



MGA REGISTER eNEWSLETTER
July 2024
WORLDWIDE CIRCULATION: 1101

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 – Summer's here....!

Welcome to the July 2024 edition of the MGA Register eNewsletter.

By now the Classic Car season is in full flow, with local and national events every weekend. – I hope you are taking your MGA to those events, and "selling the benefits" of MGA Ownership to the admiring public.

In this edition of the MGA eNewsletter we have reports on recent events during May and June, including the Spring Tour around Bury St Edmunds and the John O'Groats to Lands End MG Centenary Cavalcade.

As you will read later, there are a number of MGA-dedicated events planned for the summer and beyond, including MGA Days both North and South of the (Scottish) border, the Autumn Tour to Lincolnshire, and the 2025 Spring Tour(s) to Ireland.

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.

Next edition will be issued between 14th and 18th August 2024 (before I go away on holiday...).

Brendan Leach
Editor – MGA Newsletter

Thought for the day

A couple of weeks ago I went to a concert (at the infamous new Co-op Arena, in Manchester) featuring The Eagles. The tour is billed as the Long Goodbye Tour, and is supposedly the final, final tour, after 52 years. (Believe that if you will – The group split in 1980 and returned with the Hell Freezes Over Tour in 1994, then split again in 1999 before the Farewell 1 Tour in 2006.....)

It's OK, I'm not going to give you a long story (I just have half a page to fill!), but near the end of the show guitarist Joe Walsh (that's a different Joe Walsh, not "our" Joe Walsh!) made the following observation, which struck a chord with me:

"It was a lot more fun being 20 in the '70s than it is being 70 in the '20s" 😊

MG Car Club News

MGA Register News

The MGA Register Annual General Meeting took place during the MGA Register Spring Tour – on the evening of Friday 17th May at 5.15 pm.

The most important matter for discussion was the election of a new Register Chairman –

Howard Quayle was duly elected, replacing **Edward Vandyk**. (Howard and his wife Lynne organised both the 2024 Spring Tour, and the 2023 and 2024 MGA Days.)

Our congratulations to Howard, and our thanks to Edward for his service as Chairman over the past 3 years.

Apart from the excitement (?) of the “big” election:

- Jill Eke was re-elected as Secretary, Mike Maze was re-elected as Treasurer.
- 3 other “non-officer” Committee members resigned by rotation and were re-elected unopposed.
- Outgoing Chairman Edward Vandyk gave a generally positive report on the state of MG CC and MGA Register.
- The meeting passed a formal Vote of Thanks to Edward for his service.
- Treasurer presented the MGA Register accounts, demonstrating that we are still solvent...

News from Kimber House

Howard Quayle reports:

Paul Hancock, a member of the Club for many years, is now helping the Club's long-serving Archivist **Peter Neal** with both cataloguing/documenting and with the disposal of surplus material. Paul's work will be a detailed and useful record of the MGCC's very valuable archival collections.

A number of books found to be duplicates of those already in the Kimber House library are now being offered for sale:

See <https://shop.mgcc.co.uk/product-category/second-hand-books/>

Further news on this important project will be reported in the Newsletter.

MG Car Club News

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

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

Reports on Recent Events

Quite a few events during May and June. Here are some reports on some that I know of. If you go to any events, feel free to send me a brief report and a couple of pictures, and I will publish them in future editions of this eNewsletter.

MGA Spring Tour – East Anglian Meander

The MGA Register Spring Tour took place over the weekend 17th to 20th May 2024, and was based in Bury St Edmunds, Suffolk.

Here's a report from our new Junior Correspondent, **Pam Lempicki**....

East Anglian Meander

After a lot of planning and hard work by **Howard and Lynne Quayle**, the weekend around East Anglia got underway. Some, including ourselves and others from Cheshire and Lancashire, braved the rain to arrive on Thursday. Despite the driving rain which we endured for a big part of the journey, our MGA's all behaved impeccably, apart from letting in rainwater giving rise to very damp towels and legs!!

Friday saw the sun make an appearance and as the afternoon progressed more and more MGA's arrived until there were nearly 60 cars all gleaming in the afternoon sunshine, including a very nice Jaguar XK150FHC.

We also welcomed two MG Magnettes (often referred to in the USA as "four-door MGAs") and hope to see more of our Magnetette friends at future events.

Thanks to Howard for providing the following detail about the weekend;

95 people enjoyed an excellent Gala Dinner on the Saturday evening, and a good breakfast at The Priory Hotel seemed to set everyone up very nicely before leaving on the various Tours.

For the first time, three Tours were offered, which could be followed on any day, adding some flexibility to the weekend's programme - perhaps this idea is worth considering for future MGA Register Weekends?

A quick show of hands at Saturday evening's dinner indicated that the Stour Valley Tour was the most popular route, followed by the Private Pike Memorial Tour (with its military connections), then the two routes leading down to the Suffolk coast.

*There were short speeches from both **Edward Vandyk** (as outgoing Chairman) and **Howard Quayle** (new Chairman, elected at the previous day's AGM), with Howard thanking Edward for his contribution over the previous two years at both Register and main MGCC level).*

***Mike Maze** (our register treasurer) was awarded the Ogborn Trophy and **George Dutton's** long connections with and service to the Register Committee, including a lengthy spell as Chairman (2002-2009) were recognised with a presentation of Jon Pressnell's magnificent biography of Cecil Kimber - that will keep him occupied for months!*

*Separately, **Geoff Barron** was presented with the same gift recognising his long service to the Register.*

*The evening concluded with a bit of fun. We all know that the MG Centenary Year is approaching its conclusion, but less than half a mile away from The Priory Hotel, the celebrated Branston Pickle (also 100 years old) is manufactured for sale both in the UK and abroad. The factory very kindly provided some samples, consisting of two large "catering" packs (enough to keep a family going for a year!) and a pack of "normal size" jars of this sweet product. One catering pack was awarded to the owner of the oldest MGA at the event (**John Prewer's** 1955 Roadster), with the other awarded to the farthest-travelled car (**Roy and Sonia Aldworth**, from Saltash, Cornwall). A raffle ticket was presented to the owners of each participating car on arrival at the hotel, and these were drawn to determine who got one of the eight jars also donated.*

As far as I am aware the only mishap over the weekend was when an appeal was made for anyone who may have been carrying a spare radiator expansion cap as theirs had been mislaid!! when checking the water levels. Fortunately, **Barry Brownleader** stepped into the breach and kindly passed on his spare cap. Nice to know that Barry was devoting more room to his spare MGA parts than Iris (his wife's) clothes!

(Editor's Note: I have learned from other sources that another participant in the tour was so unhappy with his newly installed overdrive gearbox that he drove home and swapped the car for another one from his extensive fleet. Two cars over 2 days! No names, Mr RM!)

Sunday saw a misty start (weather wise) to the day, but the sunshine soon appeared and another glorious day was enjoyed touring around the beautiful countryside, along quiet country lanes lined with fields of pigs and piglets, through forests bathed in dappled shade and on through pretty villages full of wonderful architecture and even a ford in the lovely village of Kersey. There were plenty of places to stop and explore or enjoy a coffee and cake, or Pizza in our case in Manningtree where we chatted to locals admiring the beauty of our MGA and enquiring why they had seen so many on the roads.

Across the whole weekend it was great to spend time with old friends and new and enjoy what was a very memorable time.

Thanks to **George Dutton, Jonny Pollard** and **Andy Lempicki** for the photos.



Thursday arrivals



Gala Dinner



Sunday Evening drinks



Dad's Army Museum ("Stupid boy!")



More MGAs



Howard presenting George Dutton (right) with the biography.....

