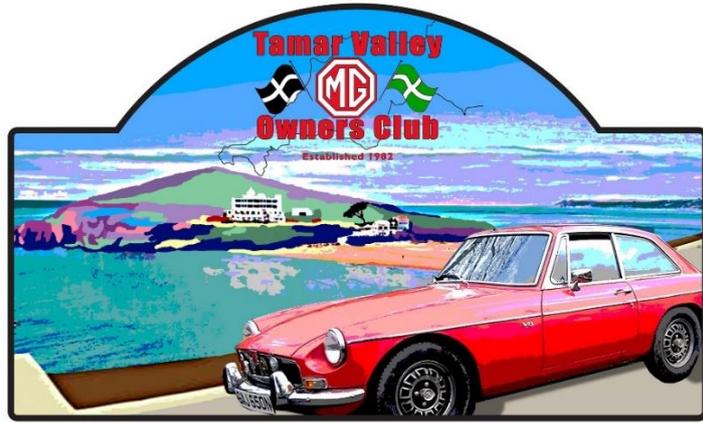


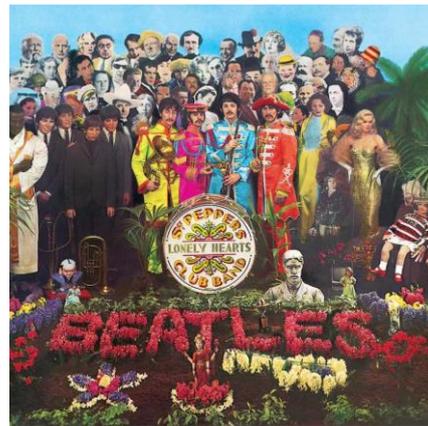
# Newsletter April 2021 Edition



You buy another MG,  
And all you get me  
are service  
station flowers

**This Month:**  
Committee reports  
Upcoming events  
News snippets  
LED head/tail lights  
Gallery - Building of the  
Tamar Bridge  
MG Cyberstar concept  
The Speedqueens –  
pioneering MG Women  
RIP Murray Walker  
RIP Sabine Schmitz

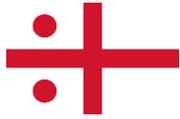
**Puzzler:**  
Who sold more records than the Beatles  
in 1968?



The answer is at the end of the newsletter  
and it may surprise you.



ENJOY YOUR MG MORE WITH TVMGOC



## Secretary's Report



So it is the end of March, and with the first relaxation allowing 6 people (3 two-seaters?) and the Churchillian 'not the end, nor the beginning of the end, but perhaps the end of the beginning' comes to mind. We can only hope that the populace behaves with sense and that we do not elongate what Mandela might have termed our 'long walk to freedom'.

Spring in the Tamar Valley has properly sprung, with birdsong flooding the senses, lambs tottering into the world and Dartmoor positively glowing in the sunshine. We are looking to Drive-it-Day to start our forays into this bucolic idyll, awakening sleeping As, Bs, Cs, Fs, Midgets, Rs, Ts and Magnettes and other Zs to patrol out in ones, twos and threes until we can get club-wide activity running again.

We have continued to support our local NHS COVID wards, now mercifully getting quieter, where locals awaiting routine surgery have now started to appear, to everyone's enormous relief. Vaccinations have made us all breathe easier and the mood is certainly lifting among us all.

As well as internal club activity we are working toward our 'People and Places' run this year. Starting at the Yelverton Golf Club and finishing at the Boringdon Park Golf Club (there was no particular bias toward golf clubs, it's just where the big car parks are) with a Cream Tea, the route takes us into the Cornish side of the Tamar Valley and beyond - the views are truly stunning. Unsurprisingly this small but very popular event (50 Cars) has already started to fill up with entrants so please don't leave it too late to book if you want to go.

As a club we are still running our Zoom meetings which are popular and fun – if you can't meet up in person that is – and if you want to give this a go do join us. I am grateful to all those who have braved the internet – many using family members who do internet banking to help – to pay their subscriptions on line. If you are not able to make this work, Sonia is still accepting cheques and again I am grateful to those who have sent theirs in – at only £10 this year it is something of a bargain! If you have not been able to make a payment so far, I would ask you to try to do so as our administration costs continue. If you are having difficulty, Sonia or I would be delighted to help.

