

**DECEMBER
2019
EDITION**



This Month:
Committee reports
Upcoming events 2020
News snippets
The Sunday Lunch Run report to
Wrangaton Golf Club



ENJOY YOUR MG MORE WITH TVMGOC





Secretary's Report



Hello Everyone.

I hope you are all looking forward to the Christmas Dinner Dance, I know I am. Janis has been working very hard on the organisation (as usual) and I'm sure it will be a great evening with lovely food, enthusiastic dancing and good company.

John & Bee organised the November Sunday Lunch run to the Wrangaton Golf Club, the run was very scenic, the weather was dry, and the food was tasty, thank you both for all your hard work.

I am sure that most of you will already be aware that I am giving up the Secretary's job at the AGM in March I will have been doing it for 4 years and I feel like I need a break. It is not an arduous job and not particularly time consuming, I keep the members list and car list up to date, sort out the public liability insurance through the MG owners club (for shows etc.), reply to emails from potential members, and inform the rest of the committee. In addition I send out the newsletters via email and post them to people not on email. As Secretary I take minutes at Committee meetings (every 3 months) and at the AGM, and then write them up before sending them out to the Committee. I produce a Secretary's report each month for the newsletter and write a piece about what our club has been doing each month for *Enjoying MG*. If anyone is interested in taking over from me please let me know, and I will be happy to talk you through everything and happily give any help required to make the transfer as easy as possible.

Looking forward to seeing you at the Dinner Dance. Have a Merry Christmas & Happy New Year.

Best Wishes & Happy Driving

Pam

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Notes from your Chairman



Hi everyone.

November's Sunday lunch run to Wrangaton Golf Club was an excellent trip out. John and B did a great job in organising this one. Unfortunately B was unable to see the fruit of their efforts as she was bed blocking in hospital. I am sure you all join me in wishing B a speedy recovery.

For the Sunday lunch, we decided to take our Lotus Elan out to play. This is a much underused toy and proved it by suffering a seized-on brake caliper. I am sure Richard's report will class it as a breakdown, but I prefer to call it a minor pit stop. Fortunately after some fine tuning we managed to reach the golf club without further incident. Thank you to the two couples who also stopped to lend us their moral support and offer assistance.

The club's Christmas Dinner is the next event to look forward to. Janis puts a lot of effort into organising this to ensure we all have a great time and I know that all those attending appreciate her attention to detail.

It is very nice to be able to welcome guests and show them what a great club we have. Without these guests we would certainly be down on numbers and it would be nice if a few more of you would make an effort to come along and support this superb evening. The Moorland Garden Hotel is a perfect venue for our dinner, and the lower ballroom always looks stunning.

Owning an MG is only a small part of what makes our club so special. It is actually all of you as members that really define how Tamar Valley enhances our lives. Your continued active support is what gives the club its welcoming vitality.

I would like to take this opportunity for Alison and myself to wish each and every one of you....

'A very merry Christmas and hope that you and your family enjoy every health and happiness in the New Year!'

Safe MG motoring,
Alan



Event Secretary keeping it wheel



Dear all,

As there's no club meeting in December, our next one is in January. Please note that the first Wednesday in the month falls on New Year's Day and it's perhaps not the best evening to expect a big turnout so our next meeting will be a week later on Wednesday January 8.

Ade will be giving a talk entitled *Dolphins, Bombers and Bubbleheads - A Brief Introduction to the Royal Navy's Silent Service*. I for one am very much looking forward to that. (Rumours are that Ade is devising the world's first submersible narrowboat.)

That's followed by Vanessa's Sunday lunch run to The Cheesewring at Minions on January 19th. If you haven't signed up for this one yet please email me and I'll make sure Vanessa puts you on her list.

Happy MGing!
Howard

Send submissions to eventsecretarytvmgoc@gmail.com or mediatvmgoc@gmail.com



Upcoming events

The most up to date and detailed information on all 2019 events can be found and downloaded on the [Event Diary Page](#) and the [Entry Forms page](#). See: www.tvmgoc.org.uk

As it's a quiet time of the year in the classic car world, I'll take this opportunity to remind everyone how the club website works.

The **Event Diary** is an overview of the whole of next year. The 2020 version is already adorned with lots of dates, though few entry forms are yet available. Most repeat events happen at roughly the same time each year so you will see various shows and events listed without a date. This will tell you what is likely to be happening each month next year and when I get specific dates I will add them to the diary.

Keep an eye on this it as it is likely to change each month.

The **Entry forms/details** tab, as well as being the place where entry forms can be downloaded, carries information about our club lunch run start times etc.

As lunch and supper runs are restricted to club members only, the name lists and menus for these are not put on the website. Instead, all members are emailed them, with everything you need to know, including start times and venues.

