

**Newsletter
February
2021
Edition**



This Month:
Committee reports
Our fundraising for
Derriford ICU
Upcoming events
New snippets
News good and bad for
SAIC MG EVs
What does 'MG' stand for?
How to spoil an MGA
& some interesting mods



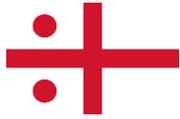
**JOIN THE DRY
FEBRUARY CHALLENGE!**



**NO ALCOHOL ON THE
29, 30 & 31st!**



ENJOY YOUR MG MORE WITH TVMGO C



Secretary's Report



Our New Year gets into its stride, with grey and windswept Tors lashed by rain and mist and yet occasionally, infrequent enough to ensure a gladdening of the heart, there is a day when the sun breaks through, transforming the world in a moment. Never more impressive than when set against the backdrop of the recent snow, lying across Dartmoor as a newly made white blanket, and when the wind dropped and the sun shone, the birds sang, the countryside was quite magical. A metaphor for our times perhaps – the grey awfulness of 100000 tragic deaths interspersed with the bright hope of vaccines.

Just like the turning seasons, it will be a while before we can expect sustained sunshine, but there is genuine hope that we can return to a degree of normality. That normal will of course have changed, and I feel sure that we will appreciate the fun we can have with our cars in the open air all the more when the opportunity re-emerges.

As a club, of course, we have made the most of our rather constrained circumstances. For those of you who have not tried the Zoom meeting, but are wondering whether to try, other members have commented on it being fun and a happy way to catch up. We will keep up the monthly rhythm of online meetings until we are able to get back together in person.

Similarly, our committee meetings have moved online – pretty successfully – and our AGM in March will also use Zoom. Thankfully, time invested understanding this online meeting stuff allows lots of other meetings to be had – sometimes with friends and family the other side of the country, or even the world, so don't be shy - it's not time wasted.*

In closing I would like to thank all of you who have contributed again to our second round of fundraising for the Derriford ICU staff. Howard will write about the reaction to our last delivery, but I would just reflect that the generosity of the club has raised another thousand pounds – incredible. I would also like to thank all of you who volunteered to help in the delivery – we have kept it just between Howard and me for now to minimise the risks.

Simon

Should you need to contact our club secretary, for example to send in club subscriptions, first call or email.

01822 852843

clubsecretarytvmgoc@gmail.com

**I have written some guidelines on how to use Zoom, and also how to host a Zoom meeting. I can send these to anyone who asks. I'm also happy to take you through it on a one-to-one basis before the meeting to get you up to speed. Don't be frightened – just ask!*

Howard



Notes from your Chairman



Hello everyone,

Well things on the Covid-19 front show no improvement and with the heightened lock-down we are currently experiencing, freedoms that we normally enjoy seem so far away. As bad as we feel things are, I am sure that it is those people of a younger generation, who have fears for job security, keeping a roof over their heads and dealing with home schooling for their children, who are really under the cosh. Maybe there is something to be said for being retired after all.

Hopefully by now some of you will have managed to get your first vaccination jab. At least that appears to be the way forward to get out of this pandemic.

I am really heartened by your response and donations for Tamar Valley's fund-raising appeal to help the NHS staff at Derriford hospital currently manning the Covid-19 wards. I am sure our recognition for those who are working in the Covid-19 ICUs is very much welcomed.

The current lock-down restrictions we are enduring really pale into insignificance when compared to their daily stress and work burdens.

The Zoom club meetings seem to be working OK and it is really good to see you online. I have to thank Simon our club secretary for organising these. Left to me, they probably would never happen.

Recently we had a club committee meeting and that was really important to be able to carry out our club responsibilities. Of course, these online meetings will never be a good replacement for our more usual face to face meetings. It will be so good when they can happen again.

Your online presence would be very much welcomed for the upcoming Zoom AGM meeting on the 3rd of March.

The club weekend away in July to the Cotswold Caper that Alison and I are organising has had a good response. We currently have eleven cars booked in for this with possibly one other going under their own steam. That still leaves another four places still reserved by our club for the run. Please feel free to come along and enjoy yourselves. You will need to book your own accommodation though if you wish to make a weekend of it. Please feel free to contact us to find out more details.

Let us all, for now, keep our fingers crossed for some type of eased restrictions in time for the national Drive It Day in April. No excuses for not having your cars ready for this!

In the meantime, I urge you all to stay safe and well. Once we get the green light, then it will be all systems go to get our events programme up and running again.