And Graham Eke presenting the biography to Geoff Barron (left). We must presume that **Mike Maze** put a X in the box for "No Publicity", because I have not got a photo of the presentation of the Ogborn Trophy!

MGA Register "Top Tourer"?

Reader **Pete Macwaters** has sent me a photo of his workshop wall, showing the touring plaques he has accumulated over the years. By my count there are over 100 plaques visible. – Can Pete claim the title (?) of **Top MGA Tourer**, or can anyone beat this display?



(Ed: Pete's assistant looks familiar? Was she his Navigator on the Spring Tour?)

MG Centenary Celebrations – to June 2024

By the time you read this eNewsletter, the MG Centenary celebrations will be just about over.

MG Car Club in the UK still has a wide range of MG 100 Merchandise to celebrate the Centenary, including clothing, mugs, car badges etc. See adverts in Safety Fast or go to the MG Car Club website for more details at

<https://shop.mgcc.co.uk/>

MG 100 Cavalcade – 30th April to 25th May 2024

Over 4 weeks in May, an intrepid band of MG Car Club members took company founder **Cecil Kimber** on a relay-style road run from John O’Groats to Land’s End.

In fact, the relay “baton” was a life-size cardboard cut-out of Kimber, who was ferried the length of the mainland as a

passenger in a variety of MG cars, courtesy of all the MG CC Centres and members along the way. After collecting Cecil from the previous Centre, each Centre took guide the cavalcade on a tour of the “highspots” of the Centre area, arranging appropriate publicity and photo-shoots en-route, before handing Cec and the main cavalcade team on to the next Centre. The route also included a trip to Ireland.

This event provided an opportunity for lots of great publicity for the club, from both local and national media.

The Cavalcade passed through (my) North West Centre on Monday 13th May, on his way to a weekend at the Brooklands Centenary Celebration over the weekend of 18th and 19th May (and then from there on to Land’s End). Full details in July’s Safety Fast!

Whilst in the North West the group visited the AVRO Aviation Museum, Kimber’s boyhood home in Stockport, and his mother’s grave in Grappenhall, near Warrington. See pages 14 and 15 June 2024 edition of Safety Fast! for some excellent pictures. A full report on the trip will appear in the July edition of Safety Fast!, which should be with (UK) subscribers and visible on the website by the time you receive this eNewsletter.

MG Centenary Closing Event – Brooklands 19th May 2024

The final event of the MG Centenary Celebrations was held at Brooklands Museum (near Weybridge, in Surrey) over the weekend of 18th and 19th May 2024 – Two days of MG Celebration at Britain’s most famous racetrack.

Unfortunately, I have not received any reports on that event. – Maybe everyone was at the MGA Spring Tour? But there is an extensive report in July’s edition of Safety Fast!



Inter-Club International Weekend – Malvern, 28th to 30th June

Unfortunately, this event is “just too late” for this edition of the MGA eNewsletter.

It promises to be very similar to the MG and Triumph Weekend of 2021, which was very good! – But this time although it is **organised** by the MG Car Club and the two Triumph clubs (TR Register, and Triumph Sports Six Club), it is open to all marques of classic vehicles and all car clubs.

There is a lot planned for the weekend:

- Live music from Let it Bleed!, a Rolling Stones tribute / covers band,
- On Saturday evening, a night of Franki Valli and the Four Seasons, performed by The Jersey Boys, plus a vintage trio The Swingettes performing their medley of 1920s / Great Gatsby, 1940s, and 1950s songs,
- Daily precision driving displays by Alastair Moffatt, performing his “Italian Job” themed stunt show featuring classic Minis,
- The TR Register has a Production Car Autotest on Saturday,
- The MG CC has an AutoSOLO on Sunday
- Optional tour of the Morgan car factory, and coach trips to Worcester (limited places available)
- Trader stands, including specialist auto trade, autojumble, crafts, and fashion,
- And the MG Car Club Midland Centre has organised a Three Counties Road Run, - a non-competitive tour with a 70 mile route from the Three Counties Showground, Malvern, starting at 11.00 on either Saturday or Sunday. The Roadbook includes optional lunch venues along the way, and the tour returns to the Showground.

Full information on the event website www.interclubweekend.com

I hope to have a report and photos in the next edition, which will be issued mid August. As the event organisers say – ***“The classic world is stronger together, so let’s collaborate!”***

Overseas News

News from the USA – MG Vintage Racers

The vintage and classic racing scene in the USA is still very strong, including the MG Vintage Racers group. – **Dave Nicholas** sends me regular updates.

2024 is the 70th Anniversary of the Collier Cup (originally called the Collier Brothers Memorial Race) – and Dave’s latest newsletter is dedicated to the stories of the Collier brothers, Sam and Miles, and to the history of the Collier Cup. – Here’s my summary of that Newsletter ... From a wealthy background, Sam Collier and his brother Miles played a significant role in the re-introduction of road racing into the USA after the war. Sam was killed in the 1950 Watkins Glen Grand Prix.

Sam, and Miles started racing mainly British and European cars in the 1930s, and when they negotiated with Cecil Kimber to become the official importers of MG cars to the USA, their future allegiance was settled! Both brothers were keen and successful racers in a variety of cars until Sam’s death in 1950.

In 1954, the Sports Car Club of America (SCCA) created the Collier Brothers Memorial Trophy, which has been contested every year since.

This latest newsletter includes articles (and period articles) on:

- The Collier Brothers and their stories.
- A couple of reports on the first ever Collier Cup race, in 1954 (won by Gus Ehrman in a TD at an average speed of 61.2 mph)
- Report on the closest-ever Collier Cup race, in 1958, - in which Bob Bucher and Sherm Decker raced side by side in MGAs. Bucher finally won “by a nose” in horse racing parlance. (Some good photos of that race!)

- Plus, of course, Dave is doing his "Sales Pitch" for entries to this year's race. – Tony Parella of the Sportscar Vintage Racing Association (SVRA) has kindly offered a special deal for the MGVR Group - \$295 to enter the race and to have one practice session and one qualifying session.

This year's Collier Cup will be held at the famous Watkins Glen circuit, between 21st and 25th August, as part of the Hilliard US Vintage Grand Prix Weekend.

I can't really do justice to Dave's MGVR Newsletter here, but if you want to read the full thing, let me know and I will forward a copy of it to you.

Future Events - 2024

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

Magnette Register Events Organiser **John Harris** is still looking for feedback on 2023's Magnette events, which for a variety of reasons had a "mixed response" in terms of attendance.

Magnette owners and anyone who attended the events are invited to pass their comments to John at johnharris37@btinternet.com

News of 2024 events of all types, MG, MGA, and Magnette in the following paragraphs.

Scottish MGA Day 2024 – 7th July 2024

Paul Dean tells us that Scottish MGA Day 2024 will be on **Sunday 7th July**. - Scottish MGA Day is a driving tour of the beautiful Scottish countryside, of course, not a static event.

Here's Paul's outline:

The 2024 Scottish MGA Day will take place on Sunday 7th July 2024 this time around the Scottish Borders. We will meet at 10am in the Big Red Barn Cafe, five miles north of Biggar on the A702 (ML12 6QZ). The route will first take us to Broughton, famous for its real ale brewery, and then 'over the tops' by the Talla and Megget Reservoirs and down to St Mary's Loch. From there we will take minor wild high roads to Hawick from where we will go cross country to the home of Walter Scott at Abbotsford where we will have lunch in the restaurant.

After lunch there will be options on the route, depending on the time we finish lunch, to drive to the Dawyck Botanical Gardens where we will finish the day in their excellent cafe.