Finally, thank you to those who read the monthly TVMGOC update in 'Enjoying MG' and have mentioned the fact that our meeting place has not updated. I have religiously attempted to update this using the MGOC online tool since we changed venue. While the 'Enjoying MG' monthly Articles and pictures have been reproduced faithfully, the club details have stubbornly refused to update. I am grateful to the new MGOC assistant editor, Matthew Brown, who has finally updated the thing manually in this month's edition. Having started quoting Churchill, I am minded to close with his 'Go into the sunshine and be happy with what you see'. We are lucky to live where we do.

### **2021 Annual Subscription Detail – £10 per car/couple**

We would urge those who can to pay by BACS transfer, directly into our account. The details are:

Tamar Valley MG Club (note no 'Owners' as in our title)

Sort code: 56-00-63 Account no: 82795800.

Put your name and AS as a reference (eg SPWilliamsAS).

We are trying to avoid cheques due to the situation, but you can still send one to the address below if you don't like to use the BACS system:

TVMGOC Treasurer, Wayfairing, Hareston Farm Barns, Yealmpton, PL8 2LD

Thank you for your continued support.

*Simon*



## Notes from your Chairman



Hello everyone,

A big thank you to all of you who joined in with the AGM Zoom meeting. This enabled the election of your committee so that official club business can continue.

With the stepping down of both of our member's reps, we welcome a new member's rep to the committee, and I am sure that Gavin will be a good point of contact for you all, as well as bringing in new ideas to enhance Tamar Valley.

With the easing of the lockdown restriction regarding 'unnecessary journeys and stay local', we can now start to get our MGs out from their winter slumber. Accompanied by the clocks going forward and the long-awaited seasonal change into spring, things suddenly seem so much better as we look forward with a bit of optimism, as life slowly inches forward to a new normal.

Alison and I became proud grandparents again as we welcomed our latest granddaughter Alice into the family. We long to hold her but will have to be satisfied with meeting her outside for now and at a distance. What a blessing 'facetime' has been as we have managed to see her online and note the small changes since she was born on the 6<sup>th</sup> March.

On the car front, the club's Zoom meetings and discussion about LED lighting has reminded me about how poorly lit our classic MGs are. With a certain enthusiasm, I have decided to replace all my lights to LEDs and have made a start by sorting out my dashboard lights and my rear stop and taillights.

I have been really impressed with the improvement seen so far, albeit in a darkened garage. I can actually read the gauges now, which has been a gripe of mine since I have had my MGB. My rear lights are also much improved and will provide me with a greater degree of confidence that my car will at least now be seen by following cars.

I have already ordered the rest of the bulbs for the indicators, front sidelights, reversing lights and of course my headlights. The law has now been changed to allow the fitting of LED headlights on classic cars. Once all are fitted I will be taking to the road but only at night of course, so I can enjoy a certain smugness and see the results of my upgrade.

National Drive It Day on the 25<sup>th</sup> April is just a few weeks away and will be a good opportunity to get on the road and be seen. As a club we are sadly unable to mark this event in large numbers but you will be able to join with at least another couple of cars to enjoy a 'rule of six' picnic somewhere of your choice.

As long as timescales do not change, our monthly meetings will resume on Wednesday 7th July. Hopefully, you will all be able to come along to the new venue at The Moorland Hotel, Wotter and give our club a really good kick-start.

The government's 'Road Map' out of lockdown means that our booked club weekend to the Cotswold Caper in July will be able to take place. So that is something that we can now look forward to, with confidence.

In the meantime, I urge you all to stay safe and well, try and remain patient as members of Tamar Valley and that you are able to come along once we open for business.

*Alan*



## Event Secretary keeping it wheel



Dear Motorneers,

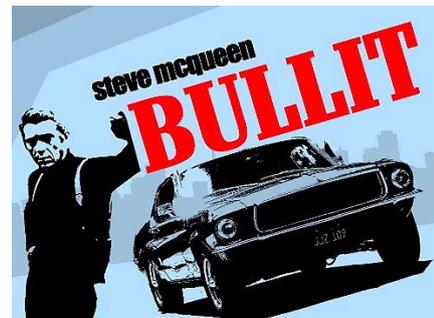
I received a lovely Easter message I'd like to share: "This weekend, let's remember the true meaning of Easter", said The Archbishop of Cadbury.

Moving quickly on, as well as apologising for the above I have another more shameful apology to make. Given how much time I spend on news feeds and social media, I cannot understand how, in the last week of February as I was preparing the March newsletter, I didn't discover that 8 March was International Women's Day. I hang my head...

However, I had been ready and waiting for such a 'peg', as we meeja people call an appropriate date to run a story. So, better late than never, further on in the newsletter I include a tribute to some remarkable pioneering motoring women and especially MG woman racers.