Alan



Event Secretary keeping it wheel



Dear Motorneers,

Firstly, I'd like to flesh out a little what Alan and Simon have said about our fundraising for the Derriford ICU. The situation on the wards is more challenging than ever. News reports that they are taking extra patients from Kent are true. The staff are beyond busy, and it's all pretty grim.

With the money you so generously donated, having made bulk purchases with my Bookers cash & carry account (it's a place relatively devoid of other people, and so safer to visit than any supermarket), Simon and I once again took food snacks and drinks to the hospital, handing over the boxes outside in the relative safety of the car park.

The phrase 'front-line staff' is perfectly apt for these dedicated and selfless women and men who are staring Covid and death in the eye every day. The strain of looking after so many desperately ill people for almost a year now shows in their saddened and weary eyes.



Frankly, it's hard to imagine just how terrible it all must be. One told me that he keeps opening store cupboard doors only to find a member of the medical staff inside, crying.

We were thanked and told that being able just to grab a drink, snack or chocolate treat is not just sustenance, but a morale booster. Every one of the ward staff knows the goodies come from Tamar Valley MGOC, and they were missed when the last batch ran out, making this new delivery all the more welcome.

There are other key workers who are deserving of help, support and charity, but surely none more so than those on the ICU wards at Derriford. We have not yet spent all the money so will be making another delivery at a later date. Thanks everyone.

Back in October 2019, a few of us were invited by a mutual friend to visit Northern Spain. Simon and I wrote an article for *Enjoying MG!* that has finally been published in the February 2021 edition. In return for contributions like this we are paid a fee of £160. We have donated this to the club's NHS fund and so there'll be more shopping coming our way!



Previously on the Saga of the Wipers: Christmas and New Year got in the way of Neil and me finishing reassembling the broken wipers on my MGA. All that remained was wiring it up afresh after Neil had discovered that sometime in the past it had been done incorrectly resulting in the self-parking not working. Then Lockdown 2 meant Neil couldn't come round.

What was to be done? After I emailed him various photos of the wiper and the spaghetti-like mess of wires under the dash, Neil patiently explained what needed to go where. This entailed abandoning some incorrect wires and replacing them with new, but this time with the switch in the negative circuit. I also took the opportunity to use the correct colour wires.



Lacking confidence enough to even call myself an Amateur Electrician like poor Paddy here, I followed Neil's instructions to the letter, but it was with trepidation that I turned the battery cut-off switch to 'On'. Taking the absence of sparks or bangs as a good sign, with trembling fingers I turned on the ignition and pulled the wiper switch. They not only worked but parked when I turned them off. Previously I didn't even know they could do that!

Then I dared to start the engine for the first time in too many weeks. She fired up first go, and after a cough or two to clear her throat, ran as sweetly as ever. Happy days. It's a pity we can't take her out for a proper spin though. Ho hum. Thanks again Neil.

Once that was done, two warning lights came on in my Mercedes. One said I had to fill up with AdBlue in the next 900 miles or else fear the wrath of God (to paraphrase slightly). Now forgive my ignorance, but I'd never even heard of AdBlue. It turns out, according to Wikipedia, to be "a liquid used to reduce the amount of air pollution created by a diesel engine. Specifically, it is an aqueous urea solution made with 32.5% urea and 67.5% deionized water." The Merc greedily guzzled almost 5ltr of the stuff!

Further intrigued, whilst I know that deionized is water that's haunted - oh no, my mistake, that's demonized water - I wondered if my hunch about what urea might be is correct. Wikipedia confirmed my suspicion: "Urea, is an organic compound...and is the main nitrogen-containing substance in the urine of mammals." The last time I looked I was definitely a mammal. So, does anyone know if I could dispense with the expense of AdBlue and instead take the occasional tinkle into a bucket of water and use that? When I suggested this to Jan she said, "Urine sane!"

The other warning light was to tell me off for not driving the car enough and the 12v battery needed charging. So, there is another not unexpected consequence of lockdown. Could be worse though: at least the Merc's wipers still work.

Regular newsletter readers will know I love it when there's something I can get my teeth into to write about. With nothing much else going on in the classic car world, I was therefore relieved – no, delighted - to come across a whole series of irate Facebook posts about an episode of *Salvage Hunters – Classic Cars* when they bought an MGA coupe to do up. For inspiration, this programme turned out to be a bit of a mother lode.