Bookings are now open on the MG CC Caledonian Centre website at

<https://mgcaledonian.com/events/> Any queries please contact me on pmz.dean@gmail.com

MG Events in the USA – NAMGAR GT49 – July 15th to 19th

Reader **Peter Tilbury** tells us that the 49th NAMGAR GT in 2024 will be held in Welches, near Portland, Oregon between July 15th and 19th 2024. Anyone visiting the US or Canada in July may be interested in details of the event and accommodation in Welches. You can get this information by contacting Donna McNabb at the Columbia Gorge MG Club, donnamcnabb62@gmail.com.

(NAMGAR is the North American MGA Register - see <https://namgar.com/2023/12/18/qt-49-in-sports-car-heaven/> for more details of the event)

MGA Day 2024 – Severn Valley Railway – 21st July

Here's Organiser **Howard Quayle's** update on MGA Day 2024.....

A final reminder that *National MGA Day* is being held on **Sunday 21 July** at *The Engine House*, Highley Station (WV16 6NZ) on the glorious Severn Valley Railway

For those not familiar with the area, Highley can be reached from Bridgnorth (*via* the B4555) or from Bewdley (*via* the B4194 and B4555). Look out for Station Road when you arrive at the village - a very scenic drive along both routes. THERE IS NO ACCESS TO THE HIGHLEY SITE FROM THE EAST BANK OF THE RIVER SEVERN.

We are privileged in being allowed to park in the immediate area of *The Engine House* and the station's signalbox, but parking space will be at a premium, so please follow instructions from the marshals. Once our allocated space is full, (pay) parking will still be available a short distance up the hill from Highley station.

Often described as "the jewel in the SVR's crown", *The Engine House* was opened in 2008 and is the railway's main Museum, Visitor and Education Centre. It houses some of the SVR's locomotive fleet awaiting restoration, although all are in fine external condition and worth photographing.



Railway coaches and wagons are also on display. One of the exhibits in *The Engine House* is King George VI's Royal Coach, (above, left) built in 1941 and in which Eisenhower, Churchill and De Gaulle met prior to D-Day: <https://svr.co.uk/locomotive/royal-coach/>

You can normally only look in its various compartments from the outside, but the SVR will provide an internal guided tour of the train (takes about 15 minutes) for groups of around six people.

Catering will not be an issue - *The Engine House* has a very big restaurant, offering both hot and cold food. You can eat inside or (if the weather is decent) outside on the terrace and watch the trainsIf you want a pub lunch, the *Ship Inn*, on the banks of the Severn, is just a few minutes walk downhill. If neither catering option appeals, just bring a picnic and find a table on the terrace.

The railway itself provides a lengthy ride (16 miles each way, Kidderminster to Bridgnorth), with timetable information shown here:

<https://scr.co.uk/whats-on/calendar-timetables-and-roster/>

MGCC members can obtain a 10% discount on tickets purchased at Highley Station, but must produce their MGCC Membership Card.

The Engine House opens at 10.30 am. Parking will be available from 10.00am onwards.

It will be helpful if those wanting the guided tour of the Royal Coach can contact organiser Howard Quayle at : hquayle1947@btinternet.com

See you there!

MG European Event of The Year 2024 – Luxembourg

The 2024 MG European Event of The Year (EEOTY) will take place between **1st and 4th August 2024**, and will be based in Dommeldange, not far from Luxembourg city.

Planning for the event is now all but complete.

We believe the event is now FULLY BOOKED at about 250 cars / 500 persons.

Almost 40 of those cars are from the UK, including a number from the MGA Register.

Joe Walsh has set up a Facebook page for UK MG Owners going to the EEOTY:

<https://www.facebook.com/groups/371896808902709> which participants are invited to join.

(This is a group for ALL MG owners, of course, not just the MGA contingent!)

It looks like it is going to be an EXCELLENT event.

If you want to see what you are missing, go to <https://www.mgcarclub.lu/eeoty/> , or contact the organisers at eeoty@mgcarclub.lu

STOP PRESS – EEOTY 2025 ? Unconfirmed information from our international correspondent **Howard Quayle** is that EEOTY 2025 will be held over 4 days between 30 May 2025 and 2 June 2025.

Event region will be Emilia-Romagna, which includes Modena (Ferrari factory) and the Ferrari / Lamborghini Museums. Seems a good location with Venice to the north-east, Adriatic Coast to the south-east, and Tuscany to the south..

Earls Barton Transport Show NN6 OHX – 24th to 26th August

A typically varied "country" event, with dogs, traction engines, and Vikings. Free admission for drivers and passengers in pre-booked exhibitors' vehicles. For an entry form please contact John Harris (Magnette Register) at johnharris37@btinternet.com

Entries with vehicle details need to be submitted by July 18th to be included in the show programme.

MGA Autumn Tour 2024 – 13th to 15th September 2024

The MGA Autumn Tour will take place between Friday 13th and Sunday 15th September, at the Petwood Hotel, Woodhall Spa, Lincolnshire, LN10 6QG (www.petwood.co.uk)

Here's an update, from organiser **Pete Welbourn**....

MGA Register Autumn Tour 2024

The tour will take place over the weekend 13th to 15th September 2024 and our base will be the Petwood Hotel, Stixwold Road, Woodhall Spa, LN10 6QG, - I quote "one of the most memorable places to stay in Lincolnshire, - once home to 617 Squadron, The Dambusters" (or the Officers' Mess of that squadron, at least!). See <https://www.petwood.co.uk/>
We are planning runs to take in Lincolnshire's reputation as "Bomber County" and its Roman past, with the option to short cut one tour and spend time in Lincoln where we recommend a walk up "Steep Hill" and visits to the Cathedral and Castle.

Booking is **now open**, - please contact the hotel (**01526 352411**) to book your preferred accommodation. The booking reference is "MGA Register-MG Car Club Ltd" – by quoting this you will then receive the following preferential rates, (all prices are per night including dinner, bed and breakfast):

- £150.00 for a single,
- £190.00 for a double,
- through to £225.00 and £235.00 for Executive rooms and rooms with 4 poster beds

A £50.00 per person deposit will be required at time of booking.

LATE NEWS: *There are still a small number of rooms available at Petwood.*

Irrespective of whether you are staying at Petwood, if you wish to participate in the Tours or to join the Gala Dinner on Saturday evening then you need to complete the application form which is Appendix 2 to this eNewsletter, and to send it to Peter at the address shown. You also need to send your Tour entry fee (covers the costs of event insurance and permits, and the cost of tour guides / documents), either by sending a cheque payable to **MG Car Club – MGA Register** to Peter (address on Appendix 2) or (preferably) by BACS – Again, the Register bank account details are on the Tour Entry Form in Appendix 2.

If you have any questions about the booking process, please contact Peter at peterwelbourn@yahoo.co.uk

Finally, many thanks to those who have offered assistance with the planning and administration of the Tour, we will be in touch. – Peter and Mel.

Kop Hill – 14th and 15th September

An old favourite with Magonette Register members, with the Magonette Register gazebo as the focal point. – All MGs welcome! There is an opportunity to drive up the hill, though you need to book early for this popular feature.

The Kop Hill hillclimb is at Princes Risborough (HP27 0LB) over the weekend of 14th and 15th September.

Tickets are on sale NOW at www.kophillclimb.org.uk for more news.

Magonette Lou Shorten Weekend – 28th and 29th September

The 2024 Lou Shorten Tribute Weekend will be held over the weekend of 28th and 29th September. Here's an update from our Magonette correspondent **John Harris**

This year as you may have noticed the event has changed back to its original month of September, albeit at the end and not the start. With global warming and longer summers we are hoping for good weather.

