



MGA REGISTER eNEWSLETTER
November 2024
WORLDWIDE CIRCULATION: 1119

Visit the MGA & Twin Cam Register Websites at

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

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

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

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

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Editor's Notes – Another Classic Car Season Over....!

Welcome to the November 2024 edition of the MGA Register eNewsletter, – and thanks to everyone who has sent in contributions over the past 10 weeks or so. Your input is essential to keep this eNewsletter going.

As I compile this eNewsletter in mid October the Classic Car Season is drawing to a close for Northern Hemisphere readers. The weather in Britain has not been great during the summer of 2024, with plenty of rain, but we MGA owners are a hardy lot, and I have seen MGAs at all the events I have attended. – 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 September and October, including September's MGA Register Autumn Tour of Lincolnshire, and also the MG Vintage Racers Collier Cup meeting at Watkins Glen between 21st and 25th August. Congratulations to both the organisers and competitors of that meeting.

I am not aware of any “national” MG or MGA events over the next couple of months, but the annual Lancaster Insurance Classic Motor Show takes place at the National Exhibition Centre in Birmingham between 8th and 10th of November. More details later in this eNewsletter.

If you know of any other MGA or wider MG-themed events over coming months, please let me know and I will include them in future editions. (Better still, if you attend any events, please send me a brief report on the event and some pictures for the eNewsletter.)

My thanks to all contributors, new and old. Please keep your contributions coming – Everything is welcome.

BUT – Please ensure any photos you send are in .jpg format, NOT Apple .HEIC or .HEIF format.

We commoners who do not use Apple phones are unable to view or use photos in these Apple formats, and I am not willing to load yet more “conversion” software to my (personal) PC, since every time I do such a software download another different function on the PC which has worked perfectly for years ceases to work, causing me great annoyance.

(If all goes to plan) Next edition will be issued between 27th and 31st December 2024.

Brendan Leach
Editor – MGA Newsletter

MG Car Club News

Andy Knott

Andy Knott, Club Manager of the MG Car Club and Editor of Safety Fast! is presently ill. Here is some information from MG CC Vice Chairman **Lorraine Noble-Thompson**:

I am writing to notify you of the health situation regarding Andy Knott, that he has asked I pass on to all CRB Chairs and the presidential team.

Sadly, Andy was recently diagnosed with Hairy Cell Leukaemia and has commenced chemotherapy treatment as an in-patient. The prognosis is positive as whilst the illness is acute, it is treatable in the long term and Andy is expected to make a full recovery in time and resume a normal family and working life. However, in the short-term Andy will need to undergo treatment as both an in and outpatient, which will affect his abilities to perform his Club Manager and Safety Fast! Editor roles. The treatment is likely to see his immune system depleted and which may make it ill advised to be in Kimber House with its through-put of visitors. We are in contact with Andy about this and responding to what has proved to be a fluid situation but have acted proactively with ensuring options are available to us to cover Andy's absence from Kimber House, and in the shorter term his managerial and editorial roles.

In the meantime, I am sure that you will join me in wishing Andy a speedy and full recovery. Andy is an MGA Owner and a subscriber to this eNewsletter, so on behalf of the Newsletter we pass on our good wishes for a full and speedy recovery.(Ed.)

Peter Macwaters OBE



Our congratulations to regular Newsletter contributor **Pete Macwaters**, who is now officially **OBE**.

That's not an honour from the king, but rather it denotes "**Over Bloody Eighty**" following his recent birthday.

Sadly, the promised pictures of Pete in his party outfit have not appeared yet, so this is an archive shot from 2021, but maybe I will find some photos for the next edition?

Mike Green – NTG Services – RIP

We learned at the end of September that **Mike Green**, the last of the founders of NTG, had passed away on Wednesday 25th September.

It was thanks to Mike's and NTG's generosity (and Howard's persuasive skills!) that we obtained sponsorship for the rally plaques at May's Spring Meeting and Tour this year. Afterwards, MGA Register Chairman **Howard Quayle** gave Mike two copies of the Route Books, together with two plaques, for the company's records.

The Route Book contained a short history of NTG, reproduced in this link:

<https://ttypes.org/ntg-motor-services/>

Here are some of Howard's memories of Mike: For those who didn't know Mike, he's on the left in the photo in the history mentioned above, standing beside his very rare MG TD MkII, with co-director Paul Banyard on the right.

I was never sure how old Mike was, although the 1966 date for the formation of the company, together with the fact that he was a friend of Mike Ellman-Brown (who had persuaded John Thornley to build him the final Twin Cam in June 1960) perhaps gives some indication. I always knew he would never give up working, and that proved to be totally correct - I last saw him in the Ipswich premises at the end of August, as I needed a new dipstick for the MGA, and he called me a few weeks ago to tell me it was in stock. He was looking very frail when I last saw him, although he knew everything about the MGA (and the Mquette, the T-Types, and the Ys) and was still happy to discuss MG *minutiae* on that last visit. He spent his last week in hospital, on end-of-life care.

NTG will continue with Paul Banyard behind the wheel, assisted by his own son and by "young Mikey" (no relation!)., so the show goes on and our cars will be kept on the road..
RIP Mike

And this, taken from the New England MG T Register Facebook page, including a tribute from Mike's long-term business partner, **Paul Banyard**:

We are sad to report the death of Michael Green, founder of NTG Motor Services, on Wednesday 25th September. Mike passed away peacefully in hospital after a short illness. Mike co-founded NTG in 1966 and amazingly was still working six days a week in the business until only a month before his death, which came two months before his 85th birthday.

"Mike was a longstanding and highly respected pillar of the MG community," said Mike's co-director at NTG Paul Banyard. "Almost no one on the planet knew more than Mike about the early MG models, and in particular the TD series. Mike was always willing and generous with his time to share his knowledge and to give advice to anyone who needed it. Customers and friends relied upon Mike's encyclopaedic knowledge of these cars, and he will be missed by everyone who knew him. Mike was very keen that NTG should continue to trade without him, and the whole team at NTG will ensure we do just that."

Michael leaves a wife Linda, a daughter Sarah, two step-sons, six step-grandchildren, and numerous work colleagues.

His funeral will be held at Ipswich Crematorium (IP4 2TQ) on Wednesday 16th October at 1:15pm.

Rest in Peace, Mike. And thank you for your lifetime of service to the MG community.

Membership and Records

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

There have been a few events during August, September, and October. 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 (.jpg format, please, not .heic or .heif!), and I will publish them in future editions of this eNewsletter.

MG European Event of The Year 2024 – Luxembourg

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

I know that at least 2 of our (UK) MGA readers joined the event, and both have told me it was excellent. Both are planning to repeat the experience next year, when the event will be held near Venice – more information as we get it.

On pages 41 to 45 of the October 2024 edition of Safety Fast! there are two excellent reports of the event, by **Angie Haughton** and our own **John Prewer** (he gets everywhere, doesn't he?!).

MGA Autumn Tour 2024 - Lincolnshire

The MGA Register Autumn Tour took place over the weekend of **13th to 15th September**, in Lincolnshire.

Here's a report and some pictures from **Howard Quayle**:

Many people often say they have never visited Lincolnshire – well, after this excellent weekend, organised by Pete and Mel Welbourn, those who have never been before must surely have been converted, while those who have will recall the UK's second-largest county's motto *Land and God...* to which might also be added *... and big skies too!*

34 MGAs were booked on the Tour, although sadly one couple had to pull out before the weekend. We were memorably based at Woodhall Spa, in the celebrated Petwood Hotel, an impressive Mock Tudor-Jacobean manor house, which would not have looked out of place in Surrey or Suffolk.