When Simon and I met up outside Derriford, unprompted he asked me if I'd seen the programme before listing numerous outrages it contained. Read all about it in AOB.

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

As your Event Secretary it is my job to inform members what classic car events are taking place. It is not my job to urge or recommend what you should decide to do in these difficult times. Everyone's personal circumstances are different and how coronavirus rules and laws are interpreted is your business not mine.

There will be no TVMGOC organised events until MGOC allow it. However, there may be the opportunity to participate in classic car events organised by others. Speaking for myself, if a run or show can be done safely and legally then count me in!

From Spring onwards there is unprecedented demand for UK holidays and accommodation, including taking part in car runs and shows. All this might be wishful thinking, but you may like to take a punt and enter something. If you do and afterwards find you can't take part for whatever reason, then cancel, if necessary writing off the entry fee. If things do improve and you haven't entered anything, then it will be too late nearer the time and you will miss out.

At our recent Zoom committee meeting I outlined three assumptions I am making for this year. These were agreed by your committee:

- Until we hear differently, we will assume Drive it Day can go ahead in one form or another.
- I will continue to inform members of other 2021 classic car events, with fingers crossed!
- We will plan People & Places 6 for the 12 September organised by Jan and myself.

In addition, all physical club meetings on the 3rd Wednesday of the month are cancelled until further notice to be replaced with Zoom meetings.

Club Cotswold Caper weekend

TVMGOC still have still have 4 places allocated for the Sunday run but if anyone still wants to take part they will have to sort out their own accommodation. Contact Alan.

Vintage Weekend RHS Rosemoor, Gt Torrington 31 July & Sunday 1 August

With some local shows in doubt and Killerton permanently cancelled, I propose making a club outing to the show at Rosemoor which seems to be definitely going ahead. Rosemoor is a fabulous garden and I have heard good reports about the car show. The entry form is on our website. I have entered for the Sunday and it would be lovely if some of you joined us. Please let me know if you will be going too so that we can all arrange to enter the garden and park up together.

LOCAL & EVENTS OF INTEREST – for more events further afield see the Event Diary on our website

Drive It Day – 25 April

Whilst at this time we cannot guess what form it will take, DID *will* happen, even if all we can do is park our classics outside our homes and rattle a tin to raise a bit of money for a good cause.



Special rally plates have been produced to raise funds for the NSPCC Childline charity. The FBHVC is selling them priced from £10 for a standard plate to £30 for a platinum plate, with profits going to charity. Buy them here: <http://www.driveitday.co.uk/shop>

May 2021

14 TBC	Club Friday evening	Supper run unlikely!
Cancelled Until July	D&C event	Re:Fuel car meet at Mansell Raceway, Dunkeswell EX14 4AH.
NIA	D&C event	Atlantic Coast Express (ACE) Run D&C MGCC
Cancelled	D&C event	Launceston Steam & Vintage Rally
NIA	D&C event	Boconnoc Gardens & Classics in aid of Marie Curie.
30 confirmed	D&C event	Moor 2 Sea Run (Exeter MGOC) Starts and finishes in Tiverton – entry form on our website. Several of us have entered – please let me know so we can join up.

JUNE 2021

NIY	D&C event	Tavistock Steam & Vintage Fair
11 TBA	Club Friday evening	Supper run TBA
20 TBC	D&C event but poss. cancelled	Morwellham Quay Father's Day Classic Car Day Entry details available in February
25	D & C event	National Cream Tea Day - TBA

JULY 2021

Friday 9 to Monday 12	TVMGOC Club weekend away incorporating Cotswolds Caper Date Clash	Friday 9th July - Drive to our destination in Gloucester for 3 nights stay. Saturday 10th July - Our own tour of the Cotswolds. Sunday 11th July - Cotswold Caper Run. Monday 12th July - Return home.
11		Cotswold Caper – Gloucester MGOC
10-11 confirmed	D&C event Date clash	Powderham Castle - The Crash Box Classic Car Show All TVMGOC entries to go via Club Secretary.
16	Club Friday evening	Supper run TBA
18 TBC	D&C event	Re:Fuel car meet at Mansell Raceway, Dunkeswell EX14 4AH. https://www.re-fuel.co.uk/
18 confirmed	D&C event	Wadebridge Wheels Royal Cornwall Show Ground Entry online from 1 March
NIA	D&C event	Tregrehan Gardens Classic Cars & Country Show
23 – 25 confirmed	D&C event	Boconnoc Steam Fair – Liskeard (The Boconnoc Motorsport Carnival is in August)
24 – 25 confirmed	Other event outside our local area	MGF25 at the British Motor Museum at Gaydon https://www.britishmotormuseum.co.uk/events/mgf25
25? TBC	D&C event TBA	English Riviera Show on Paignton Green - Torbay Old Wheels Club - Entry forms available in February
NIA	D&C event	Tregrehan Gardens Classic Cars & Country Show
30 July – 1 Aug confirmed	D&C event. Club going on the Sunday?	VINTAGE WEEKEND RHS Garden Rosemoor Great Torrington EX38 8PH 2021 entry form is on our website