We shall still follow the usual format of meeting at John Shorten's home at 44 The Street, Lenwade, NR9 5SD during the Saturday morning.

A buffet lunch will be served about midday, followed by a talk from John Beesley comparing the restoration of a steam locomotive with that of a Magette.

Next will be an AGM and a chance to elect replacements on the Register Committee, after which we shall adjourn to the Wensum Valley Hotel, NR8 6HP (01603 261012) for our annual dinner and prize-giving as has become usual. If you wish to book accommodation there do not leave it too late. Those who wish to stay elsewhere can still attend the dinner. We shall assemble in the bar at 6.00 pm, for dinner at 6.30 pm.

On Sunday 29th we shall meet at the Norfolk and Suffolk Air Museum at Flixton NR35 1NZ. The site opens at 10.00 am and closes at 4.00 pm. Food is available at the museum, or if you prefer a full lunch the pub opposite the entrance is well recommended.

In addition to the aircraft in the museum there are riverside walks, - so something for everyone.

Our friends from the MGA Register are invited to join us for one or both of the days.

Further details and application form available from July, from Johnharris37@btinternet.com

Future MGA Tours and Events – 2025

MGA Spring Tour 2025

2025 is a special Anniversary year for MGA and for MGA owners – it will be 70 years since the first MGA was made.

For some months the MGA Register Committee has been investigating what the Register could do as a correspondingly “special” and memorable Tour and Events for 2025, designed to appeal to Register members worldwide – not just in the UK.

And we have finally got a package together, which is based around Scenic Car Tours Celtic Classic Tour of Northern Ireland, - Full details are at <https://www.celticclassic.co.uk/mga-celtic-classic> .

In summary:

- It is 5 days and 4 nights based in Derry. Driving tours will cover the North East corner of Ireland, between Belfast and Derry, and will include tours of the Causeway Coast (East) and a stretch of the Wild Atlantic Coast from Derry to Letterkenny (West). It will also include a visit to the Giant’s Causeway (sorry - extra charge of £19.50 per person for non members of the National Trust!). We will also drive to Belfast, where we will visit the Titanic Experience and have the option of a guided tour of the city. Whilst in Belfast, there will be an opportunity for exclusive MGA parking on the famous Titanic slipway at the docks.
- We intend to be able to visit the historic Dundrod racing circuit, near Lisburn. Scene of many MGA successes in the 1950s. (More details to follow.)
- Price per person for this tour is £649 for Bed and Breakfast, plus an additional £75 per person for the Sunday Night Gala Dinner and Ceilidh, using the 4* Waterfoot Hotel in Derry. The MGA Register has reserved all the available rooms at the Waterfoot Hotel for the period of the tour. **But space is limited.** We have an “overflow” hotel nearby – The White Horse, but that will cost £699 per person. Guests staying at the White Horse will be able to join Sunday’s Gala Dinner and Ceilidh at the Waterfoot Hotel.
- Sadly, single supplements apply to all tours – even the car ferry costs the same with one passenger or two!. But current MG Car Club Members can get an extra £50 per **booking** discount on these prices – see the table of prices below.
- The tour price includes daytime ferry crossings between the mainland and Ireland – Liverpool to Belfast, Cairnryan to Belfast, Holyhead to Dublin, Fishguard to Rosslare, or Pembroke to Rosslare. Overnight sailings may carry a surcharge. (For Irish residents, and members not travelling from the mainland, “Event only” prices excluding ferry costs are shown in the table below.)

- Tour dates are Thursday 26th June to Monday 30th June 2025.
- Details of the itinerary for the 5 days, and details of the Waterfoot hotel, are on the MGA 2025 Celtic Classic / Scenic Car Tours website.
<https://www.celticclassic.co.uk/mga-celtic-classic> .
- All prices assume 2 persons per room, and 2 persons per car.
- **Note:** - This Celtic Classic Tour from Scenic Car Tours is advertised on pages 28 and 29 of the February 2024 edition of Safety Fast! Please note that the website and details there are showing details for 2024 only – The pictures will be the same, but we are looking at **2025**, remember!

How to Book the Tour?

- Follow the booking links on the website OR
- Phone Scenic Car Tours 01732 879153 Monday to Friday, 9am-5pm, quoting your unique MGA Tour codes "CC-WFMGA" for the Waterfoot Hotel, or "CC-WHMGA" for the White Horse, overflow hotel OR
- If you have previously booked a tour with Scenic Car Tours, and your details remain unchanged from your last tour, you can simply email Scenic at admin@sceniccartours.com to ask to book, and Scenic will send you an invoice using the saved details.
- An ADDITIONAL £50 per **booking** MG Car Club discount can be used by MG Car Club Members (only), if a current and valid MGCC membership number is quoted at the time of booking. Those booking online, will need a unique discount code, obtainable from the Members Area of the MG Car Club website, <https://mgcc.co.uk/members/login/> and click on the Member Discounts box, or to speak to the Membership Team at Kimber House on 01235 555552 in order to enjoy the £50 per booking discount.

Other useful information :-

- Online prices are based on standard rooms, upgrade rooms might be available on a request basis, at additional cost.
- Anyone can book the overflow White Horse Hotel if that is your preference, but only MGA Register members quoting the above codes can book the Waterfoot hotel, with exclusive MGA Register only booking until 31st July 2024, or until all rooms are booked.
- 20% non-refundable deposits are due to confirm a place, with full balances payable 10 weeks prior to the Tour (so mid April 2025). All bookings are bound by Scenic's conditions of booking, found at <https://www.celticclassic.co.uk/terms-and-conditions>
- Please ensure you have thoroughly read all the information, before making a booking with your non-refundable deposit.

Prices per person – 4 nights and 5 days, B&B basis (MG Car Club Members deduct a further £50 per booking !)			
Guests From	Celtic Classic - Waterfoot	Celtic Classic – White Horse	Ferry Arrangements
	Thursday 26 th to Monday 30 th June 2025	Thursday 26 th to Monday 30 th June 2025	
UK Mainland	£649 pp for twin / double (from £1049 single)	£699 pp for twin / double (from £1199 pp single)	Daytime sailing - Mainland to Ireland, return, included
Ireland	£520 pp for twin / double (£791 single)	£570 pp for twin / double (£941 single)	No ferry costs
All prices are PLUS £75 pp for the Sunday Night Dinner and Ceilidh, which must be pre-booked.			

Additional South and West Coasts Pre-Tour

In addition to this Celtic Classic Tour weekend, if participants wish to extend their visit to Ireland and to visit the Republic of Ireland / Eire, - and in particular to see the west coast of Ireland, - the **Wild Atlantic Coast**, we continue to investigate a complementary tour of the south and west coasts of Ireland.

This **could be** up to 10 days, 9 nights touring along the South and West coasts of Ireland, from Dublin clockwise up to Derry, joining the Celtic Classic in Derry. If so, it would take place BEFORE the Celtic Classic event, so is likely to be 17th to 26th June 2025.

To date, we have not managed to find a suitable itinerary at a viable price – but we are still working on it!

More news as we get it.

Other MGA 70 Events during 2025.

Plans are well advanced for a “special” MGA Day event at a major venue in the centre of the country, for **Sunday July 6th 2025**, where we hope to get a massive turnout of MGAs from all over the world. More news in the September edition of this eNewsletter.

We also hope to have an Autumn Tour in 2025 (September – Organisers required, please – see next item!), and we wish to help individual members to “feature” the MGA at 70 in many other (local) shows and events during the year.

