour	Red
Dispatch date	04 April 1956	Hood colour	Black
Type	1500	Type of wheels	Disc wheels
		Accessories	



July 2025

Notable Journeys

"What's this Notable Journey story, then?". Here's some background info from **Stuart Mumby** – former MGA Register Chairman, 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!

STOP PRESS: We already have a couple of "preliminary / potential" entry for the 2026 award.

David Humphreys has completed a Notable Journey driving from the UK to Kirkenes (via Nordkapp) in Norway in his 1958 MGA TwinCam which he has owned for 42 years.

From Kirkenes the adventurers took the Havila Coastal Express Ship back down to Bergen and then joined the MG Car Club Annual Norwegian Rally before returning to the UK.

The total driving mileage was circa 5500 to 6000 miles (plus circa 1000 miles on the Coastal Express). Read the full story in the MGA Notes in November's Safety Fast!.

And then **Tony Bratt** took his MGA over the Alps to Lake Garda to see the Mille Miglia, returning via the Swiss passes , France, and Belgium. See the story on September's Safety Fast! (pages 56 to 59). There's still time to enter for the 2026 Award!!!

Technical Topics

Crankshaft Crisis?

Here's a story of a rather surprising failure from **Paul Turner** from Darlington:

We bought the car from a family in Texas and undertook a full body off restoration in 2014. The car had an easy life in the USA with the same single owner. Since then we've had great runs but not more than a couple of thousand miles per year. As air temperatures reached 10 degrees I took it for the first run of the year. I'd gone 3 miles when we got an expensive sounding bang. After recovery (son with tow rope) we looked for anything obvious but to no avail…..

Turning the engine was soon stopped to prevent any further damage. Next step was to get it trailered into a local workshop. As soon as the sump was dropped the damage was clear - the crank was in 2 parts and looking at the fracture, it could have been hanging on a final thread for weeks. Looking in detail at the ends, it appears to be a manufacturing fault but I'm no metallurgist. I thought it was worth sharing as a salutary lesson to all of us with 70 year old engines.





MGB Headrests in an MGA Coupe

Twin Cam coupe owner **Dave Shattock** has devised a method of fitting MGB headrests into his 1500-bodied coupe:

Over the last year or two my wife has found it increasingly uncomfortable to travel in the MGA, often citing the lack of a headrest.

I had a think and came up with this, but I must make three important points about it.

The first is that it was solely designed with her comfort in mind and I have done no stress calculations. As such it DOES NOT provide whiplash protection in the way that modern car headrests do; it is merely something comfortable for her to rest her head against.

As it was intended for my wife's comfort it is fitted to the left-hand seat in a right-hand drive car. It is of course perfectly possible to reverse it all for the right-hand seat.

The third is that my car is a 1500 bodied Coupé and I have given no thought as to how it might be adapted to fit a 1600 bodied Coupé or indeed any roadster. If someone was interested, they might be able to develop it but that would be entirely for them.

A picture paints a thousand words so I will try to be fairly brief!

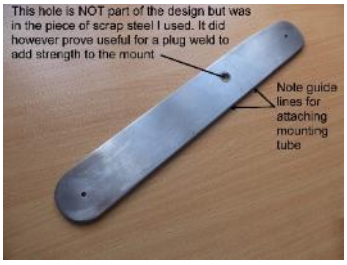
1. The plate to attach to the car I made of a piece of 5/32 scrap steel (you may choose a different thickness which is not critical although I think you probably should not go any thinner) and the large hole is not part of the design, merely I couldn't avoid it! It was however useful, enabling a plug weld to provide additional strength.

As it picks up on the self-tappers attaching the vertical trim to the rear shelf, I suggest anyone wishing to make one uses their own car to establish the position of the holes for this. MGAs may have been advanced for their day but were not assembled by robots and it may be that cars differ slightly in such things.