Operation Cotswold Caper is a weekend that is restricted to club members only, so the entry form for this will not appear on our website – members have already been emailed it.

However, the Sunday Cotswold Caper organised by Gloucester MGOC is a public event and so the entry form for that will be shared on our website as it is conceivable that a club member may not be taking part in the club weekend but will want to do the Caper itself as an individual entry.

We could do with updating the group photos on the Contact/Join tab. Please someone remind me whenever we have a big gathering of bodies again.



News snippets



MGLive! 2020 and MGF anniversary

MGLive! is billed as the biggest MG event in the world. It was cancelled this year, 2019, due to remedial work being carried out at its venue, Silverstone Racetrack.

The MGCC say it will be held in 2020 on Saturday 13 and Sunday 14 June. The event will mark the 90th anniversary of the MGCC itself and will also celebrate 25 years of the MGF. Ticket information will be going live soon via www.mgcc.co.uk.

Another celebration will be **MGF25** at the British Motor Museum at Gaydon on 25 and 26 July. The Saturday includes a Pride of Ownership competition, talks and a 25th anniversary party featuring food and music. The weekend also includes **MG Saloon Day**. Sunday features an anniversary run and special items of regalia will be for sale. Details here: <https://www.mgf25.org/> This site also tells you how to join their Facebook group.

Spare parts

Whilst mentioning the MGF and MGTF, *Safety Fast!* carried a feature on a specialist parts supplier. Martin Smith spotted a gap in the market and has set up a business supplying "good quality used MGF and TF parts". Martin also stocks parts for MG6 and MG3 cars. Contact on 07722 175473. His website is www.usedmgtfspares.co.uk.

If you own an MGB the Rimmer Bros. catalogue is worth getting hold of. A great many mechanical parts on MGAs are common to MGBs. I was researching radiator expansion tanks which were standard on later MGBs. The MGOC Spares catalogue really doesn't feature them clearly. However, the Rimmer catalogue has far superior exploded diagrams. It's worth getting hold of one to identify exactly what you need. Where you actually buy the parts is up to you.

The future's looking bleak for modern classics

Don't shoot the messenger, but if you own a 'modern classic' built between 1979 and 2005, and that will include some of our club MGs, then politicians are taking an interest because of what comes out of your car's exhaust pipe.

In the UK and across the rest of Europe, politicians are falling over themselves to impose low emission zones, urban car bans, permits and access stickers faster than speed bumps. And they see absolutely no difference

between a modern classic like a well-maintained MGF and a smoke-belching Peugeot 405 diesel estate that saw its last service in 1992.

The Mayor of London, Sadiq Khan, has led the charge with his new Ultra Low Emission Zone (ULEZ) covering the same area as the congestion charge. Drive into it in your modern classic built between 1979 and 2005 and the Mayor will relieve you of £12.50 a day, every day. That's because there's a gap of 26 years for modern classics too young to fit the historic tax class, but too old to comply with Euro 4 legislation*.

And if you think 'that's fine, I don't live in London', think again. There are restrictions planned for Aberdeen, Bath, Birmingham, Brighton, Dundee, Edinburgh, Glasgow, Leeds, Leicester, London, Norwich, Nottingham and Oxford with plenty more to follow. In fact, Bristol now plans to ban private diesel engines altogether; even ultra-clean modern diesels.

And don't think that you are OK just because your car runs on petrol – decision makers have deaf ears. In fact, plenty of cars older than the Euro 4 2005 cut-off are perfectly compliant. But that's down to the owner to prove on an individual basis – Transport for London (TfL) aren't interested in granting block exemptions even when owners can show a certificate of conformity for an entire make, model or series of cars.

We all know that climate change needs addressing and included in that is a drive towards cleaner air in our cities. It's not the place of this newsletter to editorialise, but you may well ask yourself where the joined-up thinking is. In London, petrol cars of all types account for 6% of London's NOx air pollution, some way behind domestic gas heating at 12%, diesel cars at 12%, TfL buses at 10% and non-road mobile machinery (cement mixers, to you and me) at 7%. Older motorcycles, despite accounting for less than 1% of pollution and being a prime congestion solvent, pay 100% of the tax.

Nowhere is it mentioned addressing the pollution caused by heating homes, diesel buses and taxis, diesel trains or, away from cities, aircraft and shipping.

* **Euro 4** (January 2005) and the later **Euro 5** (September 2009) concentrated on cleaning up emissions from diesel cars, especially reducing particulate matter (PM) and oxides of nitrogen (NOx). Some **Euro 4** diesel cars were fitted with particulate filters.

Italian stallions and a bella MGA



OK, you've just got to indulge me now. An MGA owner from Italy posted this picture on Facebook of his car stealing the limelight from a line-up of modern supercars. I know I'm biased, but the classy and classic curves of the MGA are not in the least bit overshadowed by the brash, cutting angles of cars 60 years its junior.