We are also investigating some MGA 70 Merchandise to help publicise this anniversary. More news in future Newsletters and in Safety Fast!,

Autumn 2025 and Beyond

Our 3 day weekend driving tours are always popular, and so we are now looking for volunteers to organise the 2025 Autumn Tour (usually held mid to late September) and 2026 Spring Tour (usually held the middle weekend of May). You can get a flavour of these events from the pieces about the Spring and Autumn 2024 events earlier in 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 Autumn 2025 and Spring 2026 events. It 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 parking for our precious cars. Beyond that, the details are pretty loose! – Use your imagination!!

If you think you could organise such an event, please let me know at mgcarclub-mganewsletter@outlook.com and I will put you in touch with organisers of past events who will be able to answer any questions, and to advise and guide you through the process.

MGA Register Help Wanted

In common with many “volunteer led” organisations, the MGA Register is always on the lookout for volunteers to fill roles on the Register Committee and to keep the Register functioning – supporting it’s activities in the MGA world.

As reported earlier in this eNewsletter, we elected a new Register Chairman at the AGM in Bury St Edmunds in May. Howard Quayle has taken over from Edward Vandyk.

We now have two further roles we need to fill immediately. Unlike the Chairman role, which must be elected by the membership, these roles appointed by the Register Committee, should there be more than 1 volunteer for them. (We have enough of elections for now, thanks!)

Here is a bit more information from **Howard** on these two roles: - **Your Register needs YOU!**

MGA Register Reporting

Traditionally known as the "Scribe", this post-holder submits a monthly report for publication in Safety Fast ! For most months, the Register is allowed a half-page (around 400 words, and a photo if one is available). Content is at the discretion of the Scribe - typically, a few notes on an upcoming event, information received on a newly-discovered MGA, etc. - and usually based on notes sent in by members.

Three times a year, the Register is allowed a four-page spread in Safety Fast ! This normally starts with notes on current MGA issues, followed by an MGA-focused article (again, often provided by members). The Register is allowed around 2000 words, plus five photos, for these spreads.

Full support will be given to the new post-holder as they transition into this important role in communicating not only with MGA Register members but with all the wider MG world.

Flying the flag for the Register !

MGA Registrar

The Registrar's role is to maintain records of as many MGAs as possible, on an Access database held on a PC. The Register has been maintained over many years, with several thousand detailed entries already held, but details of newly-discovered cars are still coming to light, either from purchasers or from adverts seen on classic car websites, and are then added to the database.

This is a challenging, interesting and enjoyable role, and the new post-holder will be given full system and data support from past Registrars and from other MGA committee members.

For both these roles, please contact Howard Quayle at : hquayle1947@btinternet.com He will be very happy to give you more details about what is involved, and to have a chat about supporting you during any transition period.

Technical Topics

Nuts and Bolts etc

Here's a recommendation from our "Nut King" **Dave Holden...**

If anyone is struggling to find small shiny nuts and bolts etc, e.g. 2BA, 4BA, try Namrick of Hove, Sussex www.namrick.co.uk . - I've not beaten them yet!

I ordered some bright zinc plated 4BA raised, countersunk set screws and nyloc nuts on Friday afternoon and they dropped through the letterbox at lunchtime Saturday.

I immediately emailed them in praise of their quality and service. - Highly recommended

Trouble Topping-Up Gearbox and Diff Oils?

Reader **Johnny Pollard** has recently replaced the differential in his MGA, and then he had to fill it with oil. - Here's his suggested method:

I'm sure many of you will be familiar with the occasional struggle to refill your MGA differential with fresh oil. The filler plug is very awkward to access, to say the least!

I found this oil filler pump on ebay, and having tested it, can strongly recommend it. It makes light work of refilling the diff, and could just as easily be used for refilling the gearbox.

https://www.ebay.co.uk/itm/185937731934?mkcid=16&mkevt=1&mkrid=711-127632-2357-0&ssspo=Dnm2AaYhQpK&sssrc=4429486&ssuid=O3JHz5xKTJm&var=&widget_ver=artemis&media=COPY

Undersize Brake Shoes

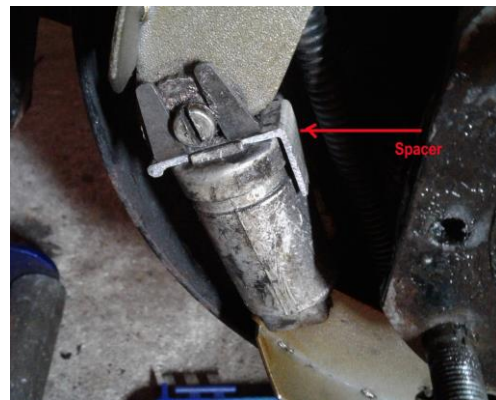
In the May edition of this eNewsletter, we heard from **Tony Bratt** about problems with brake shoes that were undersize (= too short) in the webbing.. That generated a couple of responses, as follows

Roger Martin writes:

With reference to the item on undersized rear brake shoes, I too had this problem some years ago and liaised with supplier MGOC Spares on the subject. Attached are the photos that I sent them at the time - one showing the degree of difference in length and the other the simple fix that I adopted of slotting in a piece of angle-aluminium moulding as a spacer.



A few years on, the undersized brake shoes suffered from axle oil contamination and had to be replaced. The



replacements came from the MGOC again and were the correct size this time (and at no charge due to the previous issue) so hopefully they are now on top of the issue.

An MGA owner local to me had the same problem with brake shoes supplied by NTG more recently and so sent them my photos. I believe they now also check stock before supplying them to purchasers.

Still on the topic of brake shoes, **Nick Kopernik** tells us:

Brendan, on page 19 of your latest Newsletter there's a discussion on the current unavailability of properly fitting brake shoes. We have a parts supplier in Rhode Island called Scarborough Faire and they are well known here for directly sourcing many of their own parts for the MGA; other distributors are known to buy & resell their parts. Cecelia Bruce is the primary contact there and has an absolutely amazing knowledge of everything MGA related. She does carry properly sized brake shoes and if memory serves she also stocks oversized shoes to compensate for worn drums. She also stocks a brass & chrome plated grille produced from original factory drawings and is soon to offer the original style chrome plated choke and starter cables. I've attached a link to a NAMGAR article as well as a story about the Bruce's. Perhaps someone in your organization may wish to reach out to Cecelia and see what she has to offer.

<https://namgar.com/2017/02/17/new-supplier-of-grilles-for-mga/>

<https://www.providencejournal.com/story/business/automotive/2015/05/16/from-ground-up-mqb-reborn/34548641007/>

Note also Nick's information about factory-type brass and chrome front grilles, and chrome plated starter and choke cables.

Scarborough Faire does not have a website, but can be contacted as follows:

- Phone 1-401-724-4200
- Fax: 1-401-724-5392
- Orders: 1-888-MGPARTS
- email: info@mgaparts.com

Reflections on Radiators

Our correspondent on all things cooling, **Joe Walsh** (our very own "Joe Cool"?) has the following information and advice on MGA radiators:

MGA Cooling Issues and Solution – May 2024

Is this scenario familiar to you? You head off bright and early one summer morning to a show or wherever and the car behaves perfectly with the temperature gauge reading between 180F to 190F, even at sustained motorway speeds. You get to where you are going and once the car has cooled you check the coolant level and there's no change from when you left home. Later in the day the weather has warmed up nicely and as you head back home you notice that the temperature gauge is now above 190F and once on the motorway it rises steadily to well over 220F where it stays until you back off to a more sedate speed, but still never dropping below around 210F. The following morning you check the coolant level and find the radiator needs anything between 150ml to 250ml to bring it back to the correct level. You ask yourself.... *"why does this only happen on long runs in warm weather and then only the way home?"*

Before reading any further you need to decide whether your car is overheating or running hot. That might seem like a strange statement but there is an important difference between the two.