Petwood is, however, best remembered for its role in World War 2, when it became the base for 617 Squadron – The Dambusters. The hotel is still full of memorabilia dating back to that time, with items related to Guy Gibson, Leonard Cheshire, and other members of the squadron. There is even a replica of the famous "bouncing bomb" in the gardens (It looks like a 45 gallon oil drum!)

After an excellent buffet on Friday evening (and with the bar providing a range of beers from local brewers Bateman's – nice to see that!), it was time to make plans for the following day, the excellent choice of Tours allowing a good balance between country lanes and aviation sites – more than 12 of the latter, although not all were open over the full weekend.

The *Lincolnshire Wolds Tour* covered 102 miles over largely un-trafficked roads, through rolling hills rising to 500ft, hidden valleys, and stone villages reminiscent of the Cotswolds – a most pleasurable and relaxing drive through a designated AONB (*Area of Outstanding Natural Beauty*). It came as a surprise to some that the route passed close to Cadwell Park Circuit, which was staging a major motor-cycling event over the weekend. Towards the end of the run, some members chose to make a deviation to visit the National Trust’s Gunby Hall and, on a sunlit evening, make a short trip along the “prom” at Skegness! Each to his own... The other three Tours all had military links, although cleverly incorporating other attractions in the area. One began with a visit to the impressive International Bomber Command Centre, just outside Lincoln and opened in 2018 as an acknowledgement of the efforts of Bomber Command during World War 2.



The site is dominated by the impressive 100ft high memorial spire (left)– the same width as a Lancaster Bomber’s wingspan - surrounded by panels listing all who lost their lives in Bomber Command in the war. Lincoln’s ancient cathedral, a short distance from the IBCC, is visible from the site, and many members chose to go on to spend the afternoon in the city, first getting some exercise by ascending Steep Hill (yes, it really is very steep!) to the Cathedral and Castle.

A more ancient conflict was covered in another Tour, which allowed a visit to the National Civil War Centre at Newark Museum, not far from the impressive remains of Newark Castle (Did you know Newark had a large castle?) on the banks of the Trent and destroyed in 1646 at the end of the English Civil War.

After that came an opportunity to run back east towards Boston, calling in at the delightfully quirky Bubble Car Museum at Langrick, where you could get your fill of Heinkels, BMW Isettas, Bonds, Scootacars, and suchlike – definitely worth a visit. From the entrance, the “high speed” Coningsby straight took cars up to New York (pop.150- blink and you’ll miss it), past RAF Coningsby, and back to Woodhall Spa. Perhaps the highlight of the weekend was the appearance of *Just Jane* – the last air-worthy Lancaster bomber in Britain – at RAF Coningsby, with taxi runs on the Saturday, then flying on the Sunday, as part of the “Battle of Britain Sunday” commemorations – many moist eyes as NX611 took to the skies. I wonder how many people know that *Just Jane* was built at Austin Motors in Longbridge, in April 1945?

Whether leaving on Sunday or on Monday morning, everyone went home very happy, after a hugely enjoyable weekend in an excellent hotel, with first-rate food served by the courteous staff.

Thanks again to **Pete and Mel Welbourn** for their hard work in arranging an excellent weekend, and to **John and Pamela Boulton** for their usual musical witty-ditty, and here's to some more memorable experiences in 2025 and *MGA 70!*

Kop Hill – 14th and 15th September



An old favourite with Magnette Register members, with the Magnette Register gazebo as the focal point. The weather was kind and the event was enjoyed by all attendees. Here's a picture – It even includes an MGA - PSF361.

Goodwood Revival – 6th to 8th September

The 2024 Goodwood Revival meeting featured no fewer than 7 MGAs on the grid for the Fordwater Trophy on Saturday 7th – Those cars were SRX 210, 1 MTW, 2 MTW, VUF 541 and TWN 900 (the 2 Fitzwilliam cars), YRX 310, and LBL 301 (LBL 301 being the only non Twin Cam). <https://www.goodwood.com/motorsport/goodwood-revival/> Here's a brief report from our Special Junior Correspondent **Pam (and Andy) Lempicki**:

This was our first ever Goodwood Revival, having said every year we should go, we never did. However, we got the opportunity to go with two of our friends from the MG Car Club North West centre, so we jumped at the offer.

Our accommodation was Chichester University, only 10 minutes drive away, so travelling in on both days was easy.

Our first day was Friday and on arrival we were immediately transported into another era, with everyone in their period clothing (below), the sights and sounds of the event was an overload of the senses.



Our friend Barry, a seasoned Goodwood Revival visitor, was eager to show us all the "must see" attractions including exhibitions, trade stands, paddocks and beautiful cars which gave us a great overall view of what Goodwood had to offer and the layout of the event. Despite the constant rain and the ground quickly turning to mud under our feet we thoroughly enjoyed and immersed ourselves into the day.

Saturday dawned to better weather so our second day was drier. We had pre booked roving grandstand seats so took full advantage of these and sat down to watch some brilliant action on track.

Pam (left) and Andy (centre) in their Uniforms

The atmosphere from the crowds in the grandstand was infectious as we watched cars and motorcycles battling for position, negotiating corners and chicanes, the car drivers wrestling with their steering wheels and moving sideways around corners.

The Fordwater Trophy was recommended to us by Brendan, as a must see race and we were not disappointed. This race was for production based sports and GT cars of a type that raced between 1955 and 1960.



The race was originally at Goodwood members meetings from 1948 to 1966 and it gave enthusiastic amateur drivers the opportunity to race their road going cars. The race lasted 25 minutes and this years entrants included Aston Martin DB2/4s doing battle against a Mercedes Benz 300SL Gullwing, Porsche 356s lined up alongside a Mark1 TVR Grantura and of course SEVEN pedigree MGA's.

It was great to see these historic MGA racing cars all together in the same race for the first time ever. Six of the seven cars were all twin cams, with the exception of the only pushrod

car which was LBL301 (which unfortunately had to pull out of the race due to mechanical issues).

The Barry Sheene Memorial Trophy for motorcycles of a type that raced up to 1954 was also thrilling. This was a 25 minute two-rider race featuring Le Mans style running starts. Several of the riders were from the world of professional motorcycle racing, including Isle of Man TT racers.

In addition to the cars, racing and all the other attractions there was an impressive display of Allied Military vehicles that played a crucial role on D-day on 6 June 1944. This display was to mark the 80th anniversary.

Goodwood played an important role during the second world war with the estate being home to RAF Westhampnett and the house was transformed into a military hospital.

Vehicles on display included jeeps, tanks, motorcycles, trucks, half-tracks, weapon carriers and amphibious vehicles.

Aircraft on display included Supermarine Spitfires from 1941 and 1944, a 1945 Republic P-47D Thunderbolt and a pair of Douglas C-47's, some of which took to the skies over the Goodwood estate on the Saturday evening.

As our second day drew to a close our legs and feet were telling us that was enough so we retreated to the campus to enjoy food and drink and a well earned rest while we relived the sights and sounds of the last 2 days. Thanks to Barry and Dave for sharing the experience with us and to Brendan for suggesting the Fordwater Trophy race which we thoroughly enjoyed.

There is a fuller report of the event, written by our former Register Chairman **Edward Vandyk**, and including further pictures of the race action in October's edition of Safety Fast! (pages 37 to 40).