BTW, thanks for re-electing me as your Event Secretary at the AGM. Now all I have to do is find an event we can actually take part in! (Actually, there are a few.)

For tonight's meeting I promised to present a talk about the stories behind the exciting car chase from Bullitt. This was to include PowerPoint and video. However, I am going to have to delay this until we can meet up in person because the technology just doesn't work well enough. Sharing your screen in Zoom is simple and in theory playing a video for all to see is straightforward. However, in practice, videos end up being very jerky and freeze due to band-width issues through Zoom.



I have tested this and by the time it gets to your iPad or whatever the video just won't play right. I have tried various work arounds, but in spite of these Zoom just isn't up to it.

Instead, B has been waiting in the wings with a quiz which she'll present.

Happy MGing!  
*Howard*



## Upcoming events

The most up to date and detailed information on all 2021 events can be found and downloaded on the [Event Diary Page](#) and the [Entry Forms page](#). See: [www.tvmgoc.org.uk](http://www.tvmgoc.org.uk)

### Drive It Day – 25 April

No big runs or displays this year I'm afraid. All we can do is stay within the latest Covid roadmap rules, namely that up to six people from different households can meet up outside. Sadly, this means that we cannot organise a club run as we had been hoping for. So why bother doing anything?

Well, DID aims to raise funds for the NSPCC's Childline to help and support vulnerable children. Lockdown has magnified all sorts of societal problems and the long days and weeks trapped in

broken homes or abusive environments have put vulnerable children even more at risk. A Drive it Day rally plate bought from [www.driveitday.co.uk](http://www.driveitday.co.uk) can also help as all proceeds go directly to the NSPCC's Childline.

Drive it Day 2021 offers us the opportunity to stay local, be responsible but still get out and use our historic vehicles. Take them for a short drive around your area, do your weekly shop on Sunday and take your historic vehicle, offer your services to fetch supplies for an elderly neighbour or relative, visit a support bubble, etc.

Some people will still not feel able or permitted to leave home, so instead – park your car on the drive and proudly display your piece of transport heritage to passers-by. Of course, it is allowable to call up a couple of couples of your club friends and do a short picnic run together, but you'll have to organise that yourselves I'm afraid.

Please try to do something; please try to raise a donation, and please send me photos and a note of what you get up to so I can at long last do a newsletter report on actual activity!

### **Cream Tea Day Friday 25 June**

From Monday 21 June hopefully we will have regained many freedoms, and so the following Friday Sonia and Roy are planning to organise a route to a picnic spot. Bring your own tea, scones, jam and cream. **Mary Berry's recipe for scones** can be found here:

[https://www.bbc.co.uk/food/recipes/tea\\_time\\_scones\\_77839](https://www.bbc.co.uk/food/recipes/tea_time_scones_77839)

### **Saltram Classic Car Show – 5 September**

Usually held in June, this year's event has been moved back to 5 September. They say:

*11AM UNTIL 4PM • LYNEHAM ESTATE YEALMPTON PL8 2LG*

*Saltram Rotary invite you to enter and display your classic car, motorcycle, tractor, stationary engine etc at a cost of £5 per vehicle – (which will be refunded if the event is cancelled). The show opens to the public at 11am. For safety reasons, we request that all exhibitors arrive before 10.30am.*

Perhaps we should have a club stand there? The entry form is on our website.

### **Friday supper runs from July...or something different...or in addition?**

During the summer we would normally be doing Friday supper runs. However, resuming our usual pub visits may prove to be difficult. News reports abound regarding beer gardens and restaurants being booked up months ahead. It might not be possible to find somewhere that can take up to 40 people on a Friday evening.

From July, in a normal year there would by now be only a couple of Friday dates left to fill, and these are highlighted in the table below. If anyone does want to organise a supper run and can book a pub meal for later in the year then please go ahead but let me know.

The committee propose some alternatives: perhaps we should deviate from the usual pattern (meeting at 6pm, doing an hour's drive and then having a sit-down indoor meal). Instead, we could do a run to somewhere where we could meet up and have a fish chip supper, or lunch outside, to Seaton or Looe perhaps. Pre-ordering take-away food might be a good idea though.

Or it could become a day-out picnic run, starting in the morning and stopping somewhere nice for al fresco lunch, similar to what we did last September. Such a run needn't happen on a Friday; it could be over a weekend or on a weekday even, as most of our members are retired. Things are likely to be busy this summer due to hordes of visitors, so avoiding peak times, such as crossing the Tamar on a Friday evening or Saturday morning, might be sensible. There are also roadworks planned on the bridge throughout the summer, starting in April!