Overheating can be a symptom of one or a number of issues e.g. a leaking head gasket, cracked head, too much advance on the ignition timing, running rich, blocked waterways, blocked or leaking radiator, faulty water pump, faulty thermostat, partially blocked coolant & heater pipes to name just the most common. In an article I wrote for the January 2024 issue of this eNewsletter I explained how a faulty radiator cap can also cause overheating due to coolant loss.

If "overheating" can be regarded as a symptom of one or more faults, then "running hot" can be seen as something which is happening intermittently to an otherwise perfectly healthy engine. In order to make your mind up which scenario exists with your car it is important to first rule out any of the faults mentioned above and in particular anything which could be causing a loss of coolant or blockages in the cooling system.

So what if everything is as it should be and the car is running at an acceptable temperature around town and in cold (i.e. normal!) weather and the hot running problem only manifests itself on warm days and sustained motorway speeds? Well, there is only one thing left and that is the radiator. If you've recently been persuaded to have your radiator re-cored with a *"modern high efficiency vertical tube radiator core"* or bought a new one you may not want to believe it could be the source of the problem, but bear with me.

Consider the purpose of the radiator; it is a heat exchanger and its job is to transfer the heat generated by the engine to the air flowing through it via the coolant. We all know that the design of air intake combined with a compact engine bay compromises the free flow of cooling air. If that air is at a higher than usual temperature it follows that it will not be able to absorb as much heat as cooler air. Combine that factor with sub-optimal air flow and here we have the reason why otherwise perfectly healthy MGA's run hot in certain conditions.

Given that we cannot substantially improve the airflow without major modifications to the front of the car we are left with needing a more efficient heat exchanger. Let's remember that MGA's were not reported to have had a hot running issue when new and the reason for that was almost certainly down to the type of radiator specified by the engineers at BMC. The difference between the OEM radiator and what we now get when a radiator is re-cored is the design and construction of the core itself.

The OEM unit was a cellular core whereas modern cores are the vertical tube (VT) type. There will also be a significant difference in the materials used in the manufacture of the

different cores. The OEM cellular core would have been made from good quality copper whereas a modern core probably isn't. If you've done any DIY plumbing recently you'll know that new copper fittings are absolutely pants. The better the quality of the copper the more efficiently it will transfer heat.

After spending many months ruling out all potential causes of "overheating", including fitting a new VT radiator, but failing to solve the problem outlined in paragraph 1, I finally bit the bullet and invested in a cellular core which I had built into an original BMC radiator by the Vintage Radiator Company in Bicester.

Previously I had run the car without a thermostat but with a blanking sleeve. This worked up to a point but I still had the problem outlined in the first paragraph. When I fitted the new cellular core radiator I also removed the blanking sleeve and fitted an 82C (180F) thermostat. The difference was clear from the first run! The car ran cooler and was not affected by sustained motorway speeds. The needle on the temperature gauge flicked between circa 180F and 190F as the thermostat opened and closed. This proved that without the thermostat the new radiator would have been over cooling. Even on hot days and at sustained motorway speeds the temperature rarely creeps over 190F.

Occasionally in heavy traffic on a hot day the needle will read about 210F but there has been no noticeable drop in the coolant level. On a 700 mile return trip to the Circuit Historique de Laon classic festival in May there was no need to top up the radiator. This picture was taken on the A26 after about 2 hours steady running at consistent rpm.



Interestingly there is no difference between the coolant capacities of the two cores with both holding 2.7lts. There is a big difference in weight though; the VT radiator weighed 6.36kg but the cellular core unit weighs 8.48kg. The 2.12kg difference being accounted for by all the extra copper used in the new core. That's a lot of copper!

The picture below shows what the inside of a cellular core looks like (viewed from the top).



You can see two rows of large vertical water passageways which run between the top and bottom tanks. These passageways are formed by row upon row of pressed copper sheets which are soldered together. To see a short video on how the copper layers are formed see this link <https://www.youtube.com/watch?v=Cxt6EN-39Ck>. This method of construction results in a significantly greater amount of cooling/heat transfer surface area than there would be in a modern VT radiator. In addition, the copper used for core is specially made in the UK to have higher conductive properties than materials used in an off-the-shelf modern core. So although the coolant capacity of the cellular core radiator is the same as a modern VT re-core the thermal efficiency is much higher. This means the cellular core can transfer more heat more quickly into the air which is passing through it. To put it another way, we can't do much about the volume of air flowing to the radiator but we can make that air work harder.

When I was trying to make the earlier VT re-cored radiator more efficient I fabricated alloy panels (pictured, left and below) to create a "duct" between the grille and the face of the radiator to prevent any air spilling around the sides or over the top. This "duct" did give a small improvement with the VT core so I refitted the panels after installing the new cellular core radiator. These two photos show the side panels with the scoops which attach to the tubes which channel air to the carbs and heater.



I don't have a heater fitted at the moment so the tube on the right side just channels extra cold air to the engine bay.



The next photo (below) shows the aluminium plate which forms the top side of the "duct" closing off any vertical escape route for the airflow.



The effects of this "duct" are to (1) make the fan more efficient at pulling air through the core at slow speeds and (2) concentrate the air-flow through the core at higher speeds by preventing any air spilling around the sides or over the top of the radiator. I also noticed a slightly better pick-up as a result of the cold air being ducted to the carbs.

So my conclusion is forget about opening up the slats in the radiator grille, fitting a header tank and coolant recovery system, 7lb radiator cap, electric fan and all the other gubbins commonly used to correct a problem which in my view is caused by sub-optimal modern VT radiator cores. The money you save by not fitting all this stuff won't cover the enormous cost of a well-constructed cellular core *BUT* you will finally solve the hot running problem. But before you mortgage the kid's inheritance and sell a vital organ just check your radiator cap is working as it should be. Because if it isn't, that could easily be the source of your trouble!

Conclusion? If your car is running hot in warm weather or at high speeds and if you are sure everything else is as it should be then consider fitting a more efficient radiator. Based on personal experience that will *not* be a standard off-the-shelf modern two row VT core despite what the refurbishment company might tell you. Because of the less than optimal air-flow resulting from the design of the front end any replacement radiator needs to be at least as efficient as the one originally specified by BMC. Some contributors to "Enjoying MG" report having achieved a good outcome by using aluminium radiators or triple-row VT radiators.



These are cheaper than the cellular core alternative so they *might* offer a more economical solution. I have no personal experience of these cores and so I can't comment.

For more information refer to "MGA Guru" where this topic is covered in depth.

For more information on the Vintage Radiator Company see this link

<https://www.vintageradiatorcompany.co.uk/about/>

Maybe you too could be a "King of Cool"?

(Editor's Note: - The picture to the left is **not** Joe Walsh!)

MGA as a Work of Art?

We all love the styling of the MGA, but reader **Nick Kay** has commissioned this delightful watercolour portrait of his MGA.



The artist is **Neil Collins**, and here's Neil's story...

The process

I like to talk to the customer about their car to get an idea of what would be right for them so I can make the picture more than just a rendering of the car. As examples, the owner of Maurice the mini had a love for Goodwood and flying, hence the Spitfire in the background. The Lotus 7 owner in Canada was involved with the Avro Vulcan bomber, an XK150 owner had visited the old Rouen circuit and I knew Nick had been on a tour of Scotland - so you get the picture.



The customer always gets some pencil drawings first so we can agree before going ahead. I like to have a free hand, but I can work from a brief provided I can propose an alternative

idea as well if it comes to mind. My work is always in watercolour because it's the medium I love, but it doesn't allow much latitude for changes so I have to get it right first time, or start again.