Magnette Lou Shorten Weekend – 28th and 29th September

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

For the Lou Shorten Tribute Weekend again the weather was kind to us. People started arriving at **John Shorten's** bungalow in Lenwade from 10.00 am onwards. Some of the journeys were very long due to road works and floods. A buffet lunch was provided while the ladies sold raffle tickets and everyone carried on talking until it was time for the talk by **John Beesley**, comparing the restoration of a Magnette with a steam locomotive. Both of which he has done - an interesting comparison. Next on the day's programme was the AGM chaired for the last time by **Paul Batho**, who in accordance with MGCC rules is 'time-expired'. **Howard Quayle** also addressed the meeting. The day finished with a formal dinner and prize presentation and to keep 'the little grey cells' active there was a quiz.

Sunday also dawned bright as we set off for the Norfolk & Suffolk Aviation Museum at Flixton. Originally, as Lou devised the weekend we would visit the Norfolk Showground for the Police Gala but this event is no longer held. There was a lot to see at the museum and we were joined by even more members than we saw on Saturday.

Did you know that to help with air-sea rescue, Wellington bombers were used to drop wooden lifeboats to air crew who had to ditch in the sea? There is one on display as well as Little Nellie, the autogyro that appeared in a James Bond film. There were various Link Trainers for pilots to gain experience without leaving the ground and the display showing the development of radar was a definite eye-opener.

Between 3 and 4 we all started heading for home after a very pleasant weekend.



Overseas News

News from the USA – MG Vintage Racers

The vintage and classic racing scene in the USA is still 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) – which took place at Watkins Glen as part of the Hilliard US Vintage Grand Prix Weekend between 21st and 25th August.

The Collier Cup is now the most prestigious MG Racing event in the US, - and Dave works hard to keep the event alive. His own car is an MGA named Honey Bee.

Here's Dave's report on the 2024 event:

While the entry was not what I wanted, 17 faithful MGVR racers appeared at Watkins Glen for a wonderful weekend. The weather cooperated all weekend and each entrant had at least one practice, one qualifying session and the Collier Cup race itself.

MGVR hosted a fun BBQ on Friday eve with a host of drivers, families and fans. Eric Russell, Larry Smith and Bob Beierlein manned the grills and the hungry guests ate everything.

As is often usual, several of our wonderful MG cars came into the weekend running and left in various states of not able to compete. The Collier Cup race was a Larry Smith show with a scare from Honey Bee. On lap 4 Honey Bee's marvellous motor that has done so well since 2013 decided its work was done and committed suicide with a broken crank. Larry had the entire field covered and reportedly was sending texts during the last two laps of the race. Larry also took the Bill Glanville award presented by the Glanville family, Suzanne Glanville and Julie Daykin.

The Collier Cup trophy was awarded to longtime Midget racer Richard Rzepkowski. Well-deserved Richard. This makes 3 midget drivers in a row have been voted for our most prestigious award.

- Only two MGB's appeared and neither Alan Costich or Doug Schirippa made it to Sunday.
- Eric Russell took home the Bucher-Decker MGA cup
- Garth Gill won the Jack Archibald T Cup in his quick TD

Thanks to Robert Kerr from Dark Images for the photos

Dave sent me whole series of photos, and I cannot print them all here. So here are my selection of the (MGA-related) highlights:



Dave Nicholas and Honey Bee



Eric Russell



Dan Ferguson



Jeff Sienkiewicz



Mark O'Day



Barbeque #1



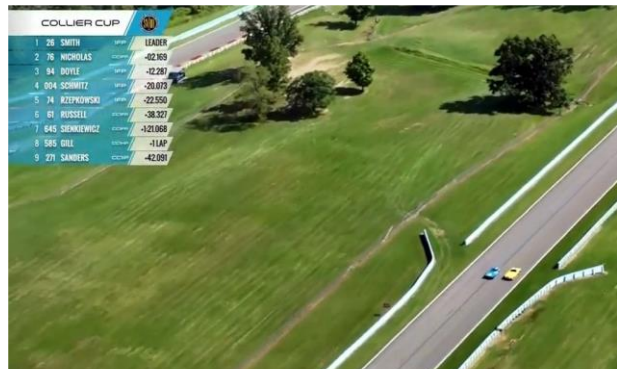
Barbeque #2



Barbeque #3



The START. And Smith takes the lead ...



Dave briefly makes the leader board!



Larry Smith with his Truck Load of Trophies



Whilst the troops help Honey Bee home



"Should I be able to see the crankshaft?"

NAMGAR GT49 – Welches, Oregon

Reader **Keith Meyer** has sent us his photos from the North American MGA Register (NAMGAR) 49 even held in July at Welches, Oregon.

The beautifully restored green car (#38) is one of 3 factory Twin Cam Roadsters (with aluminium hard top) that ran in the Sebring 12 Hour race in 1960. Drivers there were Ted Lund and Colin Escott, and (British) registration number is UMO 95.

<https://www.classicandsportscar.com/features/mga-twin-cam-track-ex-works-racer>



New National Chairman for MGCC South Africa

Our good friend, lifetime honorary MGCC Member, and regular eNewsletter contributor **Norm Ewing** has finally managed to "hand in the keys" as National Chairman of MG Car Club South Africa at the 2024 MG National Meeting / Indaba near Cape Town. – Here's his resignation letter (but somehow I rather doubt it will be his final contribution to the MG Car Club causes!)

My Final Report as National Chairman

As I am now older than both Biden and Trump, I have decided that I will certainly not stand again as National Chairman...no matter what.

This august body originally came about, as a direct result of the then Northern Transvaal Centre being refused a permit by the Petrol Controller, at the height of the fuel crisis, to run low key competitive events. **Peter Noeth** then proposing that just such a body be formed.

I was honoured and humbled to be voted into the chair, never for one moment believing that I would still be here forty six years later, as I assumed it was just for two years, and as I regarded it as a job, - I was determined to get fuel permits for all the centres.

However my main MG dream, after making so many MG friends around the world on two previous family trips, was to bring my MG friends worldwide together, and so I then organised a tour to the Dutch 25th at Papendal in 1980 and on to Dr. Jack Armstrong's "Tour of Britain"...and it was on this tour that I obtained written approval from none other than John Thornley, to not only form the South African Marque Club Association (SAMCA), but to assure the so called Petrol Controller, that we did indeed belong to an 'internationally recognised body', much to the Petrol Controller's chagrin.

As all this occurred before television, cell phones, the internet and fuel restrictions....but sadly during the time of apartheid, there are many of our younger members who have no idea, how hard it was to be South African. We were however fresh-faced kids, filled with youthful, forceful determination and enthusiasm...and we would not be denied! It was nonetheless horrifying to discover on landing at Schipol, that whilst we were allowed in, with our South African MG jackets, the SA Olympic Paraplegic team members on board, also headed for Papendal were refused entry into Holland, and put back on the next plane.

On meeting **Dick Knudson**, whom I had corresponded with for six years in Holland, as well as **Jerome Keuper**, the President of FIT in Florida, I was then able to organise the Great MG World Trek finishing at the Natal Indaba in MarizburG in 1982. I then attempted to resign, but there were no takers, so I continued.

On now being invited to give a talk in the USA about Count Lurani's involvement with 'Scuderia Ambrosia' in a late thirties SA Grand Prix, and having lost the 1984 Indaba to Port Elizabeth, I then set about turning the first Johannesburg MG Indaba, in Johannesburg's Centenary Year (1986), into an extravaganza, such that today it is still regarded worldwide as the benchmark for national gatherings, as the HUGE sponsorship we obtained through bringing 92 overseas enthusiasts on SAA from Europe, the USA and Aussie when both SAA and SATOUR were not permitted to advertise in those countries, an action which endeared the MG Car Club Combined South African Centres (MGCC CSAC) to those organisations for ever!