Let's hope we can do runs at short notice if the weather forecast looks nice. Conversely, if an outdoor run is planned but on the day the weather turns out to be awful, let's just move it to

another day. So, everyone, please think out of the box. Let's try to do more than the norm over July, August & September. We need volunteer organisers and I need to know what is proposed and when.

Some dates below are just a guide and are not a pattern we must stick to.

Lots of regular events organised by other clubs, such as the New Forest run, are cancelled.

June	<i>Club 1<sup>st</sup> Wednesday meeting via Zoom</i>	2 June
National Cream Tea Day – last Friday in June - organised by Roy & Sonia		25 June
July	<i>Club 1<sup>st</sup> Wednesday meeting at Moorland Hotel</i>	7 July
	Club weekend away inc. Cotswold Caper	9-12 July
	Supper run – Friday a week after the club meeting TBA?	16 July
August	Sunday Club visit to Rosemoor Gardens - Howard & Jan	1 Aug
	<i>Club 1<sup>st</sup> Wednesday meeting at Moorland Hotel</i>	4 Aug
	Supper run - Friday a week after the club meeting TBA?	13 Aug
September	<i>Club 1<sup>st</sup> Wednesday meeting</i>	1 Sep
NEW	Boconnoc Steam & Vintage Fair (no entry forms yet)	3- 5
	Saltram CC Show - entry form on our website	5 Sept
	People & Places - organised by Howard & Jan	12 Sept
October	<i>Club 1<sup>st</sup> Wednesday meeting at Moorland Hotel</i>	6 Oct
	Lunch on 3 <sup>rd</sup> Sunday inc. Tulip Trophy - organised by Alan & Alison	17 Oct?
November	<i>Club 1<sup>st</sup> Wednesday meeting at Moorland Hotel</i>	3 Nov
	Lunch on 3 <sup>rd</sup> Sunday - 2021 organised by John & B.	21 Nov
December	<i>Club 1<sup>st</sup> Wednesday meeting at Moorland Hotel</i>	No meeting
	No lunch or meeting - Christmas dinner	1 or 8 Dec



## News snippets



### Carbon offset

In an issue that is likely to grow in the coming years, the FBHVC is looking at ways to offset the emissions of classic cars. Although representing just 0.1% of total vehicle emissions, this figure will grow as more vehicles reach 'historic' status and the take-up of zero emissions cars grows (*though such cars will never truly exist due to manufacturing and materials. Ed.*).

FBHVC's environmental director, Peter Soures says, "There is little we can do to reduce the emissions from our classics...we need to look at ways we can counter the global warming effect of exhaust gas." They believe that alongside other major and varied infrastructure projects, large-scale tree planting would help.

Calculations reveal that for every 600 miles an average car is driven, about five trees need to be planted, though global warming cannot be stopped by tree planting alone and the calculation doesn't distinguish between saplings and fully grown trees. *Friends of the Earth* are very much in favour of planting trees but temper this by saying, "To be a viable offset project, the carbon must be locked away for thousands of years and tree planting or peatland restoration can't guarantee this."



## TVMGOC – more than the sum of its cars

The April *Enjoying MG!* features an article about our club's fundraising for the ICU wards at Derriford Hospital. Under the headline *When MG stands for More Giving* the piece recounts our club-wide fundraising donations including the effort of our sewing bees, Alison, Pam and Janis, who made laundry bags out of pillowcases, and those of us who went shopping for much wanted and appreciated drinks and snacks for the staff. Last week Simon and I made our fourth shopping trip, this time joined by Tim in his smashing and shiny yellow MGB.

The mood of the nurses was somewhat chirpier than on our previous visit when, as one of them told me, "We were on our knees." The number of Covid patients has now fallen dramatically to more manageable levels and the cardiac ward has returned to dealing with its own specialism.



The *Enjoying MG!* article ends thus:

*With physical Tamar Valley MGOC club activities curtailed, this has helped keep a connection with our members, and the way they rallied round for a good cause is rather wonderful and inspiring. What started as a good idea has snowballed into a very practical example of support to our community, thanks to the generous donations from our club members.*

## People & Places 6

Also in this month's *Enjoying MG!* is the first of our adverts for PP6 on September 12th. Entries are being invited now – the form is on our website - so please download it and let us know you'll be taking part.

Places are strictly limited, and entries are already coming in so don't hang about. For PP5, back in back in 2018 (yes it was that long ago!) some of our own members were the very last to enter. Just saying...