My preferred size is approx A3 (420mm x 300mm, 16.5 inches x 11.75inches) I use Arches (rough) cold pressed paper and Daniel Smith or Winsor & Newton Professional pigments

The customer always receives an image by email of the picture in progress or finished. Once complete I trim the work and double window mount the painting ready for framing and put in a protective cell envelope . Framing is a personal thing so I prefer to provide the painting unframed and leave it up to the customer to sort out. I'm happy to order a simple frame and glass online and fit the picture, back it, seal it and add D rings at cost of materials only. Note. I always use glass. Perspex is lighter, safer and cheaper, but it is a soft material and scratches very easily.

I like to have as many photos of the car as possible from all angles, in colour and if possible with a true colour reference for the car. These are for reference as I often resort to Google for professional photos to get dramatic perspective and adapt those as necessary. My dread is a request to include likenesses of people, it can be a nightmare.

A budget price.

It depends a bit on complexity but generally £300. Framing is extra at cost (£50 is a basic target price) as mentioned above and ditto for delivery. I don't mind if the customer wants to print cards etc from the picture provided they are not for resale.

An indicative lead time.

Once we get started,

Week 1 would be agreeing the layout with pencil sketches on email

Week 2 will be working on the painting and ...

Week 3 if needed would be mounting the picture, sorting out delivery and framing if required.

My Background

I worked as a Graphic Designer for forty years and eventually managed a design business for a large Sponsorship Company (CSS). We were heavily involved in motorsport in various guises including F1, which is why I joined in the first place and it was a lot of fun. I was always an artist first and a business person second (several laps behind you might say) so when I retired I went straight back to art and exhibiting, rapidly followed by a return to my favourite subject of cars, flying and motorsport. Rupert Whyte of Historic Car Art kindly took me on after a couple of meetings at the Royal Automobile Club Motoring Art exhibitions and now all my motorsport work is marketed and managed through his company. The car portrait side is something outside this arrangement and all of my painting is for pleasure. - for me and hopefully for my customer.

Contact details

Email: neilaustincollins@gmail.com

neilaustincollins.wixsite.com/cadmium

www.facebook.com/people/Neil-Collins-Watercolours/61555334004441/

historiccarart.net

Editor's Note: How's that for a Christmas present for the MGA owner with everything?

Notable Journeys

"What's this Notable Journey story, then?". Here's **Stuart Mumby's** background info. The Notable Journey Award was gifted to the MGA Register by former Committee member Roger Martin. The first recipients were Geoff and Pam Barron in 2011. Since then, the award has been made every year except for 2020, when no nominations were made owing to Covid restrictions having curtailed any notable journeys. There are two couples who have won the award twice. We are sure that there must be more owners who have made notable MGA journeys and not put themselves forward.

So if you are planning a trip during 2024 that you feel would qualify as a Notable Journey, (see the guidelines in Appendix 2) 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 holder of the award in 2024 (for a 2023 journey) was **Mat Moore**, who had an eventful trip back to the UK after racing his former Fitzwilliam Team MGA at Nurburgring in August 2023.

Mat rebuilt an MGA Twin Cam VUF 541 (originally part of the Fitzwilliam Team in the 1959 1000 km race) and then took it, on the back of his transporter, to Nurburgring and raced it to a second-in-class prize winning finish. The return journey did not go well when his race-car transporter suffered a major engine failure. Undeterred, Mat ditched the transporter and drove the Twin Cam home under its own power – still in race trim, without a hood and with a cut-down race screen, and using the same tyres he had used in the race!

However even that journey, challenging in itself, was not all plain sailing as the dynamo gave out. This necessitated a two day beer stop at Spa whilst Mat procured a heavy duty battery which enabled him to complete the return trip, - the transporter / camper and trailer were only recovered from Germany a month later!

There are pictures of Mat and his vehicles in the MGA Register Notes on page 84 of April's Safety Fast

If you make a Notable Journey in your MGA in 2024 and wish to enter for this prestigious award, the Notable Journey Nomination form is Appendix 1 to this Newsletter.

Please get your entry in by 31st January 2025.

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.

Wilmot Breeden Ignition Keys

Reader **Barry Brownleader** has a wide selection of original style FP*** and FS*** series keys.

They are FREE to any MGA owner wanting spares – Just tell Barry the key number you want and 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

1957 MGA Project For Sale

Reader **Terry Perkins** writes:

If you're looking for an MGA to restore this car will make an excellent project car. Spent most of its life in USA. Imported 5 years ago. Import tax paid
A friend and I bought 2 MGA's with the intention of carrying out full restorations on them both.



One is now completely restored, but my friend is now suffering from arthritis, so plans have had to change. The vehicle has been retro fitted with the more powerful 1800cc MGB engine. It has good compression and we have had it running.

The car is in need of a full restoration however the general condition of the body is good for its age. We have stripped most of the paint off the car and coated it in rust inhibitor so the full condition of the body can be seen. The chassis also appears very solid

Price REDUCED to £10,250 ONO

Located in Aldridge, West Midlands.

Call 07776966983

For Sale – Safety Fast Magazines

Safety Fast Magazines - 1992 to current or will split into individual years. All in mint condition, some in MGCC Binders. All proceeds will go to Prostate Cancer UK. Reasonable offers to Stuart on 01430 871078 or email to mga@live.co.uk

Wanted – Ford T9 Gearbox

Any condition acceptable, so long as the casing is complete.

For installation in an MGA Coupe.

Contact **Wayne Kirwan** at wayne.kirwan@bigpond.com (Don't worry about the e-mail address – the car is in London!)

Wanted – Twin Cam History Book

Wanted - MGA Twin Cam Year Book, - 60th Anniversary. Contact **Joe** on 07795 156250 or joe-walsh@hotmail.com .

Parts For Sale

Reader **David Brown**, in Andover, has a large quantity of used spares for the MGA coupe, collected from breakers' yards in the 1970s, when there were no aftermarket suppliers. These are items I felt would be difficult to find in the future. Most require work to make them fit for use. - Too many to list but include ...

- Usable 18GA engine (with early MGB 1800, 3 main bearing crankshaft),
- 2 x 1600 gearboxes (high starter / flange types),
- Lockheed calipers,
- 1600 master cylinders,
- Instruments,
- Ignition spares,
- Lights,
- Complete steering column,
- Prop shafts,
- Starter and dynamos,
- Carbs, Fuel pump,
- Some chrome ...

Cheaper than you could imagine, because I don't need them any more – my coupe is perfect!

I do want them all to go in one hit – you'll need a van! - Located at SP11 9EH. Contact David at davidbrown@archerbrown.com

For Sale - 1960 Mk 1 1600 MGA Roadster in OEW.

Genuine UK car with all matching numbers and toolkit.

I have owned the car for 6 years and totally rebuilt it 4 years ago with all bills, parts list and photos.

As it is a rare UK car I kept the original engine which runs perfectly and have upgraded to a 5 speed box and poly bushes on the suspension. It drives perfectly and will sail down any motorway all day long.

We drove it to Italy and back last year and over the alps with no problems (see *Notable Journey*, in the March 2024 MGA eNewsletter).

Original gearbox and various spares are included in the price. Car is located in West London.