That plus the fact that by being able to get Phil Hill twice, and Andy Green to visit our shores enabled us to get continued massive sponsorships. Here I must pay tribute to **Meg Houghton**, now a South Cape member, who whilst at Castrol, ensured that the MG Car Club events were most generously supported.

Sadly as a result of (*Norm's wife*) Pat falling seriously ill just days before the Oudtshoorn Indaba, we would miss this event, our first and only indaba "no-show", and so not only refusing nomination as President with the passing of **Les Miller**, I requested that **Anita DeCastro** and **Judie Schweizer** represent me, vote for **Ralph Clarke** to be the new President, and also...tender my resignation as National Chairman. This was refused and again I was Chairman, but at this point the Johannesburg Centre was now represented by three members, something that Philip has now corrected.

AND FOR WHICH I SINCERELY APOLOGISE...AS I NEVER EVEN SPOTTED IT AND THE CONSTITUTION MUST THEREFORE BE AMENDED BY BRIGHTER SOULS THAN ME!

It should now be obvious, that South African MG members are held in high esteem around the world, and by 2022 I was able to encourage all our MG FRIENDS worldwide to support my claim that the NEW management at Kimber House had told the Chinese owners of the brand the wrong year for the origins of the MG Company, and that 1923 not 1924 was the correct one. And as I had requested, two years earlier, that **Bruce Henderson** use the Cape Centres of that year to be the VERY FIRST ADVERTISED CENTENARY EVENT WORLD WIDE! Thank you Bruce, for your belief in me!

Here I want to pay tribute to all those who over so many years not only supported me, but were the very fabric of this organisation. **Peter Noeth, Brian Hogg, John Saunders, Derek Graham, Adm. Jack Chambers, Rod Paxton, Tony Cradock, Pepi Gaspari, Roger Lewis, Steve Eden, Philip Roux** and **Bruce Henderson**, whose time and effort in all that they did for this organisation, was considerable.

For many years we were represented abroad by **Brian Woodhams**. Sadly last year we lost that very special friend, who many of you saw for the last time in Port Elizabeth. We were fortunate to spend time with him at the Centenary MG Silverstone last June.

However whilst at Silverstone we were able to encourage both the Gammons and Wises, who have over four decades, been the most incredibly supportive and helpful friends this organisation has ever known, to join our celebrations, and I am thrilled that they have not only joined us at the successful 2024 Indaba, which was held at Houw Hoek (near Cape Town), but absolutely insisted on paying their way! Thus ensuring that there is still an element of INTERNATIONAL INDABA involvement...even though we were unaware that the event was already full, and that a waiting list existed.

However they are here, and I am grateful for that, and that many will treat them with love and great respect. To **Chris and Karen Champion** for hosting **Ron and Valery Gammons**, and to **Martin and Sue Davies** for hosting **Martyn and Alison Wise**, my most grateful thanks, I know that you will really extend the hand of friendship, for which these Indabas have become world renowned.

As it did not prove possible to reward our guests in a way as I had hoped, I have taken it upon myself to design, produce and pay for certificates, as my gift, which I hope will convey our deep gratitude, for all they have done for South African members over four decades.

As my final task in office, I have invited **Lorraine Noble-Thompson**, the present Vice Chair of the MGCC and future Lady Chair to the 2026 Indaba, to be held in Johannesburg, as I have done these past four decades, and have promised to encourage a HUGE overseas presence.

I hereby nominate the South Cape Centre MGA Team's recent tremendous trip up to Namibia, to share the George Tuck Trophy...and as I have previously stated, it is my intention as curator of the Nuffield Trophy, to pass this on to **Robin Clarke** for its safe keeping, as long as the mother club who are the owners agree and continue to insure.

It is also my wish that **Robin Clarke**, who has proved to me to be 'a chip off the old block' of the most loved of all in the MG movement in this country, **Ralph Clarke**, should become the National Chairman, and I hereby nominate him.

The one thing that rugby taught me, is that you cannot succeed without support from the entire team, and so I request that he gets from you, the fantastic support I have been given by all of you, over so many years.

I particularly want to thank both **Steve Eden** and his predecessor **Tony Cradock** for the manner in which over many years, they have kept such firm monetary control of the National funds, and I have asked Johannesburg member, **Len Hutchenson** who is a tax expert, to be available to advise the way forward, in view of what Cape Town have just done in this regard. Steve Eden has also intimated that he would be happy to continue to serve in this capacity as National Treasurer, which I warmly second. There will now need to be a replacement signatory for me.

To you all, for forty two years of faith and support, over the years I thank you for this great honour.

And to my wife **Pat** and daughters **Jane and Sarah**, my love and thanks for being there for me for ever, and sharing in my MG Mania worldwide.

I NOW RESIGN YET AGAIN, AND FOR THE LAST TIME, AS NATIONAL CHAIRMAN

Octagonally

Norman Ewing

Thanks for that, Norm. – We hope you enjoy your “retirement!!
(But remember that the Indaba returns to Joburg in 2026, - so you had better start planning NOW!)

(Editor’s Note: Norm nominates the South Cape Centre for the George Tuck Trophy, for their recent trip to Swakopmund in Namibia. That’s about 1000 miles each way! A Notable Journey indeed!)



Norm at the IMBABA Dinner (Red Jacket!)



MGAs at Swakopmund, Namibia

Future Events – 2024

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

Mquette Register Events Organiser **John Harris** is still looking for feedback on any previous Mquette events, which for a variety of reasons have had a “mixed response” in terms of attendance in recent times. - Mquette owners and anyone who attended the events are invited to pass their comments to John at johnharris37@btinternet.com
News of future events in 2024 and beyond for all types, MG, MGA, and Mquette in the following paragraphs.

Lancaster Insurance Classic Car Show – NEC – 8th to 10th November

The biggest indoor Classic Car Event in the UK is the annual Classic Car Show at the NEC, which will take place between 8th and 10th November.

All the car clubs will be exhibiting there, including the MG Car Club.

Tickets are on sale NOW – use MG CC discount code **CCNOV215** to get a discount on pre-booked tickets. It is also worthwhile pre-booking your parking if you are going by car, which will save you £5 or more.

See <https://www.necclassicmotorshow.com/> for more details about the show.

MGA70 – 2025



Joe Walsh writes: The MGA was launched in 1955 meaning that next year will be the marque’s 70th anniversary and to celebrate this event the MGA Register has commissioned Dragonfly to produce a very special grille badge. The badge measures 85mm X 51mm (left).

Dragonfly is a British company which has been producing badges and other items for the MGCC for several years.

The design was inspired by combining the iconic oval wing grille with the Union flag in recognition of the heritage of the MG brand. The badge will look just as good on your mantelpiece as it will on your car.

Considerable thought went into the design of the badge and that didn't stop at the pretty part! The shape of the MGA radiator grille and the narrow gap between the slats meant that a badge made with the standard spacing for the mounting screws would not fit the MGA grille. The new badge has bespoke mounting screws and so **should** fit **most** grilles. Given that there are likely to be many slight variations in the distance between the slats depending on the origin of the grille we can't guarantee that the badge will sit flush on the grille on every car but we are confident it will be a very neat fit on **most** cars.