## Practical Classics - Classic Car & Restoration Show

As a consequence of the ongoing impact of Covid-19, this show will not be held on 11-13 June 2021 as originally planned. The next show will not take place until 18-20 March 2022.

### **A U-turn over fitting LED headlights on historic vehicles**

In January the DVLA instructed MoT testers to fail any historic vehicle (over 40 years old) if it has been retrofitted with LED headlights. Not surprisingly this led to consternation from owners who had fitted LEDs, those who want to fit them, and from retailers who had been selling them for some time. The retailers then had to indicate that retrofit LED headlights were no longer road legal. One can only wonder what machinations have been going on behind the scenes as suddenly there has been an about turn. Now from 22 March LEDs headlights are OK to fit to vehicles first registered before 1 April 1986 (the date when e-marked headlights were introduced) and will not fail the MoT as long as they meet all the usual criteria (beam pattern etc). Anyone interested should read the latest government missive here dated 19 March:

<https://www.gov.uk/government/publications/special-notice-01-21-headlamp-conversions/mot-special-notice-01-21-headlamp-conversions>

The April *Enjoying MG!* carries a long and detailed article about LEDs by MGOC tech guru Roger Parker. However, it was seemingly written before the above most recent change in legislation so read this with caution as some details are out of date.

For anyone thinking of making the change, Gavin has found that those sold by [classiccarleds.co.uk](http://classiccarleds.co.uk) in Warm white give a better beam pattern than those sold by the MGOC.

### **Brexit benefits (irony alert. Ed)**

A chap posted this question in the Facebook MGA Fan Club group: "Anyone know of a clean MGA for sale in Ireland or Northern Ireland? I have cash ready to go."

He received a number of replies suggesting that he should look much further afield. One pointed out a fabulous MGA saying, "Saw a note earlier that this MGA in South Africa is looking for a new home. Dry climate, right hand drive and huge fx (*foreign exchange*) advantage to the SA rand. If I were in the market for RHD that would be my first choice."

Then someone from "just over the water in Blackpool" offered a Twin-cam. However, the original poster explained why he was looking only in Ireland, as on top of shipping costs, "We are now taxed out of contention since Brexit. It would cost me in excess of 30% to import into Ireland from the UK (excluding NI)."

The Twin-cam owner replied, "Ah yes...those Brexit benefits; they keep on coming. Happy hunting."

Still it could be worse – you could be living in France or Spain and about to be kicked out for not having the correct post-Brexit paperwork or being banned from driving for the same reason.



### **RAC**

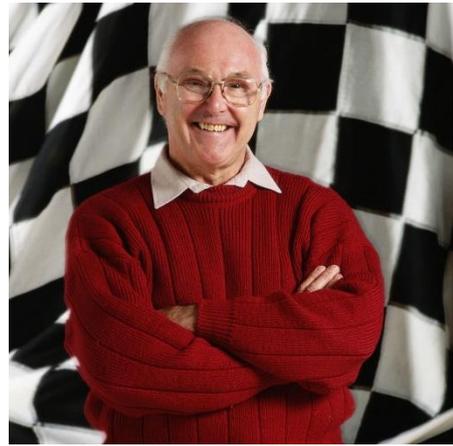
Margaret C. emailed saying Jim had received details of their RAC breakdown cover and was not impressed that the premium had been increased.

Margaret phoned them and said they weren't happy as neither of their vehicles had done much mileage in the past year. After discussion, the amount was reduced back to last year's figure and as a loyal customer, Margaret and Jim also got 15 months for the price of 12. They thought this might be of interest to any members of TVMGOC who are with RAC.

### RIP Murray Walker 1923 - 2021

Sadly, we must say farewell to Murray Walker, a man whose passion and love of motorsport inspired millions of fans around the world.

Seldom can any outside-broadcast commentator have had a longer span at the microphone, or a voice more distinctively identifiable with their sport. At Grand Prix time for bikes and cars, for more than half a century, the passionate staccato yowl emanating from Walker's lip microphone almost matched the snarling beasts hurtling past at 200mph with skilled and vivid descriptions professionally delivered. Fellow motor sport fan,



writer and broadcaster Clive James, said, "He sounds like his trousers are on fire."

### Top 'Murrayisms'

"Unless I am very much mistaken... I AM very much mistaken!" (Also the title of his autobiography)

"I imagine the conditions in those cars is unimaginable."

"And the first five places are filled by five different cars."

"Excuse me while I interrupt myself!"