2. On the photo I specify the rectangular tube as 18mm X 33mm internally; I happened to have such a tube. I don't know what the next size up is but 19x34 would be better. Once I'd covered the bracket with Vinyl and turned the ends in it was too tight. I ended up shaving

the Vinyl off the inside by the minimum amount necessary to allow the headrest's mounting tube to slide.
Even then I had to file the width of this mounting tube down slightly which of course compromises the chrome protection of the tube. On the other hand, it is necessary to cut the end off the chrome tube at a length you will need to determine, so the chrome protection is compromised anyway!
3. If the rectangular tube is welded directly to the mounting plate, the headrest will be much too far back, so the wedge is essential to bring it forward. As shown in the photo, mine is 9mm at its wider end however, this was arrived at by experiment. I used double sided tape to hold things in place while "firming them up" with duct tape. It is thus possible to make a number of wooden wedges and arrive at the one which suits you best. Were you to use the other style of MGB headrest, this effect would be
even more marked. The wider end of the wedge goes uppermost so as to achieve this effect.
4. One of my guiding principles is that, when modifying a classic car, nothing is changed permanently and a subsequent owner can revert to standard leaving no trace of my mod. As so many of us are reaching, or have reached, a "certain age", hopefully some other owners may be able to increase their and/or their partner's comfort using this idea!

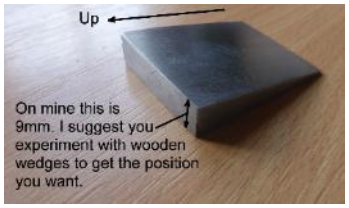

Installed



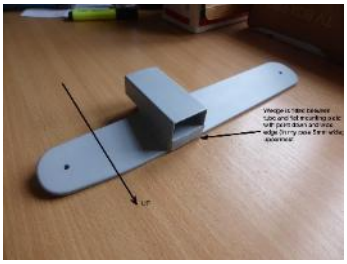
Plate

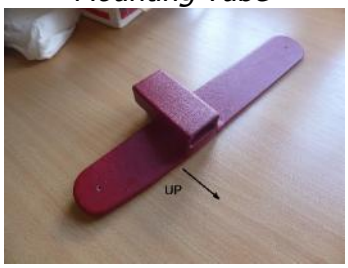


Mounting Tube

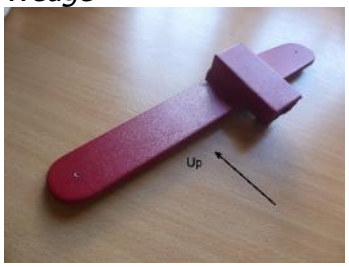


Wedge

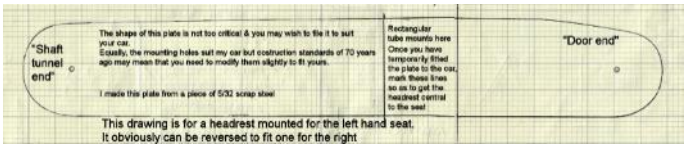

Front View



Front View with Vinyl 1



Front View with Vinyl 2



Drawing of Mtg Plate to Attach to Car

Shackle Pins, Plates, and Bushes

Here's some advice from **Joe Walsh**:
Replacing shackle bushes is not a particularly difficult job but it does need approaching in a systematic way in order to make job easier and safer. My shackle bushes looked very crusty

so they were removed and replaced with the inexpensive rubber ones from Moss as a temporary measure while I researched the poly alternative.
Although the old bushes had deteriorated on the ends (the shoulders) the inner part which sits inside the spring and the chassis bracket were in pretty good condition. So were they worth changing? Yes, they were





Having taken the assembly apart it's now apparent what the bush is designed to do. It would be easy to think that it is just there to deal with the rotational forces when the car moves up and down but it performs an equally important job in restricting any lateral movement of the spring between the shackle plates. This is the function of the "shoulders".