AUGUST 2021

30 July – 1 Aug confirmed	D&C event. Club going on the Sunday?	VINTAGE WEEKEND RHS Garden Rosemoor Great Torrington EX38 8PH 2021 entry form is on our website
NIA	D&C event	Mt Edgcombe Classic & American Car and Summer Fayre.
Thurs 12 confirmed	D&C event	Okehampton Show, Stoney Park Showground, EX20 1SW
13 TBA	Club Friday evening	Supper run TBA
15 TBC	D&C event	Re:Fuel car meet at Mansell Raceway, Dunkeswell EX14 4AH. https://www.re-fuel.co.uk/

25 - 27 confirmed	Other event outside our local area	MGA Register Golden Anniversary Tour H&J booked
NIA	D&C event	Great Trethew Vintage Rally August Bank Holiday whole weekend
29 confirmed	D&C event	Aveton Gifford Show 11am to 3pm

SEPTEMBER 2021

12	TVMGOC Event	PEOPLE AND PLACES 6 The Tamar Valley MG Owners Club invitation run organised by Howard & Jan
19 TBC	D&C event	Re:Fuel car meet at Mansell Raceway, Dunkeswell EX14 4AH. https://www.re-fuel.co.uk/

OCTOBER 2021

NIA	D&C event	The Rut – this year organised by D&C MGCC
17 TBC	D&C event	Re:Fuel car meet at Mansell Raceway, Dunkeswell EX14 4AH. https://www.re-fuel.co.uk/
17	Club Sunday Lunch	The club Tulip Trophy run organised by Alan and Alison

NOVEMBER 2021

3 TBC	Monthly meeting	Moorland Hotel, Wotter PL7 5HP.
21 TBC	Club Sunday Lunch	TBC
21 TBC	D&C event	Re:Fuel car meet at Mansell Raceway, Dunkeswell EX14 4AH. https://www.re-fuel.co.uk/

DECEMBER 2020

TBA	Club Christmas Dinner	Moorland Hotel, Wotter PL7 5HP
-----	-----------------------	--------------------------------



News snippets



No MoT extension

The DVLA has confirmed that unlike last summer there will be no six-month extension to MoT expiry dates during the current lockdown.

Rubber Soul 🎵 Beep beep, beep beep, yeah! 🎵

CCW have been speculating which classic cars are likely to rise in value this year. Rubber bumper MGBs and Midgets are seeing a value hike and an increase in interest at auctions. They suggest that the fad for changing them to chrome bumpers might be on the wane.

'Big' Farinas, including the MG variants, are also predicted to increase in value.

Brexit red tape

As Richard warned during our last meeting, if you need to order any parts for your MG do so ASAP. If they come from inside the EU you are most likely to have to pay additional VAT and import duty.

New Brexit trade rules are making the import of parts more difficult, traders report. There's a nice quote from the EU Chairman of a company that represents 39 marques. Mel Holley said, "It appears that for the moment the perceived yellow-and-blue red tape of the EU has been replaced by red-white-and-blue UK red tape."

The News Editor of CCW says, "The shock of customs paperwork and VAT registration is simply too much for some understaffed firms already dealing with coronavirus."

GOOD AND BAD NEWS FOR MODERN MGS

If you are not interested in Chinese-built MG cars then please skip this boxed section. However, as the MGOC and MGCC feel that anything that bears an MG badge is of relevance to their members, then it follows the same should apply to our own club.

Cheap and cheerful – ‘MG’s sales must rank as the success story of the year, possibly the decade’.

So says Auto Express. While UK car sales slumped by over 29% in 2020 to 1.63m, MG just missed being in the top 20 car brands sold in the UK, but in terms of relative volume, the modern Chinese-built MG car sales were up by 41 per cent.