"And there's no damage to the car. Except to the car itself."

"There's nothing wrong with the car except it's on fire "

"The lead car is absolutely unique, except for the one behind it which is identical."

"The battle is well and truly on if it wasn't on before, and it certainly was."

"Do my eyes deceive me, or does Senna's car sound a bit rough?"

"Two laps to go, then the action will begin. Unless this is the action, which it is."



### RIP Sabine Schmitz 1970 – 2021

Jeremy Clarkson led tributes to Sabine Schmitz after the *Top Gear* and racing star's sad death aged 51. The German - the only female winner of the 24 Hours of Nurburgring - first appeared alongside Clarkson, Richard Hammond and James May on the BBC's flagship motor racing show back in 2004.

Clarkson: "Terrible news about Sabine Schmitz. Such a sunny person and so full of beans."

Hammond: "The Ring has lost its Queen. RIP."

May: "I never thought car makers should be at the 'Ring, but I always thought Sabine Schmitz should, and would, be. Rotten news. RIP."

Last year Schmitz revealed she had been secretly diagnosed with cancer in 2017.



Head behind the scenes at Brooklands in the new 10-part UKTV series 'Secrets of the Transport Museum' airing on Yesterday Channel.

News of this came in too late for the previous newsletter but the first episode is likely to be available on catch-up or as a repeat.

## Speedqueens – Pioneering MG Women

Our club tries not to be too blokey, which is just as well as TVMGOC includes women who own and drive their own MG steeds, navigate and who are as enthusiastic, knowledgeable and active as anyone, and our club is all the better for it.

Over the years there have been many notable female competitive drivers who have driven every type of motorised vehicle, but the scope of this short article, designed to celebrate *International Women's Day*, will be restricted to remembering some of the women from the early days of MG motoring who figuratively broke through the glass windscreen to create their own unique place in the marque's history.



But let us begin with three exceptions to this MG brief and recall women who very early on made automotive firsts.

31 years before women achieved the same voting rights as men, the first woman in England to own and drive her own car, in 1897, was **Minnie Palmer**. The American-born actress took delivery of a French-made Rougemont car.

In 1900 **Vera Hedges Butler** seen here driving a 1903 Renault, was the first British woman to pass a driving test, but she had to go to Paris to do it. Holding a licence must have been a matter of principle as driving licences in Britain were not compulsory until 1935. Assessed on her ability to pull away, steer and stop, she also had to demonstrate knowledge of what to do in the event of a breakdown.

A year later, during a balloon ascent at Crystal Palace, Vera and her father were inspired to found the Aero Club of Great Britain, modelled on the Royal Automobile Club.



Soon after, a small army of women established driving schools and repair shops to provide a ready resource of skilled workers that was drawn upon during both World Wars. The car was becoming a tool through which women could redefine their identity in the world of work.



In the winter of 1903 on a visit to New York, Alabama-born **Mary Anderson** was riding in a trolley car on a frosty day and observed that the driver struggled to see through the windows because of falling sleet. He had to lean out of the vehicle, or to stop to go outside in order to wipe the windscreen with his hands. Anderson, who was not an engineer but an entrepreneur, identified the problem and its opportunity. Mary hired a designer for a hand-operated windshield wiper blade device to keep a screen clear and had a local company produce a working model. She applied for, and in 1903 was granted, a 17-year patent for a windshield wiper. By 1916 they were a standard fitting on to most cars.

Soon women were challenging male dominance both on the road and on the racetrack. As one of our greatest pre-war racers and record holders, **Margaret Allan** was known as *The first Bentley Girl*, though she also famous for her MG drives. Margaret not only mastered the family's 2-litre Lagonda but raced and won her first event in it. In 1932 she finished tenth in the Monte Carlo Rally and in 1933, at the wheel of a 4.5-litre Bentley, she lapped Brooklands at over 97mph.

Allan's performances attracted the attention of the works MG Cars team, and she was asked to join their squad for the Light Car Club's 1934 200-mile Relay Race at Brooklands. Their all-female team, driving an MG Magnette, took third position overall in a race that ended amidst a thunderstorm.



**Doreen Evans**, like most of the Brooklands women, came to the track through men in their families. Evans had two brothers who raced at Brooklands, and she first did so herself aged just 17, shortly thereafter becoming a member of the MG Works team. She survived a fire in her MG at Brooklands in 1936, when she jumped clear just in time, suffering only bruising and minor burns to her legs. Doreen also won a Ladies' Handicap on the Brooklands Mountain circuit in an MG Q-Type.