Yes the upstarts are faster, and yes, way more valuable, but alongside rivals like this, which car would you bet on getting the most attention and admiring glances? I know which I'd put my money on - my own MGA's not known as the babe magnet for nothing!

Do we like white wall tyres? I don't as I think they detract from the shape of the car itself.

RV8 trivia



A video of the MGCC stand at the recent NEC show has been shared on Facebook. It features an interview with General Manager Alan Slowman talking about the various MGs on display.

One of them was an immaculate RV8, and as we now have one of these in our club fleet, belonging to Simon and Charlie, members might be interested in something Slowman tells about the development of this model. It's a little detail you may not have heard before.

MG had not produced a two-seater sports car for 15 years when the RV8 was launched. The engineers who were working on its development were admirers of the Ford V8 powered Shelby AC Cobra. They felt their own V8 beast needed a similar gutsy, fear-inducing name and so referred to it as Project Adder, after Britain's own venomous snake.

The MG Adder... it's a pity the name didn't stick as it's certainly a sharper moniker than the ones given to the MG Metros, Maestros and Montegos.



Keith M. was looking through his archive and came across the following article about our club in the Times no less. It's dated April 12, 2007 and Keith suggested sharing it here. To read it you may need to zoom your screen in or get a magnifying glass if it's a paper version.

12 TIMES, APRIL 12, 2007

Tamar Valley MG Owners' Club revving up for its Jubilee rally

THE Tamar Valley MG Owners' Club is celebrating 25 years since it started back in 1982 at a meeting in the Strathmore Hotel, on Plymouth Hoe.

One member, Richard Huddy, who is well known in the MG world in the South West, was at that inaugural meeting.

The first club secretary was Alan Davis of Tamar Valley Motoring Centre and there were about 30 members.

The club now meets on the first

Wednesday in the month at the Moorland Hotel, Wotter, and the membership has increased to 70 with all ages of MG from a VA to a ZS. Maureen Dickerson is the current club secretary.

Club chairman Keith Medland told the *Times*: 'We do a lot in the summer with local shows and rallies all over the South West so you can always see the club flag flying. We can be found anywhere from Morval to Culmstock and lots of places in between.'

'In the winter we all meet up for Sunday lunches once a month, in our MGs if the weather is right, it's good fun to drive with the top down on a sunny spring or winter day.'

So to celebrate 25 years the club is doing a Jubilee run on May 6.

The route taken by the drivers will up the Devon side of the Tamar valley and back down the Cornwall side before ending with a cream tea.

It's open to any classic car, it's not a

long run, about 80 miles driving through the tin and silver mining heritage in the Tamar Valley. The cost will be £15 for driver and navigator.

On June 30 the club is celebrating its 25 years with a dinner and dance, costing £25 per head, at the Strathmore Hotel which is open to present and former members.

Keith can be contacted through the web — www.tvmgoc.com.

He said: 'Anyone is welcome to come

along to one of our meetings for a chat about your MG. The club is open to anyone with an interest in the MG marque, so come along and see if the club is for you. During this year in addition to the special events there will be a programme of other events including car shows, organised runs, social gatherings and competitions.'

Entry packs for the Jubilee run are available from tvmgoc.events@btinternet.com.



● MG Cars of different years and models make quite a sight when members gather.



● The owners' club met at a recent rally held in Crownhill Fort in Plymouth.



Sunday Lunch Run to Wrangaton Golf Club



After all the rain we have had and the snow earlier in the week we all gathered in good time at the Dartmoor Diner for the start of the run, where we were fortunate to get a hot drink and have plenty of time to chat. It was unfortunate that “B” could not be with us on this occasion and we look forward to seeing her again at the next outing in the New Year. John briefed us on the nature of the run and advised us that local flooding had caused the route to be revised almost at the last minute.

After receiving the brief our party set off, heading into the moor, where we were soon reminded about the nature of the area when we encountered cattle on the bridge across the Leat just short of Clearbrook. Once the other side of Clearbrook we took in views across the moor in its winter colours as we approached Cadover Bridge and views to Plymouth Sound. Leaving Wotter behind us and turning right onto the B3417 it soon became apparent that the nature of the road changed to that of gentle slopes and open sweeping bends.



Belted Galloways with a suckling calf – not the best place for a meal!