Auto Express says, “With sales almost 30 per cent down overall, this [percentage increase] must rank as the success story of the year, possibly the decade. The bizarre, almost unbelievable truth is this: the main reason for the massive rise was largely down to MG’s unapologetically humble range of family EVs that are cheap, cheerful, and perfectly adequate for real-world buyers. The Germans, Japanese and Koreans know this, are closely monitoring MG’s pricing strategy, and rapidly trying to find ways to match it. They know the secret to higher sales plus growth in market share is a no-nonsense combination of lower-tech EVs with affordable prices. Long may such cars continue to enter the marketplace. We need ’em.”

An MGOC news alert celebrated another development, saying:

MG is back on the frontline as ZS EVs are given to good causes

MG’s ground-breaking electric ZS will once again serve the nation during times of crisis...offering 100 of the all-electric cars to good causes to use free-of-charge.

The company supported the NHS, its partners and its agencies during the first UK lockdown in 2020 with an offer of free cars to help them with transport. It is now offering a further 100 cars through its 120-strong dealer network, which will be given to local good causes that are supporting their communities during the coronavirus pandemic.

OMG - MG drivers told not to use roof racks on new cars

Various newspapers report on an extraordinary design fault on the new MG5 EV estate car. Original advertising campaigns show the car with a rack fitted to the roof rails and a bike strapped on. That should present no problem as company data claimed the car had a 110lb roof-carrying capacity.



However, one new owner spotted in the 267-page manual the rails are for “decorative purposes only”. The info states that using them to carry anything “may result in an accident or damage to the vehicle”.

The Chinese brand has been blasted by consumer watchdogs as well as leaving buyers of the UK’s first all-electric estate, launched last September, baffled and angry. Natalie Hitchins, from *Which?*, said: “If the roof rails are purely decorative and can’t bear any load, we’d expect MG to immediately inform customers, recall the model and remove the rails.”

After complaints, MG swapped images in its brochure and website to show the rails with nothing on them. The section on what weight could be transported was also removed.

Electric sport model

MG’s on-again, off-again electric sports car has reportedly received the green light. Previewed in

2017 as the E-Motion coupe concept, the production version is scheduled to make its debut before the end of 2021. MG feel that returning to its sporting roots is a way for the carmaker to become more globally relevant.

Autocar learned the four-seater coupe will be positioned as MG's halo model. It will pick up where the E-Motion left off, but with a comprehensively updated design.



*E-motion concept
The production version will be different.*

People buying SUVs are cancelling out climate gains from electric cars

According to the *New Scientist*, any gains in reducing motor vehicle oil consumption by people going electric is cancelled out by people buying unnecessarily large SUVs.

The growing popularity of SUVs is making it even harder to cut carbon dioxide emissions and meet climate goals. They suggest that policymakers need to find ways to persuade consumers to choose smaller and more efficient cars.

Read more: <https://www.newscientist.com/article/2265449-people-buying-suvs-are-cancelling-out-climate-gains-from-electric-cars/#ixzz6kCZPS8kA>

James May and Roger Parker drive an electric MGB

Captain Slow takes the wheel of an £90,000+ RBW EV Roadster. It's a brand-new car built using a heritage shell and replacement parts, so no original MGBs were hurt in its making. He liked it.

See the video here: <https://www.carscoops.com/2021/01/james-may-checks-out-an-awesome-electric-mg-roadster/>

Roger Parker, the MGOC technical guru, wrote extensively about this car in the January edition of *Enjoying MG!* He felt the driving experience of the car was "brilliant".





How many left?

Gavin emailed us to highlight this website which reveals (though probably not totally accurately) how many of various car models still exist. Some members will already know about this, but there's no harm in a reminder. See: <https://www.howmanyleft.co.uk/browse/mg>

What does 'MG' stand for?

Morris Garages, right? Well don't be so sure. This has been debated over the years and there is a credible alternative theory postulated on the M.G. Nuts website – www.mgnuts.com :

What does the name "M.G." mean?

Note: The following page is not intended to fuel an age-old debate, but rather to present a viewpoint often overlooked. This page is presented as a mixture of opinion and fact and should be considered as such. – Ed.

The common belief is that the name "M.G." stands for "Morris Garages". Whether or not this is true has been the subject of much debate over the years. There is substantial evidence that it is not true. The other side of the argument states that M.G. stands for itself and is not an abbreviation, but rather a name in itself. The story goes like this...