Given the way the bush is clamped up it must expand inside the loop of the spring and the chassis bracket and not move. The shafts/spindles of the shackle plate will move inside the rigid bush. Obviously the expansion of the bush will tighten on the spindles as well and provide some "damping" on the minimal rotational movement.
If you look at the photos of my old bushes there is very little sign of wear on the cylindrical faces. All the wear is on the shoulders and looks like age related deterioration. It is the shoulders where the movement between the inner faces of the shackles and the outer shoulders of the bushes occurs. If you have OEM shackles you'll notice they are concave on the inside where the shafts/spindles are. This concave face is where the convex (i.e. domed) shoulders of the bushes sit; the Moss rubber bush is domed to fit this concave face.
It's clear then that the shoulders are important in that they need to allow the inner faces of the shackles to move (rotate) smoothly over the domed shoulders but at the same time be hard enough resist the lateral forces applied by the spring when cornering. In operation the rotational movement is actually quite small but it should happen smoothly. If you want to watch a short video illustrating just how little movement occurs when the rear of the car is bounced up and down click on this link….
https://youtube.com/shorts/xCPclAm5aMA?feature=share
So perhaps the ideal bush would be made from a composite material consisting of a compliant cylindrical part which expands and locks inside the spring and chassis bracket but with shoulders formed from a hard wearing material which would be rigid enough to resist lateral movement of the springs? The material in the shoulders would also have to have a low friction surface which allows the inner faces of the shackle assembly to move freely against them. No doubt such a composite material is possible but probably costly and, given the relatively low stresses involved in a typical road going MGA, probably not worth the expense.

Regardless then of what material you choose, if you do decide to replace your shackle bushes here is the sequence to follow:

1. **IMPORTANT!!** – Chock the front wheels, in front of and behind the wheels to ensure the car cannot move forwards or backwards when the rear of the car is raised. **This is REALLY IMPORTANT!!**
2. Jack up back of the car and support chassis on stands (under 'B' post). (see top pic)
3. Remove rear wheels.
4. Raise the axle on a trolley jack under the diff & undo suspension straps.
5. Lower axle & take the strain off the shackles.
6. Undo the nuts & remove the shackle plates.
7. Remove the other shackle plate/pins & bushes (do one side at a time).
8. Clean out the spring 'eyes' to remove any residual rubber/corrosion – use emery cloth or similar.
9. Fit new bushes taking care to follow the lubrication instructions for your chosen type of bushes. Whichever type of bush you choose to use don't forget to lubricate the convex end of the bushes which contact the inner faces of the shackle plates.
10. Re-attach the plates and do up nuts to just beyond finger tight.
11. Repeat on other side.
12. Raise axle & refit axle straps.
13. Re-fit wheels.
14. Raise the car & remove stands.
15. Lower the car and allow it to "settle".
16. Tighten the wheel nuts.
17. Bounce the car a few times on the rear bumper.
18. Tighten up the shackle-pin nuts.

This is a pretty straight forward nuts & bolts job which should be well within the scope of any DIY home mechanic. There is some risk involved though if the car is not supported correctly – so be careful! The most likely area of difficulty will be in getting the old bushes out of rusty springs and removing corroded shackle pins/plates. Make sure the car is securely supported and chocked before banging about and pulling at stuck suspension parts. If your car still has the OEM type of shackle plate & pin and you are considering replacing these, read this first……. https://mgaguru.com/mgtech/faulty/ft118.htm
Good luck.