For those who prefer to use a badge bar it will be necessary to fabricate or buy a suitable bracket. If you choose to buy one check out the spacing between the holes on the mounting bracket as you may need to modify these to mount the badge. Badge-bar brackets and clips can be purchased direct from Dragonfly <https://www.dragonflyrally.co.uk/products/car-badge-fixings/> or from other sources such as eBay. (See photo, left, of a DESMO clip)

There's more! We have also commissioned a matching pin badge (below). The pin badge is 30 mm wide.



The Register is **now** taking orders for the new badges but you'll have to be quick because the grille badge is a limited edition of just 100 and once they are gone, they are gone. We anticipate being able to dispatch badges in time for Christmas so these will make an ideal festive present.

Prices:

- Grille badge only = £25.00 + p&p (Currently £2.70 – Royal Mail 2nd Class)
- Grille badge + pin badge = £26.00 + p&p (Currently £2.70 - Royal Mail 2nd Class)
- Pin badge only = £3.50 + p&p (Currently £2.00 for up to 5 Badges)

To order, contact mgaregistershop@outlook.com . Our PayPal account continues to be the preferred method for invoicing and payment, but other payment options are available.

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.

In conjunction with Scenic Car Tours, the MGA Register Committee has arranged a correspondingly “special” and memorable Tour for 2025, designed to appeal to Register members worldwide – not just in the UK.

As reported in previous editions of this eNewsletter we have put a package together, which is based around Scenic Car Tours **Celtic Classic** Tour of Northern Ireland, - Full details of that tour are at <https://www.celticclassic.co.uk/>

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.
- 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. There are still a small number of rooms available in both hotels at these prices.
- 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 was 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.

Tour Prices

| 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 Thursday 26 th to Monday 30 th June 2025 | Celtic Classic – White Horse Thursday 26 th to Monday 30 th June 2025 | Ferry Arrangements |
| UK Mainland | From £649 pp for twin / double (from £1049 single) | From £699 pp for twin / double (from £1199 pp single) | Daytime sailing - Mainland to Ireland, return, included |
| Ireland | From £520 pp for twin / double (from £791 single) | From £570 pp for twin / double (from £941 single) | No ferry costs |

All prices are PLUS £75 pp for the Sunday Night Dinner and Ceilidh, which must be pre-booked.

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 to date the Waterfoot Hotel has been “reserved” for MGA Register members only. – But the “exclusive for MGA offer” has now ended, so other guests could book the rooms. (see Latest Update, below).
- 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.

LATEST UPDATE!

We already have almost 40 cars booked on the tour, and almost all the rooms at the “main” Tour hotel, the Waterfoot, are taken, with just a handful of rooms there left.

ALSO – Until September the MGA Register has had “advanced access” to the 2025 Scenic Car Tours schedule, but Scenic sent out their 2025 brochure to almost 10,000 recipients at the end of August. – So if you are thinking of booking, we suggest you do it **NOW**, before the wider public take the final places at “our” hotels.

Additional South and West Coasts Pre-Tour

In addition to this Celtic Classic Tour weekend, some MGA owners are investigating their own “pre-tour” and to visit the Republic of Ireland / Eire. - In particular to see the south and west coasts of Ireland, - the **Wild Atlantic Coast**.

Here's some information from Organiser **Ian Prior**:

A very enthusiastic group of Australian MGA owners will be touring the UK and parts of Spain and France in 2025 to celebrate the 70th anniversary of the introduction of the MGA. We will also be undertaking a Pre-Tour of southern Ireland as a prelude to the Celtic Weekend. 29 Aussies and friends in 15 cars will be arriving by ferry at Rosslare from Spain on the 16th of June staying in Gorey before driving to Dublin for a two-night stay on the 17th and 18th of June.

It is envisaged that UK based MGA Register members could join in on this Pre Tour commencing in Dublin. Members could stay with us either one or two nights in Dublin or alternatively join us early in the morning of Thursday the 19th of June to commence the Tour proper.

Schedule & Route Summary:

(More details of suggested routes and points of interest will be provided closer to the Tour.)

Tuesday 17th June: Arrive Dublin - **Stay: Sandymount Hotel, Dublin.**

Wednesday 18th June: Explore Dublin. - **Stay: Sandymount Hotel, Dublin.**

Thursday 19th June: Drive from Dublin to Waterford via the scenic route over the Wicklow Mountains. Possible tour of Waterford Crystal factory. - **Stay: Waterford Marina Hotel**

Friday 20th June: Drive from Waterford to Cork. Possible stops at Blarney Castle (and kissing the stone), Midleton (Jameson's Whiskey Centre) etc. - **Stay: The Kingsley, Cork.**

Saturday 21st June: Drive from Cork to Killarney via the famous "Ring of Kerry". Including Skibbereen, Bantry Bay, Glengarriff, Kenmare, Waterville, Cahersiveen, Glenbeigh and Killorglin. - **Stay: Killarney Plaza Hotel, Killarney.**

Sunday 22nd June: Drive the Dingle Peninsula, a 16 Km wide by 64km long projection into the wild Atlantic Ocean. Apparently, it is best to do it in a clockwise direction. Alternatively, a free day in Killarney to visit local attractions or just chill out. - **Stay: Killarney Plaza Hotel, Killarney.**

Monday 23rd June: Drive from Killarney to Galway inland via Adare, Limerick and Ennis and then out on the coast to visit Lahinch, Doolin, the Cliffs of Moher, Lisdoonvarna, and the Burren National Park. - **Stay: The Ardilaun Hotel, Galway.**

Tuesday 24th June: Drive from Galway to Westport. The route heads into the Connemara Region with its mountains and national park. It is said to be one of the last unspoilt areas of Ireland. We will visit Clifden the most westerly point in the Connemara. - **Stay: Westport Plaza Hotel, Westport.**

Wednesday 25th June: Drive from Westport to Dungloe. A scenic costal route via Killybegs. - **Stay: Waterfront Hotel, Dungloe.**

Thursday 26th June: A coastal drive from Dungloe to Londonderry via Dunfanaghy, Letterkenny and Marlin Head. There will be time in the afternoon to explore Londonderry. **Stay: - First night of Celtic Classic**

For those who are not in this Australian group, this will **not** be an organised tour. – Rather, it is simply an outline itinerary, a suggested route, and a list of possible hotels en-route, as listed above. – It will be down to the participants (= **you**) to make their own hotel bookings etc.

If you previously asked to be kept informed of this pre-tour, you will have already had full details of hotels and rates etc as agreed by Ian Prior from the eNewsletter editor mgcarclub-mganewsletter@outlook.com over the past week or so. If you require that information now, please contact me at mgcarclub-mganewsletter@outlook.com

Finally, IF you choose to participate in this pre-tour, be sure to let me know, so that I can tell Ian Prior and he can include you in further update communications.

MGA Day 2025 – Fawley Hill – Sunday 6th July

2025's MGA Day will be held rather earlier in the year than usual, on Sunday 6th July, at Fawley Hill, near Henley on Thames RG9 6GA. <https://fawleyhill.co.uk> As the website says: Fawley Hill is the private estate of the late Sir William McAlpine and Lady McAlpine in the heart of the English countryside. Once described by Country Life magazine as 'the most bonkers estate in Britain', it is home to a restored Victorian railway station, the steepest standard gauge railway track in the world, a railway museum and over 20 animal species. This change of date is so that guests from outside the UK who are joining us for the Spring 2025 Tour of Ireland can also join us for MGA Day (it is a long way to travel twice from Australia!!)

Can we get 70 MGAs to Fawley for MGA 70 Day????