The letters for M.G. were chosen as a tribute to William Morris and his company, Morris Garages. Cecil Kimber, while working for Mr. Morris in the 1920's, began building custom cars from Morris chassis. The cars needed a name since they were not a Morris offering, but rather a custom job. Mr. Kimber named them M.G. as a tribute to his employer. The cars were quite successful and eventually Cecil branched off and started building his own line of cars. He officially named this new entity "The M.G. Car Company". The company was financed and therefore owned by Mr. Morris, with Kimber acting as its general manager.

It is certainly possible that in the very beginning while still working at Morris Motors, Cecil chose the letters "M.G." as an abbreviation for Morris Garages. However, if that was the case then he very quickly changed his mind! After all, if M.G. really stood for Morris Garages then how could two companies exist with the same name at the same time?

Other evidence for this argument is on the vehicle maker's plate which always state the full name of the company who built it. On every M.G. made, it states "The M.G. Car Company", never "The Morris Garages Car Company". Even looking back to the earliest days of M.G., one cannot find Morris Garages listed on any company letterhead or even in the very first M.G. Magazine of 1933.



The MG Factory (Edmund Road Oxford) before MG moved to Abingdon, Berkshire in 1929.

'A' dog's dinner?

Recently there have been comments in Facebook MGA groups decrying what Drew Pritchard and his mechanic mate Paul Cowland did to an MGA coupe on *Salvage Hunters - Classic Cars*.



Just to draw you into this piece, here's a sample comment: "Appalling! I was shouting at the TV, I'm ashamed to say." More juicy reactions follow.

This programme reopens the debate about what should or should not be done to a classic like this, and so it's worth examining. We will each have a different opinion, but frankly, after watching the programme myself, I can see what all the fuss is about.

The criticism on Facebook follows a pattern, as it seems Drew is disliked by some (many?) for perceived snobbish attitudes about cars and what he does to fix them up for a profit. He likes to impose his own taste, but more specifically his ego, onto a car, often in favour of originality, and this is what many find so aggravating. Is he a connoisseur of good design, or just pretentious?



Paul bought an MGA at auction for a bargain £13k. The low price was partly due to it not having its original engine but a later bigger one; although the engine turned over, it wouldn't actually start for unknown reasons, and though structurally sound, the paint and chrome needed refreshing, with signs of light rust in many places. In my view before long these would become serious corrosion issues.

Drew hated the Iris blue colour, which he called "baby blue", and wanted to paint it black. He was dissuaded on the grounds of cost. Instead, and just because it had a bored-out engine, they agreed this was all the excuse they needed to give the car a competition theme.

Back at Paul's workshop, after changing the HT leads and plugs, the engine ran, so that was a cheap fix.

Drew then removed the original steel wheels and replaced them with shiny black enamelled wires saying, "It's those little details that make someone fall in love with a car." No mention was made about the expensive and extensive changes necessary to convert bolt-on to knock-on wheels.



Paul then visited the MGOC HQ in Swavesey to pick up some parts from manager Chris Bentley. Chris told Paul that the original 1500 engine, having only 68hp at best, is "not really usable in today's traffic" - an object lesson in how to p*** off a load of MGA owners in one sentence!

They then examined an MGA on display (I've looked over this particular highly-modded car in the MGOC show room at Swavesey) which had a 2ltr MGB engine fitted, and Chris said about the bored-out replacement motor in Paul's car that, "It's not going to detract from the value". This made Paul very happy, saying, "At the auction this car was cheaper because it had the wrong engine, but it turns out it's actually a good thing." So, it's official - matching numbers are no longer of relevance. And remember, Paul got this notion from MGOC HQ itself. Hmm.

He left with headlamp stone guards, reproduction Lucas fog lights, and a rally type wooden steering wheel. These would, apparently, "Transform the car." Who knew it is that simple?

The next 'transformation' was to chuck out the lovely and serviceable original leather(?) seats to be replaced with a pair of more sporty ones made by Cobra which, it must be admitted, looked nice at £200 each, until Drew doubled the cost by adding a tartan pattern infill. Yes, tartan; surely a first for an MGA!



But the customisation didn't stop there. To celebrate the MGA's class win at Le Mans in 1959, Drew designed some massive door stickers. Mercifully, these were later junked to be replaced by simple roundels with the roof for some reason sprayed OEW. But they didn't repair and repaint the numerous rust spots all over the rest of the car. They were just left, as was the scruffy head lining - unbelievable!