MGA Ex-Works Tool Kit

Not really a "Technical Topic, but here goes (it leads neatly into the For Sale and Wanted)….
Howard Quayle writes: In Anders Ditlev Clausager's *Original MGA* (which should be on every owner's bookshelf), he described the original tool kit as "extremely comprehensive", the tools being housed within a toll roll. It is worth detailing the contents, the number of which may come as a surprise to many owners:

- Double-ended box spanners (3)
- Double-ended open spanners (3)
- Plug spanner
- Tommy bar
- Screwdriver for ordinary screw
- Screwdriver for recessed head screws
- Pair of pliers
- Tyre levers (2)

- Tyre valve spanner
- Screwdriver and gauge (Lucas) for distributor
- Key to gearbox and rear axle drain plugs
- Walters & Dobson or "Sutty" tyre pump
- Tecalemit grease gun
- Ring-type spanner for tappet adjustments (pushrod models)
- Cylinder head spanner (pushrod models)
- Tappet feeler gauge (pushrod and Twin Cam models)
- Lockheed brake bleeder screw and drain tube (1500 model)
- Wheel brace (disc wheel cars)
- Copper hammer (wire wheels and Twin Cam Dunlop wheels)
- Shelley jack/rectangular base or King Dick jack (up to chassis 93547)
- Shelley jack/round base (chassis 93548 onwards)

Clausager noted that the tool kit was "sadly depleted" after chassis 93547. This can be dated to around July 1960, so all 1500s and Twin Cams would have had the full kit, together with about the first 15 months of MGA 1600 production. Quite which items were omitted post-chassis 93547 is not clear, but Clausager stated that a dealer-supplied additional tool kit was available at extra cost, containing the following items complete with tool roll:

- Double-ended open spanners (4)
- Pair of pliers
- Adjustable spanner
- Tubular box spanner
- Tommy bar
- Phillips screwdriver

As Clausager did not list the contents of the "depleted "kit, it is not possible to say whether the above items had effectively become optional (and chargeable) extras which, when added to the depleted kit, would have matched the contents of the previous comprehensive kit.

The *MGA 1600 Service Parts List* (AKD 1215 Fifth Edition) makes interesting reading, listing all the parts in the tool kit by description, part number (product code) and (in some cases) replacement part number. The SPL also lists the tool roll (ACG5247), the tool roll bag (AAA3447), and the tool bag straps (AAA4258 - securing bag to rear bulkhead) - as parts available for purchase from dealers, but **not** the whole kit, which was presumably categorised as ex-works only. That would explain why the dealer-supplied supplementary tool kit **did** have its own part number - 97H524. This is illustrated on Barney Gaylord's *MGA Guru* website:

https://mgaguru.com/mgtech/tools/tf105.htm

Note the smart "BMC British Motor Corporation" logo on the bag. Presumably both this bag and the ex-works bag would have both been kept in the boot, with only the ex-works tool kit secured to the bulkhead.

It is exceptionally rare to see any of the ex-works MGA tool kits offered for sale, and when they do appear, they normally fetch several hundred pounds.

A former MGA owner has recently been in touch with an interesting story. Around twenty years ago, he started to put together full tool kits, based on Clausager's book and MGA Guru's detailed lists, and sourcing as many original parts as possible He sold several of these, mainly to the USA, but now has just one left, no longer being an MGA owner. The tools are genuine OEM from BMC, although the factory was noted for substituting other manufacturers' tools from time to time, depending on what was available in the stores. The tool bag itself is not original but is the correct BMC design. The King Dick jack is also not

original, but is a high-quality reproduction made to the correct pattern. The tyre pump is brand new and still in its BMC-marked box.
It is always difficult to price these rare items, but the owner is looking for offers around £500.(By way of comparison, a Jaguar XK150 tool kit and roll is currently on sale on eBay for £1,230!)
For more details, contact **Gordon Pugh** on 07896 798478 or email gcpugh@hotmail.com