Organiser **Jill Eke** writes: To help us achieve this target of 70 MGAs we have reserved rooms at Sudbury House Hotel, Faringdon, Oxon, SN7 7AA for Saturday 5th July 2025. – See details below. Not only that but we are offering you the chance to attend a Gala dinner where we will be able to welcome our Australian friends who will have returned from their epic tour of Spain, Ireland and Isle of Man.

On Sunday 6th July 2025 we have a private invitation to visit Fawley Hill Railway and Museum, the home of the late Sir William McAlpine, to celebrate our MGA Day. A route will be provided from Faringdon to Fawley Hill which will include one of the test routes used by the MG Factory "back in the day".

Entry to Fawley must be pre-booked via the MGA Register (£15 per head). Details are given in the Booking Form at Appendix 2 to this eNewsletter.

You may wish to extend your stay. There are many interesting places to visit around the Faringdon area. Have you been to the Classic Motor Hub at Ablington? - Well worth a visit. Blenheim Palace is close by as is Jeremy Clarkson's pub and farm shop. A little further afield is the Bus Museum at Long Hanborough or Kelmscott Manor the home of William Morris (Arts and Crafts) then we shouldn't forget the home of our William Morris, Lord Nuffield at Nuffield Place.

You don't have to stay the weekend. Why not join us for the dinner on the Saturday evening or just attend Fawley Hill on the Sunday? But please remember there is an entrance fee to be paid prior to the event. This is a private function and tickets will not be available on the gate.

Rooms are limited at Sudbury House Hotel so please book early, but the Gala dinner has over 100 places.

Let's try and make this a bumper weekend. Can we meet the challenge? – it's now up to you. Booking details are below and can also be found on the MGA Register website or the e-Newsletter.

Hope to see you there.

Here's the package deal for Sudbury House Hotel - Rates shown are 'per room per night'

| Dates | Single Occupancy | Double Occupancy | Reservation inclusion |
|-----------------|------------------|------------------|----------------------------------|
| Friday 4 July | £140.00 | £150.00 | Bed and Breakfast |
| Saturday 5 July | £190.00 | £225.00 | Bed and Breakfast Gala Dinner |
| Sunday 6 July | £110.00 | £120.00 | Bed and Breakfast |

The nights of 4th July and 6th July are subject to availability.

For those **not** wishing to stay at the hotel the Gala Dinner will be £38.00 per head.

Booking Instructions:

- Please call 01367 241272 or email reception@sudburyhouse.co.uk to book rooms at the agreed rate. Please mention MG Car Club when booking.
- A non-refundable £30.00 deposit is required to secure the booking.
- Full payment is required upon arrival.
- Please advise if dinner bookings are required for 4th July and 6th July.

Release/Cancellation

- Any un-booked bedrooms will be released 3 months prior to the arrival date (5th April).
- Cancellation of individual bedrooms is free of charge, minus deposit, up to 7 days prior to arrival.
- "No shows" will be charged at full rate.

You may attend all or part of the weekend. Please complete the Entry Form (Appendix 2) and return to Graham and Jill Eke, jillgraham@btinternet.com. Or if sending a cheque: 14 The Junipers, Barkham, Wokingham, RG41 4UX.

Other MGA 70 Events during 2025.

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

More news in future Newsletters and in Safety Fast!,

LATE NEWS – EEoTY 2025

EEoTY 2025 will be organised by the MG Car Club in Italy, and will be held over 4 days between 29th May 2025 and 1st June 2025 (So before the 2025 MGA Spring Tour to Ireland – see earlier notes) - Event region will be **Padova – Venice**.

Full 2025 program etc should be available "soon"..... – Here's the "holding page" website
<https://mgcarclub.nl/evenementen/european-event-of-the-year-2025>

2026 and Beyond

Our 3 day weekend driving tours are always popular, and so already we are now looking for organisers for events in **2027**. You can get a flavour of these events from the pieces about the Spring and Autumn 2024 events earlier in this and previous editions of this eNewsletter. (Like most things in an organisation like the MGA Register) these events are all organised by volunteers from our membership, and so we are now looking for volunteers to organise the **Autumn 2025** and **Spring and Autumn 2027** events. 2027 sounds like a long time from

now – but finding suitable venues can be a problem. We typically get between 50 and 60 cars, so we need a venue that has a similar number of rooms, and parking for our precious cars. Beyond that, the details are pretty loose! – Use your imagination!!

Perhaps surprisingly, plans for the **2026 Spring Tour** (so that's May 2026!!) are progressing well, and our organisers are in discussions with a venue in Lancashire. More news to follow!

Similarly, plans are coming into place for the **2026 Autumn Tour** (September 2026) which is likely to be "beside the seaside" in Devon. - Nore news of these events early in 2025.

If you think you could organise such an event (Autumn 2025, or 2027 onwards), please let me know at mgsclub-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. ("Free consultations. No obligation!")

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.

We still have one more role we need to fill immediately – MGA Register Registrar. Unlike the Chairman role, which must be elected by the membership, this role is appointed by the Register Committee, should there be more than 1 volunteer for it.

Here is a bit more information from **Howard** on the role: - **Your Register needs YOU!**

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.

If you are interested in this role, 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.

Pending the appointment of a new Registrar, the MGA Register would like to apologise to any MGA owners who have submitted data on their cars, either as new members or as owners updating data on existing cars, since the beginning of this year. In the past year the MGA Register has twice found itself in the situation of having had the Registrar resign following nine years of stability during Stuart Mumby's term as Registrar.

All submissions made by owners are currently being placed in a holding file and will be actioned in chronological order. However, this process will take a considerable time before the situation gets back to normal. In the meantime, if any owners have any questions, please direct these by email to mgsclub_mgaregistrar@hotmail.com (The job even comes with its own e-mail address!!).

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.

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.

Technical Topics



Pete's New Toy ...

Reader **Pete Macwaters** has sent us details of his latest new toy....

Here's my latest garage toy, it's a car lift I got from Liftmaster Ltd. <https://www.liftmasterltd.com/>
It's the BL-3500SLX its capacity is 1588Kgs (MGA is 925Kgs)

Its lowered height is 3" and max lift with the rubber blocks is 20" so room to get underneath for greasing the prop shaft and draining the rear axle etc. It runs off 12v dc.

You can slide the ramps under the car when not in use so no storage problems.

Cost is £1195 + vat.

Are you sure you should be crawling around on the (carpeted!) garage floor at your age, Pete? – Ed.



Ford T9 Gearbox Issues

(Editor **Brendan Leach** writes ...) After 10 years of trouble-free motoring, the past 12 months has been a succession of problems with my MGA.

In September 2023 the spigot bearing failed (= engine out, and a new clutch en-route).

In May 2023 I replaced the master cylinder (twice!), and then 3 days later a "whirring noise" from the transmission on the over-run, which went away when the clutch was pressed, finally led to removal of the (engine and) gearbox for investigation. The gearbox in my car is a Ford T9 5-speed box, which has done about 25,000 miles since installation in 1998.

I was expecting worn or failed bearings, but what we found was very strange.

The end of the laygear cluster is threaded, with a large nut peened over on that thread. The laygear cluster had sheared off at the base of the thread! (see pictures, below).

The cluster is "hollow", because the layshaft runs through the middle of it.



The broken cluster, with sheared nut and tube below (left)

How the cluster SHOULD look, with nut (balanced!) in place (right)



"End-on" view of cluster (note sheared)



And the nut, from below (see matching shear)

Amazingly, the car still drove perfectly well, apart from the occasional whirring from the transmission.