They took the finished MGA to Race Retro as "the best place to sell" a car like this. It looked nice from a distance, but I studied the pictures closely to confirm all the rust spots, including on the chrome, were still there. At the end Paul described the car as being "Absolutely perfect" - Trump-speak at its worst.

Over a shot of the tartan seats Drew said the interior had "All the design cues from the period." *Pretentious? Moi?* While they were at it, it's a wonder they didn't add a set of period-correct furry dice and tie an Esso tiger tail around the filler cap.

In all they spent £17,500 on the car. They wanted over £20k for it but, as it wasn't mentioned at the end of the programme, presumably it didn't sell.



All I can say is that Drew and Paul's idea of priorities and "perfection" are different to mine. It neither looks fully updated nor patinaed original. I'm all for inconspicuous mods that make a car more reliable, safe and economical; unlike others, I am even rather liberal about a car's colour, but it should still retain a classic look. This poor MGA ended up all fur coat and no knickers, but what do you think?

Here's some of the Facebookers' views, with typos, grammar, and punctuation uncorrected:

Appalling! I was shouting at the TV, I'm ashamed to say. Were it that easy to change disc wheels to wires....

Yes - what a load of rubbish! They didn't mention that to convert to wires you need to swap all the hubs and the rear axle.

Missed the beginning he was busy sticking stickers all over it that looked bloody horrible when I tuned in.

How to kill a MGA.

It shows what kind of "restorers" they are... brilliant example how NOT to work! A massive lack of taste as well!

Not watched it yet, but on past track record that little guy in the silly hat should be sectioned! noticed the car is on scorn , did they sell it or put in storage?either way they devalued the classic. I thought they took a honest straight MGA and bugged it up

If you want to go right off the reservation with some bizarre bespoke creation then at least people will know what you have done; this is neither fish nor fowl...

Amongst a few half-hearted complimentary remarks, there are even critical ones on the Salvage Hunter's own Facebook fan page:

*Drew Prichard the silly little w****r.* (Others were less critical, referring to him merely as a 5*prat – Ed.)

If you can't find *Salvage Hunters Classic Cars* on catch-up, you can watch the programme and many more for free by registering here: <https://www.discoveryplus.co.uk/myaccount/register>

PS. I'd hate to be accused of spreading gossip, but...Google 'Drew Pritchard banned'.

'A' Fastback

If you are going to do up an MGA, here's an impressive alternative being built by Warren Kennedy who works in a professional car restoration shop. He is preparing this MGA Fastback for the Mille Miglia*. As well as the incredible sweeping roof, jobs included a custom tank shaped to fit the inside rear floor to enable custom-fitted luggage made to fit the now flat rear floor. Up front it has an 1800 3-bearing MGB power unit that has been "breathed on" and a 5-speed gearbox. Notice those neat flush taillights.

There are a lot of non-original changes to this car and yet it all works beautifully. Drew take note!

To see other photos of this car as a work in progress click these links:

<https://www.facebook.com/groups/1710236139267655/user/1421470516/>

<https://www.facebook.com/groups/193181557496034/permalink/1949538825193623/>



MG built just one MGA fastback for the 1961 Sebring race. It was a twin Cam, SRX 210, that also competed in the 24 hour Le Mans race three times between 1959 and 1961. In 1960 it finished first in class and 12th overall.

*The January edition of *Enjoying MG!* features an article about past MG entries in the Mille Miglia.

And now for something completely different - MGB Tonneau

Sticking with the modification theme, how about this?

The person who posted these photos on Facebook didn't reveal where he lives, but perhaps it's a clue that this car is RHD. The tonneau is made of curly Sapele veneer with Ash inserts and edging trim. It was all hand-cut and vacuum sealed onto moulded fibreglass. The front two sections are removable and fit in the boot.



Videos that might make you happy

Continuing my quest to spread a little happiness, here are a few feel-good motoring videos which I hope will put a smile on your face.

La Bella Italia

Fancy a drive over the Italian Alps, perhaps in a Lambo? Me too. Sadly, it will have to wait for a while, but in the meantime leave your troubles behind for a few minutes, sit back and watch this:

https://www.youtube.com/watch?v=KQIRbV_noi8&list=RDKQIRbV_noi8&index=1

Or if a raging bull doesn't do it for you, how about a prancing pony as featured in this delightful video? Just try to ignore the truly terrible back projection shots:

<https://www.youtube.com/watch?v=1PCnoIYbkzQ&list=PLfp1EzKOEX0dZrs4ITtGyMr7VmaFMN4ft&index=2>

This Woman's Stunning Camper Van she designed herself

This is a lovely video about a woman's unique van conversion that is now her full-time home.