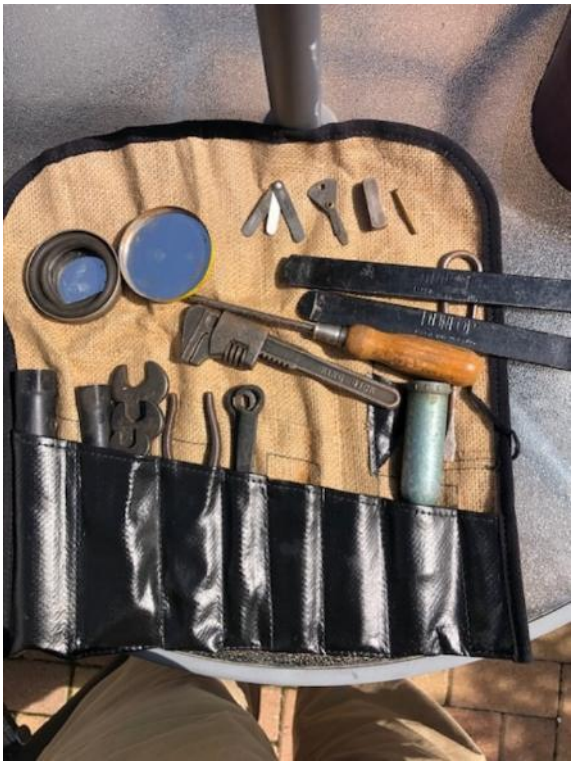





BRITISH MADE
KING DICK
BRITISH MADE
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KING DICK





These are just a selection of pictures of the tool roll and its tools. For more information and photos, please contact the seller at the phone number / e-mail address given above.

For Sale and Wanted

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

MGA Parts For Sale

Various MGA Spares for sale. - Please tell me what you want and I hope I can help you
Contact **Bob Cole** 01276 475581 or email **bobskiing1@gmail.com** (Camberley, Surrey)

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.

MGA Rear Shock Absorbers For Sale

Matched pair of rear shock absorbers for MGA. They appear to be working, with good resistance and smooth, even movement, but please assume they will need a rebuild, for the purposes of this sale. They might just need a good clean and refill with suitable oil, very easy to do. I bought them so that I could get a pair refurbished without having to take my car off the road, but have now decided to fit telescopic shockers. Complete with 4 mounting bolts.
I would much prefer collection please from Dorset, so that any prospective buyer can see what they are getting and be satisfied they are what they want. £75 for the pair.
Call 07874 659536. - **(Mark Williams)**

MGA Spares/Parts for Sale,
(Collected over 24 years of MGA ownership). ** **Reduced Prices** **
Parts mostly used but all in good condition, photos available if required.

- MGA Bootlid freshly finished in Jaguar Regency red, with new MG octagon badge, boot prop and hinges £60.
- 4.3 differential, good condition, had no problems, only removed to replace with a 3.9 £100
- 1500 cylinder head, not converted for unleaded, complete with rocker shaft, valve kit and rocker box cover. Only removed to replace with MGB head £60
- MGB disc brakes removed from MGA: discs, callipers and backplates £40
- Coupe rear window, centre panel and one side £30
- Original Steering wheel, good overall but split at the end of each spoked arm, as usual £40
- Pair of Lucas SFT 576 fog & spot lamps, excellent condition, together with chrome mounts for MGA and relay kit £120
- Coupe Rear Window glass, Centre and one side £30
- Miscellaneous small parts including 1500 rear lights, distributor

Photos available, or ask for more detail. Carriage at cost, some items pretty heavy, or collect from Salisbury/Andover area. Contact shanerj@uk7.net (**Shane Rutter-Jerome**)

WANTED – MGA Heater Air Box
WANTED - MGA Heater Open / Close Vent, (Lower part of the heater box, inside the car) Moss Part number 46 in their catalogue or Part number 7H1995 (https://www.moss-europe.co.uk/en-gb/vent-heater-outlet-7h1995) to allow me to complete the car restoration of a 1961 1622cc MGA.
Please contact **Adrian Malthouse** at amalt8467@gmail.com if you can help. Many Thanks!