The two fabulous photos below capture Doreen in the Q-Type and taking a sash from a teammate, the motor racing alternative to a baton, during the Relay Race at Brooklands in 1931.



### "Les Girls" at Le Mans

As a publicity grabbing ploy, the MG entry for the 1935 Le Mans 24-Hour Race using the 847cc PA Midgets, introduced a year earlier, was for the three-car team to be all female. Many thought Le Mans might seem too tough a proposition for a woman. To train them and keep a fatherly eye on the Abingdon team, who better than the gentlemanly Captain George 'GET' Eyston, who was himself well known for racing supercharged MGs such as the Magic Midget and the K3 Magnette, and holder of land speed records. Inevitably, the women drivers were soon being referred to as "George's young ladies" or "Eyston's dancing daughters".



*Doreen Evans &  
Barbara Skinner*



*Joan Richmond &  
Eva Gordon-Simpson*



*Margaret Allan &  
Collen Eaton*

The Richmond/Simpson MG finished ahead of the Evans/Skinner one, the three cars achieving 24th, 25th and 26th places. The leading "Les Girls" MG covered 1576 miles, in a race won by the Hindmarch/Fontes 4.5-litre Lagonda and from which there had been 29 retirements; the trio of MGs had needed no more than a single replacement tail-lamp bulb between them. But the good times did not last because, soon after their victorious return, Lord Nuffield closed down the MG racing department, and strikes in France caused the 1936 Le Mans to be cancelled.

### The Dancing Daughters

This moniker for the women racers is likely to have been lifted from *Rosalind Wade and the BBC Dancing Daughters*, a well-known variety act performing regularly on BBC Radio's Saturday night programme "Music Hall" from late 1934. Tap dancing on radio must have been really fun listening!

George Eyston coached the all-women MG teams who were serious female racing talent. While the initiative was designed to promote the company's new P-Series car, that would have been for nought had the women behind the wheel not delivered on track. As a marketing exercise it proved highly effective, if viewed as rather patronising or even insulting today.



*Dancing Daughters cars at Brooklands 1935*

But a quick scan of Le Mans entrants in the 1930s brings up a number of names familiar to students of the 'fast women' of the pre-war era, though not all drove MGs: Kay Petre, Gwenda Stewart, Elsie Wisdom, Odette Siko.

The driving skills of more fast MG women have shone in the following decades, but perhaps we'll pay tribute to them for next year's International Women's Day

*Howard*



As we all regularly cross from Devon to Cornwall and vice versa, you may be interested in these photos of the building of the Tamar Bridge c.1961. It was being filmed by a Westward TV cameraman from the top of an Austin Cambridge. The pictures mark an important local anniversary this month. April 29, 1961 is a day whose significance many might not remember instantly - but it's one that saw the start of something that was revolutionary in how we viewed television in Devon and Cornwall.



In glorious black and white, it was the day commercials came to the South West via Westward Television. Television in this region was still very much in its infancy. BBC South West had been broadcasting on radio since 1929, but its TV service began on 20 April, only nine days before Westward.

TV sets were something that many couldn't yet access or afford, but the lucky few got the first sight of a type of entertainment that was completely new and exciting. Not only could they watch the local news, but there was a range of entertainment both made locally and by the other ITV network companies...and Gus Honeybum!\* The Westward TV car was the first non-construction vehicle allowed onto the bridge. BBC producers must have been miffed to be beaten by their upstart rival. (\*I accidentally typed Hornybum. Oops! Ed.)



When the automobile economy looked so different  
Charging an electric car in 1905

Staying in the past, John H. sent me a collection of amazing old photos. One is being used for this month's caption competition, but this one shows there's nothing new under the sun.

Here's a new-fangled electric car dating back over a century and a half.

A Google image search reveals that it is a Detroit Electric produced by the Anderson Electric Car Company of Michigan. The company built 13,000 electric cars until 1939.

However, according to Wikipedia they didn't start production until 1907 so the image's caption may be wrong. They were powered by a rechargeable lead acid battery. For an additional \$600 (about £12,000 in today's money), an Edison nickel-iron battery was available. The cars were advertised as reliably getting 80 miles (130 km) between battery recharging, although in one test a Detroit Electric ran 211.3 miles (340.1 km) on a single charge. Top speed was only about 20 mph (32 km/h), but this was considered adequate for driving within city or town limits at the time.

Today's modern electric cars can go a lot faster, but their range hasn't improved massively.