This is probably one of the widest roads in the vicinity, where good pace was easily maintained without any cause for concern. Before reaching Sparkwell we took a turn to the right. A good straight road invited an increase in speed until an almost imperceptible hump in the road caught us unaware as we crossed the bridge (good job we had not yet had lunch!). As the next few miles rolled by it was fascinating to see the landscape changing from that of moorland to that of the “rolling hills of Devon” as we prepared to cross the A38 and enter the softer scenery of South Hams. At the A379 we took the Kingsbridge direction before turning left at Modbury Cross. Our next waypoint was in Avonwick where we turned left in the general direction of South Brent and passed the Turtley Corn Mill, our destination from earlier in the year. Soon after this there was cause for some concern as those following had not appeared in the rear view mirror as we navigated the short stretch of the A38, thankfully all was well. On leaving the A38 we re-traced some of our steps before entering and passing through the attractive village of Ugborough leaving the Ship Inn on our right and the Anchor Inn on our left. Soon after this our passage became a little uneasy as we met others of the group coming in the other direction before recognising that they had just left the A38 on their outward journey. Our route then continued on over the A38 and not long after delivered us to our Lunch venue at Wrangaton Golf Club.



Our party of 12 MGs and assorted “daily drivers” was soon assembled, and after collecting drinks from the bar and having a chat, the 33 of us sat down to enjoy a welcome Sunday Roast. We were not hurried, yet the service was prompt and timely without undue breaks between courses. As the meal progressed it was clear that people were enjoying their meal as the noise levels dropped but conversation still flowed.

The views from the dining room window gave a great vista out over the countryside and at the end of the meal an opportunity to observe the approach of a heavy shower, giving all the opportunity to reach their vehicles without getting a dowsing. All in all a good day out, a well thought out route taking us through a variety of scenery with a good venue for both the meeting place and dinner spot.

Thank you to John and B.

Richard M.



| Received entries | From |
|--|-------------|
| <i>"It's a lovingly cared for classic. I only take it out on dry days when there's no chance of it getting wet."</i> | Howard |
| <i>"Of course my left indicator flashes red and my right flashes green! Don't you know anything about the rules of boating?"</i> | |
| <i>Sir David Attenborough was not impressed with the boat named after him.</i> | John I. |
| <i>Fred did not expect when he asked the restorers to make his MG shipshape that this would be the result.</i> | |
| <i>'Desperation' MG's latest model 'The Civic' amphibian.</i> | Keat |
| <i>"I'm quite pleased with my new amphi-car, stops on a dime if I use an anchor out the stern!"</i> | John H. |
| <i>Ade has converted the MG to get some narrowboat training in for next year.</i> | Val |
| <i>MGB – Made Good Boat</i> | Ade |
| <i>Here is the new MG Cruiser, the ideal buy for global warming.</i> | Pam & Neil |
| <i>"I'll have to use the bridge now that I've missed the tide."</i> | Margaret C. |
| <i>"What do you think of my new convertible?"</i> | |
| <i>Prince Andrew transport.</i> | |
| <i>Ministers deny that defence cuts are damaging operational effectiveness as Navy chiefs unveil the replacement for HMS Albion.</i> | Tony P. |
| <i>"I was looking for the Motorway not the river, bloody Sat Nav!"</i> | Roger |
| <i>"I say Cecil I think we'll call it an MG McGoatyMcboatface!!"</i> | Clive |
| <i>The Club's former Naval contingent were determined to commemorate the 75th Anniversary of D Day in style but Brexit ferry shortages meant a certain scaling back of plans..."Pass the gaffer tape, we're sinking..."</i> | Peter S. |
| <i>"Dash it I'm an immigrant just crossed the channel. How did you know?"</i> (Richard says that VRN is on a Blue Austin 7 Chummy according to the DVLA. Perhaps it was blue before it got re-bodied, or perhaps the hull is blue.) | Richard M |
| <i>"I thought it was an M class boat and therefore valuable."</i> (Janis says this one stumped her!) | Janis |
| <i>"Scattered showers my arse....."</i> | Tom E. |
| <i>All-weather and all-terrain vessel. Ready to roll!</i> | Margaret O. |
| <i>The Royal Navy completes testing the new frigate/landing craft vessel in spite of the austerity cuts.</i> | Noel & Kate |

The winner of last month's competition, Andrew has chosen John I. as this month's winner. Well done!

Here's next month's eye-rubbing photo that requires a caption. John I. will choose the winner. Your entries by email to: mediatvmgoc@gmail.com



And finally...



"Auto Wash Bowl", Chicago

Drivers drove round in circles to clean off the undercarriage. They then drove into a stall to get a full wash by an attendant.

We need one of these after some of our runs!

In the small fishing town of Ísafjörður, Iceland, an exciting development in pedestrian crossing safety has just popped up – almost literally. It has been painted to appear 3D by way of a cleverly-detailed optical illusion.

Not only does the innovative design give foot-travellers the feeling of walking on air, but the 3D painting also gets the attention of drivers, who will be sure to slow down their speed once they spot the seemingly floating 'zebra stripes.' The trouble is, it's only going to fool you once!