1:18 Scale Model MGA 1600 Roadster For Sale
For Sale: Revell reference 08443 - 1:18 scale model MGA 1600 Mk1 Roadster, with hardtop (not a Coupe!). As-new condition in plastic display box (used for display only).
Model is a very dark green colour, with beige interior. Opening doors and bonnet reveal detailed interior and engine.
More photos available on request. Contact **Michael Lee** mftlee60@gmail.com £100.
(Free delivery up to 50 miles from Gravesend)











MGA Merchandise Shop

MGA Register Chairman **Howard Quayle** writes:

Merchandise has always been an important business for all MGC Registers and Centres, both in terms of "promoting the brand" and generating revenue.

After a period when MGA Register sales were suspended, some items are once again available, now through the MGCC's own on-line shop. (Go to the main MGCC website: click on "Club Shop" and scroll down to find "New Arrivals" if you want to make a purchase).

Ineke Sherman at Kimber House has done a first-rate job in uploading existing items and will add more as and when they become available. Ineke has already been making sales, so a great job, for which we thank her.

Most Registers now out-source clothing, hats, scarves, and other accessories to a large national supplier of these items, with purchases made on-line through a link from the main MGCC site, and the MGA Register now plans to use the same process. This is being progressed at the moment, with hopefully all arrangements in place over the coming months, in time for the joys of the 2027 MGA "season" (if there is such a thing…. don't we use our cars all year?)

A great benefit of this approach is that it allows the Register to now focus on expanding the range and types of products on offer. However, all products require purchasers, so please let the Register Committee have your ideas on what we should be offering.

Happy shopping!

Editor's Note: *The full current list of MGA merchandise remains visible on Merchandise Shop on the MGA Register website - go to https://www.mgcc.co.uk/mga-register/merchandise-catalogue-november-2016-2/*
The email address for orders remains as mgaregistershop@outlook.com and our PayPal account continues to be the preferred method for invoicing and payment.
All MGA Merchandise will transfer to the main MG CC Club Shop over the coming weeks.

Call it MGA

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

MGA Register – The First Fifty Years Second Edition

This book was compiled and published by the MGA Register, and celebrates the history of the MGA Register from its inception in 1970. Members of the Register Committee and others compiled this book, covering all aspects of the work and history of the Register in its 19 chapters, totalling 153 pages. Topics include 'How It All Began', the development of the Register Database, touring events, MGA publications, Safety Fast! down the years, Technical Support and much, much more. The book is A4 sized, hard-back and in full colour.
We have the final few copies of **MGA Register - The First Fifty Years** remaining and to clear we are offering a reduced price of £20 plus P&P (was £35)
Post and packing is around £5.50 to a UK address. - To place an order for one of these final few copies, just visit the merchandise shop for a preview and details of how to order and pay. https://www.mgcc.co.uk/mga-register/merchandise-catalogue-november2016-2/

MGA Memorabilia

In the 1950s, 60s, and 70s Corgi Toys made scale models of popular cars, including the MGA. Model reference 302 was a 1:43 scale MGA 1500 roadster, made in Orient Red, Cream, and Metallic Teal Green (Only the Orient Red was a factory colour, of course.) Corgi Model Club has introduced reproductions of the red and green versions on these models. – Officially, the metallic real green version is only available to Corgi Club members, but ….! In addition, there is a NEW "limited edition" version of the car in Old English White with red seats.



Picture below shows the recently released metallic teal green model, on top of its reproduction box – the box shows the orient red version!
https://corgimodelclub.com/products/302-mga-sports-car

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, November 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 2027 Spring Tour
10th to 13th May 2027 (Tours on Tue.11th and Weds.12th)
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 10th and 13th September 2027
I / We have booked accommodation at the Metropole Hotel for 10th / 11th / 12th May (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 **Spring 2027 + 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

SORRY – We can no longer accept cheques!

All entry forms should be posted or emailed to the tour organiser, Tony Bratt.

Entrant Signature…… (MGCC Membership Number)……
Date……
Please return your completed and scanned entry form and BACS confirmation to: brattanthony@aol.com or by post to
Tony Bratt, 47 Greenwood Avenue, Chinnor, Oxfordshire OX39 4HW