## MG Cyberster two-seat EV roadster teased in new images



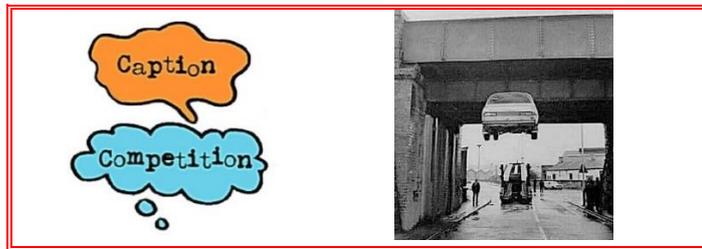
This is the MG Cyberster: a new concept car that could potentially point towards an electric return to the open-top two-seat sports car market for MG. It's the first time the company have teased an open-top roadster from since the TF. It's also the second all-electric sports car concept revealed by MG in the last few years. The car is a sportier, open topped counterpart to the E-Motion Coupe that the SAIC-owned brand first uncovered in 2017. It is said the E-motion will be released this year.



I've previously mentioned this car of my neighbour's but not had the chance to take a picture until recently when it was out gleaming in the sunshine in our park. This black beauty is a Bentley Mk IV c.1940s. Back in our September newsletter I featured a picture of his other classic, a 1936 Austin 12 Ascot. Both are immaculate and stunning.

Each to their own, this gentleman's tourer isn't a car for me. I prefer top-down wind-in-your-hair motoring, and if my MGA is a working man's E-type then I'm OK with that.

But whilst on the subject, Bentley has just built their 200,000th car. It only took them 102 years!



Received entries	From
<i>"George I told you to slow down for that speed hump!"</i>	John I.
<i>"I think you set the ground clearance too high.....!"</i>	John I.
<i>"Hello Sir, I am just phoning to let you know the delivery of your new car is up in the air at the moment....."</i>	John I.
<i>A remake of the film `A Bridge Too Far` starring Sean Cortina, Ryan O`Wheel and Michael Canned</i>	John I.
<i>MG Magnette  will stick to anything.</i>	Andrew L
<i>What goes up must come down.</i>	Richard M.
<i>A soft top is the way ahead.</i>	Richard M.
<i>"Ooops"</i>	Richard M.
<i>"He thought filling the tyres with helium would improve the heavy steering."</i>	<b>Janis</b>
<i>An inspection pit is a useful addition to your home garage...</i>	Peter S
<i>Blue tack is wonderful it will hold anything up.</i>	Roger G.
 <i>Amazing thing, mirages. One minute a tanker floating on air and the next a car floating under a bridge...time for the pub before things get any more weird....</i>	Simon
<i>That's me on the left</i>	John N.
<i>You have to be an ex-seaman matelot to understand fully my caption. On-lookers: "There you go, the driver got his air-draft calculations wrong. Either that or he had over inflated his tyres!"</i>	John H.
<i>As last month's winner I couldn't enter, but here are my efforts anyway.</i>	
<i>The world's first levitating car is used to lift a new bridge into position.</i>	Howard
<i>We need some bigger wheels.</i>	Howard
<i>Ron Weasley learning to drive</i>	Howard
<i>(before he got the Ford Anglia which he and Harry Potter flew around in)</i>	

And the winner chosen by Howard is Janis. Well done! She will choose next month's winner

Sit tight! Can you think of a caption for this photo?  
Your entries by email to:  
[mediatvmgoc@gmail.com](mailto:mediatvmgoc@gmail.com)



Grand Canyon, 1914



# And finally...



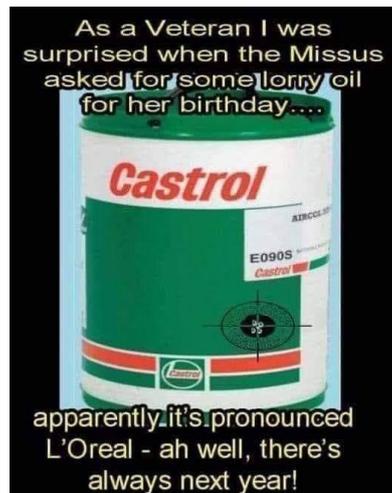
Finally I understand why cars have these things.



My girlfriend says she's not worried about rising petrol costs as she never puts more than £30 in anyway.



Grandma: What do you want for your birthday?  
Me: Some nice wheel trims for my car please.  
Grandma: Say no more!



An MG owner's idea of a support bubble



My Desire ...

My Budget.

**Puzzler: Who sold more records than the Beatles in 1968?**

**Woolworths!**

*(OK I'll stop now! Ed.)*