It is difficult to imagine what could cause the (hollow) end of the laygear cluster to shear off – My suspicion is that it must have been “cracked” since it was built, and finally gave way? Interestingly, although the locking nut has 2 standard “peening points” with matching slots in the cluster, in my case the nut has been “peened over” in a third position, in a rather amateurish fashion? (Top centre in the photo below, right.)

There’s more! – At the opposite end of the laygear cluster you would expect to find a needle roller bearing – but mine has a much larger roller bearing (below, left). – So what else is “not standard” in there, I wonder?



The opposite end of the cluster, with large bearing

Top view of the (peened) nut -

Note 2 peens into cut-outs in cluster, plus additional peening top centre?

But I stress that I do not know what has caused the failure. – If anyone has come across it before, or has any ideas on its cause, I would be very interested to hear from you. The outcome of the story was a replacement (T9) gearbox from MGOC. Ouch! £

If anyone is interested in the old gearbox (dismantled, but “all there”) either as spares or for rebuild, then please get in touch with me, and we can negotiate a fair price.

Technical Day 1 – Blackburn, April 2025

Reader **Dave Holden** has restored a number of cars over the years. His specialism has generally been Rileys, but he has also restored his MGA 1500 Roadster twice (long story) .. Earlier this year, Dave hosted a Technical Day at his workshop between Blackburn and Preston, where he demonstrated a variety of restoration techniques (including spraying, flattening, polishing, welding and others) and the participants were able to “try their hand” and to practice those skills under Dave’s guidance.

All participants enjoyed the day and found it very interesting and useful. (The lunch got particularly positive reviews! 😊)

Dave has offered to host another similar event in April or May 2025.

There is no set Agenda, - the topics to be covered will be determined by the participants.

“Tell us what you want to cover and we will include it”

- It would take place on a Saturday, during April or May 2025. Possible dates are 5th, 12th, and 26th April, and 10th, 17th, and 31st May. (The other Saturdays are Easter and Bank Holiday weekends).
- Between 09.30 and 16.30.
- At Dave’s workshop which is on the A677 at Beardwood between Blackburn and Preston.

- Attendance will be limited to about 10 people.

If you are interested in such an event, please let me know at mqcarclub-mganewsletter@outlook.com which date(s) you prefer, and topics you are particularly interested in, and we will put an event together.

Technical Day 2 – Gaydon, March / April 2025

On a very similar theme (though a rather more formal event!), we have been approached by **Paul Ireland**, Secretary of the MG CC T Register, inviting MGA eNewsletter subscribers to the T Register Rebuild day at Gaydon next Spring. - Here's Paul's invitation

I am contacting you from the MG Car Club T Register to explore if your members would be interested in attending the T Register maintenance seminar (formally called **Rebuild**) at Gaydon in March or April (dates to be finalised).

Originally, Rebuild was run for the benefit of MG T type owners wanting to rebuild their cars. Over the past years the topics have been extended to cover maintenance and practical advice on how to get the best from our MGs. Recent topics from experts on the subjects have included items such as:

- The effects of modern fuel and ethanol blended petrol
- Engine oils
- Electric fuel pumps
- SU Carburettors

The T Register Committee have suggested these subjects are of more general interest than to just T Type owners. As a result they are opening this event so that members of other MG Registers are able to benefit from this advice.

The day event is held at the British Motor Museum in Gaydon. Entry includes lunch and a visitor ticket to the museum. Normally there is a dedicated parking area for the MG cars. If you are interested in attending, please contact Paul Ireland directly at tregister@ireland-family.org for more information. – But you must do this by the end of November 2024. We will make the programme available on the MG Car Club website and send you a copy as soon as it is finalised

Kind regards, **Paul Ireland**

(Editor's Note: Paul has a PhD in Experimental Nuclear Physics, and messes about with MGs just for fun – He written many detailed articles and books with particular reference to fuelling of classic cars, some of which have been featured in Safety Fast! in 2017 and 2018)

Draining the Cooling System

In the September edition of this eNewsletter, **Dave Holden** warned readers of the importance of changing your anti-freeze / coolant additive on a regular basis.

I am sure many readers are considering doing that before the cold weather sets in (?) But releasing the coolant drain tap on the engine or radiator can be a problem. Here's Dave's solution:

Here's another get out of jail tip.

Sometimes the type of drain tap pictured can be tight to open, whether on engine block or radiator.

Rather than using 'persuasion' methods, during a spare half hour I made a suitable tool from a spare deep socket and a thick washer.

The attached pic should be self explanatory, but if not, a few words of explanation.



Take a deep socket to allow for the length of the drain tube and drop in a couple of hex nuts, fixed by a couple of blobs of weld round the top of the socket to keep them in place. Bore out to the diameter of the drain tube. Weld on a large thick washer to the socket rim and drill the washer to the diameter of the central boss on the wings of the drain tap. Using an angle grinder, cut out a slot in the washer wide enough to cover the wings on the tap. Job done

N.B. the socket is for slackening a stiff tap, not tightening, which should be done only by hand of course.

Editor's Note: For cast iron engines like ours,

the recommendation is to use Inorganic Acid Technology (IAT) anti-freeze. – This is usually BLUE in colour, the main brand name seen is BLUECOL, and the main ingredient is Ethelene Glycol. – Recommended renewal interval is 2 years.

The PINK anti-freeze used on more modern engines is referred to as Organic Acid Technology (OAT) has a recommended change interval of 5 years – but OAT is really designed to be more compatible with modern aluminium radiators rather than with our older, cast iron engines.

Rather like engine oils, for modern cars there are now many different variants of coolant additive (with correspondingly different colours), which are now effectively specific to individual VMs.

Model MGAs

In the May 2024 edition of this eNewsletter, reader **Alan Feast** told us of some of his collection of MGA-related models and memorabilia.

I persuaded him to do a follow-up piece for us, and here it is:

Some more about toys and models of the MGA

Over the years, many of the toys produced of the MGA were extremely accurate



representations indeed and followed the lines of the car very well. That's how I first started collecting, and most of the more common toys did really look very much like the car. Let's look at this first one, a 1/43 scale version produced by the Corgi factory as a Trophy Model for Marks & Spencer, gold plated.

Additionally, you might spot the much smaller examples in the foreground, used for architectural models in their car parks in the 50s and 60s, which also are instantly recognisable.



I'd also like to take a look at some others which still represent the car quite well. See the 2 versions of the Clifford Series in plastic here. Good from any angle? The one in front is very similar to the more commonly found one on the box, but is in the "Big Series" complete with driver and passenger. That's quite hard to find.

Now we'll move on to another real rarity, this time in a polythene type material, but I'd say still a very convincing toy given that it was probably a cheap plaything when made. And I wonder why the Healey 3000 style colouring on the side? And the split-screen?? Maybe the occurrence of trademark infringement, or concerns about copyright were in the manufacturer's mind, but back in the day I can't believe that this was really taken seriously into account when toys were manufactured all over the world.



Let's move on to another example in a similar but thinner material, and looks like it was made in a single vacuum-formed process, but I've never seen another one like this. Bought from the US it's quite large, and also very accurate, but a bit of a mystery as it has no markings or trademarks on it,



So now let's get back to accurate representations of the car, but anyone fancy a nice gold-plated paperweight for their desk, or maybe a fancy cigarette lighter, available in two sizes and silver plated too? These are made in Japan



And for the first time, here we have quite good tinplate representations of the Coupe "MG Racers", made by Shackman, who went on to produce various versions including a roadway kit, but all with a wind-up mechanical motor.