<https://www.youtube.com/watch?v=l-DgMYB6L0c>

What a way to start a movie!

One wet afternoon I filled in a bit of time by searching car chases in YouTube. (You might find out why at a Club meeting in the near future.) In so doing I came across this gem of a clip which is almost the opposite of a chase. It's slow and moody as the tension builds to what you know is coming. The director is Orson Welles in full brilliant mode and the film is *Touch of Evil* from 1958. Being a director myself (I know- I was never in this class!) I couldn't help but admire the long, long single-take opening shot. Imagine some poor cameraman, seated wielding a hugely heavy film camera on the end of a long crane that is mounted onto the back of a truck as it drives along the street, the viewpoint raising up and down following the action of actors Charlton Heston and Janet Leigh, background extras and vehicles whilst dodging overhead cables. The timing of everything is perfect. The final shot is hand-held, its shaking adding tension. Watch it for yourself, if only to discover what a bore I can be to share a movie with! See: <https://www.youtube.com/watch?v=EhmYY5ZMXOY>

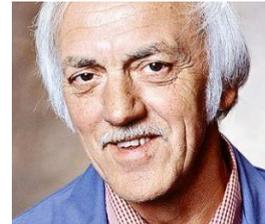


Last month you were asked to name these two fresh-faced yooofs. The first to guess both correctly would win. Oh, well, I tried.

The chap on the left of the picture was relatively easy; it's Eric Morecambe. But who is that in the dungarees with his arm around him? Well, it's his fellow comic Stan Sennett.



Jensen enthusiast funny man Eric Morecambe



Fellow comedian Stan Sennett

We know all about Eric, but these days Stan is less famous. Sennett was a hugely popular post-war entertainer. After starting out as a musician, he found success at the BBC, cracking jokes on the radio, and compering *The Black and White Minstrel Show* on television in the 1960s. From today's perspective this show was squirmingly racist, but back in the day it was one of the most popular on TV.

Stan went on to act in soap operas, playing Hilda Ogden's brother Norman Crabtree in *Coronation Street* in 1976. An appearance on *Crossroads* in 1971 as Harry Silver, a GI on the run in the village, led to a recurring role on the series in the 1980s as the garage mechanic Sid Hooper.

Sennett was a close friend of Eric Morecambe and hosted the theatre show that was Eric's final appearance, on 27 May 1984, immediately after which Eric died of a heart attack.

Eric Morecambe	Stan Sennett	From
<i>Eric Morecambe</i>	<i>Bobby Ball</i>	Alan
<i>Eric Morecambe</i>	<i>Ernie Wise</i>	Alan
<i>Eric Morecambe</i>	<i>Al Jolson</i>	Alan
<i>Eric Morecambe</i>	<i>Eamonn Andrews</i>	Alan
<i>Bill Gates</i>	<i>Brian Wilson</i>	Andrew
<i>Eric Morecambe</i>	<i>Ernie Wise</i>	Clive
<i>Peter Sellers</i>	<i>Jimmy Tarbuck</i>	Clive
<i>Stan Laurel</i>	<i>Oliver Hardy</i>	Clive
<i>Ade Edmondson</i>	<i>Rik Mayall</i>	Simon

And the winner of this competition isno one. D'oh! So.....

As you all failed to get both names right, last month's winner, Gavin, has the honour of judging the next caption competition.

If you shout your answers I won't hear them as I don't have a listening contraption like this - or is it something else ...?

Send your entries by email to:

mediatvmgoc@gmail.com





And finally...



The car of the year, as voted for by the readers of "Woman's Own" magazine, is.....a red one.
(Jan sent in this so don't blame the Ed. for being sexist!)

I heard if you push the accelerator and brake pedal at the same time
your car takes a screenshot. Is this true?



Remember, in extremely cold weather, animals may be attracted to the warmth of your car.
Be sure to check wheel arches and other hiding places.

You can still visit your friends as long as you stay in your car.



It's got a wooden frame, wooden engine, wooden wheels, and a wooden gas tank. Did he ride it? No, wooden start...



British classic cars don't drip oil, they mark their places.



Boss: could you write "No smoking" in Arabic on this oil tanker?
Me: sure



"No I'm not selling it, someday I'm gonna fix it up!"