£35,000, - Contact **Simon Broom** on 0778866 8783 or email me simon@simonbroom.com

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 10 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.
Offers based on £33750 will be considered
For more information and a test drive please

contact **Mel Harvey** - email mel@melharvey.com or telephone 07860 485578



For Sale – MGA Parts

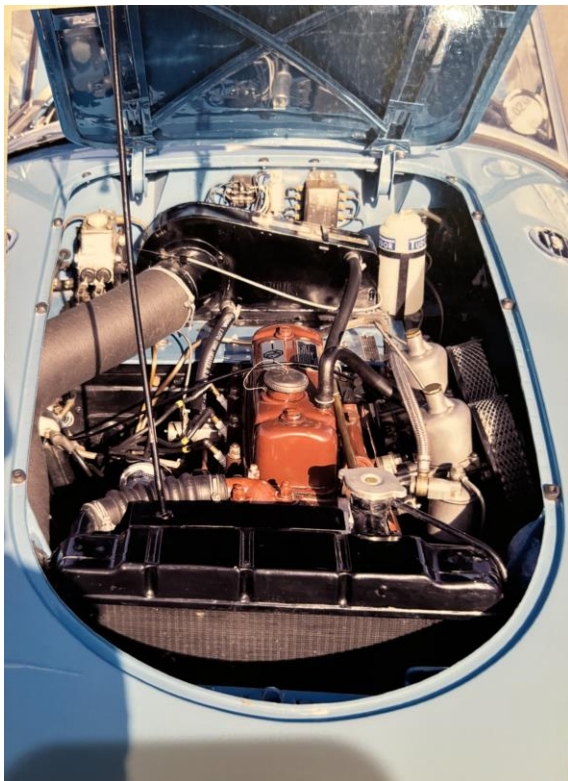
Various MGA Spares for sale

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)

MGA 1500 Roadster 1956 Chassis no: HDL 43/16480

Glacier blue with grey upholstery, trim and hood and tonneau. Wire wheels, 12V battery, and disc brakes fitted. BMIHT certificate available. Acquired in August 1994. Full restoration by the owner and his son together with various experts followed. A photo history is available. Originally designed for North American market but is now UK registered and RHD.



Reason for Sale: The owner has passed away and it is time for the car to move on. It has always been kept in a dry garage has been regularly driven over the years and shown at club events and taken part in runs. It has been regularly maintained and refurbished. Offers are invited around £25,000.

Viewing by appointment.

Contact **Vivienne Murphy** on 07885476950 or email at vivienne@conscious.com.

Location - West Yorkshire

1959 MGA Roadster Mk 1 For Sale



I am planning to sell my beautiful MGA as shown left and below. - I have owned the car since 2001

I am the third owner and have pieced together the history.

The first owner had the car for 21 years, The second owner who purchased the car in 1980 seems to have at some stage had to hand the car to a farmer in Church Stratton, Shropshire apparently against a debt. He did not use it but just left it in a field until I bought it in 2001 in a sorry state

It has since a 'no expense spared' complete nuts and bolts restoration from the chassis up with photographic record. I also have a full file of supporting invoices.

All electrical components, brakes, hydraulics, carburettors etc etc have been rebuilt and/or renewed. The engine has been professionally rebuilt and had an unleaded conversion and is bored out to 1622cc. The gearbox has also been rebuilt and a new clutch plate fitted. The spare is unused with a new Pirelli Cinturato tyre.

It is a very original and reliable car. (We have had several tours to Le Mans and UK/Europe in her without missing a beat.)

Price £29950. – The car is located in Dorking, Surrey, off J9 of the M25.

07710905521 or roryjimsmith@btinternet.com





1961 MGA 1600 MK 11 Coupe For Sale



Owned by the late **Derek Edwards** since 2002. The car (YSU 204, left) was originally a LHD export to the USA. UK registered in 1989. RHD conversion. Full bodywork and mechanical restoration. Engine fully reconditioned 2015. Wire wheels conversion. Brand new interior – seats (black leather with red piping), trim, carpet and dash top. Very low mileage. BMIHT certificate. £16,500. Contact **Anne Edwards** on 07850 410830
email: edwards.mgmadness@ntlworld.com

Lost and Found

New member and reader **Nick Coley** has recently purchased a 1600 Roadster, **208 AOP**, and is anxious to learn as much as possible about its history.

He has records of a few awards it won between 2003 and 2007, but very little information before or after that brief period.

If you have any history or information, please get in touch with me at mgcarclub-mganewsletter@outlook.com and I will put you in touch with Nick. Thanks in anticipation.

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 and Navy Blue, plus a new colour of 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 MGA Register Merchandise operation is in the hands of **Graham Eke**. The email address for orders remains as mgaregistershop@outlook.com and our PayPal account continues to be the preferred method for invoicing and payment.

Call it MGA

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

MGA Register – The First Fifty Years Second Edition

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

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

Post and packing is around £5.50 to a UK address.

To place an order for one of these final few copies, just visit the merchandise shop for a preview and details of how to order and pay. <https://www.mgcc.co.uk/mga-register/merchandise-catalogue-november-2016-2/>

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, July 2024

Appendix 1 – Notable Journey Nomination

MGA REGISTER 'NOTABLE JOURNEY' AWARD

When they were new, MGAs were driven significant distances, not only as everyday cars on an annual basis but also long-distance individual journeys. A notable example was when MGA Register founder Chairman Dennis Ogborn drove his MGA home to England from Qatar.

Half a century later, some MGAs hardly do any mileage at all. Yet, if maintained and serviced properly, MGAs can still be relied upon to undertake enjoyable significant journeys.

The MGA Register 'Notable Journey' award is intended to acknowledge the exploits of those UK members who do undertake significant journeys in their MGAs and to encourage others to do so.

Journey award considerations include:

- a 'notable' journey is likely to have encompassed a relatively high mileage;
- the location in which a journey is undertaken may be significant, e.g. a journey in north Africa is likely to be more 'notable' than a similar mileage in Britain;
- successful perseverance against set-backs, e.g. on-road repairs, could make a journey 'notable', especially if imaginative improvisation was involved;
- a significant journey undertaken in competitive circumstances, e.g. an organised long-distance rally/raid could make a journey 'notable';
- a write-up of such a journey for Safety Fast! would add weight to any claimant's eligibility for the award.



Appendix 2 - Lincolnshire Tour
13th to 15th September 2024
Entry Form



Your Details

Driver's NameNavigator's Name

Address

.....

Telephone..... Email

I am / am not * a Member of the MG Car Club – Membership Number

Your MGA

Type – Roadster or Coupe Year

Registration Number Colour

Your Arrangements

- * Please delete all that do not apply

1. * I/We have booked a room with dinner at the Petwood Hotel for the nights of
 *Friday 13th Sept, *Saturday 14th Sept, Sunday 15th September 2024
2. * I/We will be making our own accommodation arrangements elsewhere.
3. *I/We wish to attend the Gala Dinner at the Petwood Hotel on Saturday 14th
 September.
4. *I/We will be joining: *Saturday Tour *Sunday Tour
5. *I/We have made payment by BACS to The MG Car Club MGA Register
 Sort Code 40-36-15 Account 33828727 for our entry fee per car of £25.00 as members
 or £50.00 for non-members. Please reference your payment "Autumn tour 2024 – your
 surname"
6. *If you prefer enclose a cheque made payable to The MG Car Club MGA Register for
 your entry fee.

Please return the completed entry form and fee to Peter Welbourn, 45, Miles Lane, Leconfield, HU17
 7NW or peterwelbourn@yahoo.co.uk

We will only use your personal data to process your entry for this event. You can obtain more details on this use, or withdraw from the event, by contacting the Organiser. Contact the General Manager, MG Car Club for a copy of the MGCC privacy Policy or for any subject requests at 12 Cemetery Road, Abingdon, Oxon OX14 1AS. Telephone: 01235 555552 or email: info@mgcc.co.uk.