And then below these Shackman versions (to the right) you can see the tiny 1:76 HO gauge slot car made by Marusan of the ambulance MGA Coupe, complete with flashing roof light! Marusan made this in many colours and also complete Scalextric-like sets, some with the ambulance alongside an ambulance Rolls-Royce too.



We're getting to the point where perhaps a little poetic license started to creep in to my collecting, and maybe what we are seeing can only be an MGA but perhaps whoever made this hadn't actually seen one! The grille and the bonnet shape convinced me that an A was what was being represented when the design was put together.... and at the time I found it I was comparing notes with other MGA collectors in England, the US & Canada, and we all agreed it had to be one: just look at that grille!



Now, time for the really bizarre, and how about MGA racers with outboard suspension? This pair were made in France, the blue one being friction drive, and the silver one electric powered and also with a cable remote control. Unfortunately missing the screens and drivers, but I have never found any others. And notice the similarity of the paintwork to the large one above – but again the grille and bonnet shape leave no doubt as to what they are...



Finally, let's push that "poetic-license" to the limit, but there can be absolutely no doubt that what you're seeing on the right is an MGA, although clearly designed by someone with some issues with their vision. This was made by Linemar in the late 50's and very early 60's, and on the box it's an MG.

So, there's the warning. Collect such toys and models, and there are indeed hundreds to choose from (you should see the size of my collection...) but

once you get hooked you can get sucked in by the weird and wonderful interpretations of the MGA, and then you just have to have one of each, don't you?

Trivia Time

Here's some interesting information from **Phil Slade**, about **Booker T. & The MGs**. Booker T Jones, the well known musician associated with the band Booker T. & The MGs was on BBC Breakfast on Friday 11 October as he was playing at Ronnie Scott's that night. Booker T. & The MGs brought the Memphis Sound to millions in the 60s and early 70s, including their signature tune, "Green Onions" (1962).

It is widely believed that the "MG" in Booker T. and the MG's stands for "Memphis Group". However, on BBC Breakfast today, Booker T acknowledged that the band's name actually comes from the sports car of musician and record producer Chips Moman, which was an MGA!

For Sale and Wanted

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

For Sale – 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

For Sale – MGA Parts

Various MGA Spares for sale

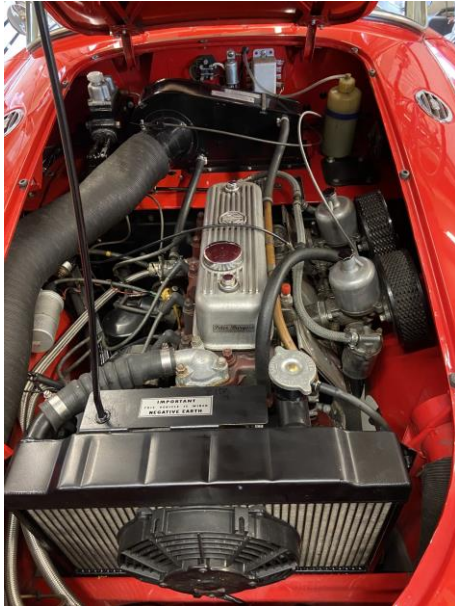
Please tell me what you want and I hope I can help you

Contact **Bob Cole** 01276 475581 or email bobskiing1@gmail.com (Camberley, Surrey)

1957 MGA Coupe For Sale – **PRICE REDUCED**

1957 MGA Coupe in Orient Red fitted with an 1867cc MGB engine and 5 speed gearbox. The car was imported from the USA and a full body off restoration carried out including conversion to RHD, chassis shot blasted, checked and painted and a full body respray. The conversion was carried out by the previous owner and completed in 2015, since when she has covered less than 9000 miles.

She is now a very attractive and driveable car that is completely at home in modern traffic.



Specification includes:

- 1867cc Peter Burgess Engine, balanced, Econotune head, Piper HR270 camshaft.
- Hi Gear Engineering 5 speed gearbox conversion using a type 9 Ford Sierra gearbox.
- 3.9:1 final drive.
- Front disc brakes from a Mk 2 MGA, front anti-roll bar.
- Rear adjustable Spax telescopic dampers.
- 'Radtec' alloy radiator and electric fan.

I am now looking to purchase either an MGB GT V8 or maybe an MGC GT. Happy with a genuine car that is bodily sound but is a little tired and needs some work. Would look at some sort of exchange if that does not complicate things too much.



£21,500 - Call **Paul Burry** on 07711 640838, or Email: burry.paul@gmail.com
Car is located in Kingsbridge, Devon.

1959 MGA Roadster Mk 1 For Sale



Rory Smith writes: 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 roryjmsmith@btinternet.com





Wilmot Breeden Ignition Keys

Reader **Barry Brownleader** has a wide selection of original style FP*** and FS*** keys. They are FREE to any MGA owner wanting spares – Just tell Barry the key number you want and he will post them to you (overseas customers please pay him the postage costs!). The key / lock number is stamped on the front face of the ignition barrel in the car! - Contact Barry at barrybrownleader@gmail.com
Since the July edition, Barry has "found" some more keys, - so if you asked before July and he was not able to supply the one that you want, please contact him again – he may have found "your" key now.

MGA Special For Sale

This car was recently advertised on Car and Classic
<https://www.carandclassic.com/l/C1772627>

Lost and Found – Roadster MFF 710

Former MGA owner **Shaun Clarke** spoke to Register member **George Dutton** at Capesthorpe Hall show on the August Bank Holiday weekend. Back in 1993 he bought and restored a white 1958 MGA 1500 roadster from California, he knows that it went through Bonhams Auctions in February 2023 and has sent us this link.

<https://carsonline.bonhams.com/en/listings/mg/a/bd3102ef-7c88-422e-bbac-78ee985a9278>

In his own words *he would love to find the car again & meet up with the present owner & share info / stories.* He has a copy of the documented record of his restoration, the original was with the owner who put the car into Bonhams.

Shaun's number is 07775 907030, email sc@clarkemetals.co.uk

*(For information, the *FF series of numbers was originally allocated to cars registered in Merionethshire which no longer exists as a county, but that sequence is now used by DVLA for age related numbers, typically on imported vehicles.)*

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.

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/>

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.

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](mailto:Mgcarclub_mgaregistrar@hotmail.com)

Happy MotorinG, All.....

Brendan Leach, November 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 MGA 70 Gala Weekend 5th 6th July 2025



ENTRY FORM

Your Details

Driver's Name: Navigator's Name:

Address:

Tel: email:.....

Your MGA

MGA Type: Year:

Reg No: Colour:

Your Arrangements. ***Please indicate Yes or No**

- | | YES | NO |
|---|-----|----|
| 1. *I/We have reserved a room at the Sudbury House Hotel. | | |
| 2. *I/We will join the Gala dinner on Saturday 5 th July. | | |
| 3. *I/We wish to attend Fawley Hill on Sunday 6 th July. | | |
| 4. *I/We have made payment of £15 per person for our entry fee to Fawley Hill by BACS to The MG Car Club MGA Register Sort Code 40-36-15 / Account 3382 8727 reference Fawley Hill + surname. OR | | |
| 5. We enclose a cheque payable to: The MG Car Club MGA Register for our entry fee to Fawley Hill of £15 per person. | | |
| 6. Please return completed entry form and cheque or BACS confirmation to: Graham & Jill Eke, jillgraham@btinternet.com or 14 The Junipers, Barkham, Wokingham, Berks. RG41 4UX | | |

Entrant Signature:.....Date.....