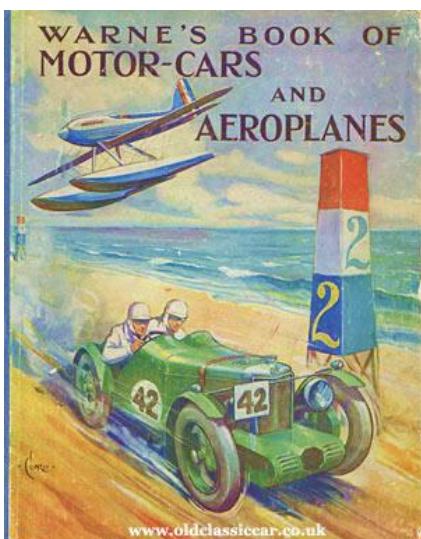
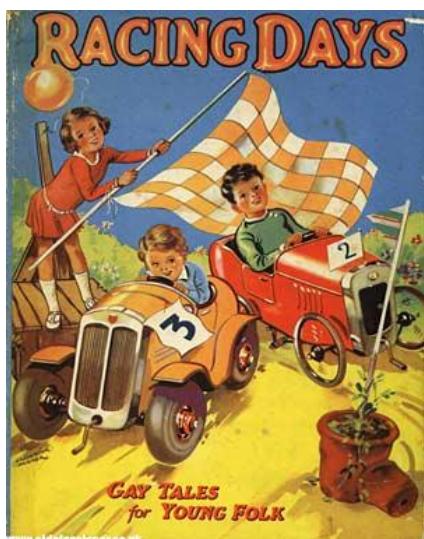


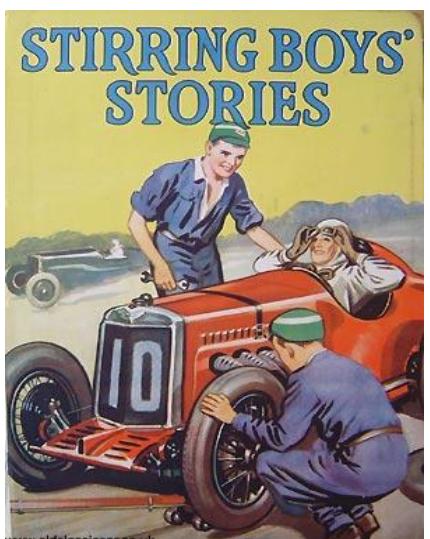
SEPTEMBER 2020 EDITION



c. 1931 an MG racer and a Supermarine Spitfire in the Schneider Trophy Race



In 1937 "Gay" meant light-hearted and carefree (it still does!)



c. 1930 an MG? racer



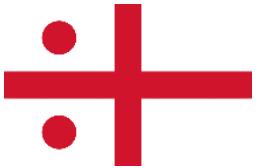
Who is this band and why were they so named?

This Month:

Committee reports
Upcoming events
Covid-19 situation
News snippets
Gallery
Safety Issue - MGB Rev counter fire
And finally...



ENJOY YOUR MG MORE WITH TVMGOC



Secretary's Report



Dear all,

So, the end of August is upon us, and we could be in a different country to the sun-soaked spring fading gracefully in our memories. I look out over the ever-beautiful beach of Polzeath, this high summer vista soaked not with sun but by persistent rain and wonder whether a COVID-risking trip to Portugal might have been more sensible.

Our MG is safely tucked in the garage, or so I hope, and my fingers are well and truly crossed for a short driving holiday in Wales next week. An option of a BGT (I did see a rather nice RV8 bodied BGT V8 for sale) or perhaps a ZA/ZB Magnette, is looking ever more promising as thoughts turn to our dormant club. As in any club, of course, and perhaps most particularly in ours, it is the people make it and I sense some frustration in that we are still being prevented from enjoying the company of MG friends in our wonderful part of the country.

Nevertheless, it is clear that MG drives are being enjoyed, between the showers, either singly or in ones, twos or threes, and the evocative growl of MG exhausts continue to echo across the open expanses of Dartmoor. As with the blue patches of sky emerging, there are causes for optimism, whether it be a vaccine or simply more targeted behavioural rules which would allow MGOC gatherings to recommence. Until then we will follow Government and Club guidelines, looking forward to recommencing formal club activity as soon as is safe. In this interim period, we will continue to look for opportunities to enjoy our cars within the rules. Warmest Regards,

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



Notes from your Chairman



Hello everyone,

With restrictions still preventing Tamar Valley from resuming its normal activities, the only way we can get our MG fix is either by solo outings or perhaps by meeting up with a couple of friends to share the experience. It certainly enhances the run to see another MG either in front or in the rear-view mirror whilst driving.

Alison and I had only managed a paltry 63 MGB miles since January, so it was wonderful to join up with Janis and her friend Steve a couple of Sundays ago for a blast across Dartmoor to Widecombe in the Moor. We even managed to enjoy a bit of sunshine as well which was an added bonus.

After a relaxing coffee / lunch stop, we climbed out of Widecombe to Hemsworthy Gate before looping around Haytor. A nice easy downhill stretch then took us to Bovey Tracy where we then took a left turn towards Moretonhampstead.

The drive back across the moor via the Warren House Inn, Postbridge and Princetown never fails to lift the spirits and the views are just wonderful. Arriving at Yelverton we skirted around the old airfield to the Knightstone Tea Rooms, to end the day over a pot of tea for four.

As you will be aware by now, the Moorland Garden Hotel has sadly closed down, and the club will have to find a new spiritual home. Your committee are currently investigating likely venues and I am sure that by the time we can resume our club activities, we will have found somewhere suitable.

With this lack of club activity during these strange times, it has become a monthly highlight of ours to be entertained by Howard's well-edited Newsletters and well-researched Colour Supplements. These have certainly lifted the gloom and brought a smile and a laugh to our faces. I hope you have also enjoyed them.

Looking forward to the day when we can all meet up again in our cars and get our car club functioning again. I am hoping that you and your families can continue to remain safe and well.

My very best wishes to you all,

Alan



Event Secretary keeping it wheel



Dear all,

A recent edition of *Enjoying MG* carries three cautionary tales. The first is about someone who was badly ripped off by a professional restorer, the second about a privately bought MGB roadster that proved to be a near death trap, and one about the owner of a new MG ZS1.0 automatic who had a mighty battle to get the manufacturer and dealer to admit there is a fundamental design problem with its Petrol Particulate Filter.

I have a cautionary tale or two of my own. Apologies in advance, but this summer I too have had my patience tried by my MG, or rather by those who have done work on it, so brace yourself for some spleen venting. I'll preface this rant by reiterating that I'm no mechanic. While being perfectly capable of reading a book or watching a video to discover how something should work, that's a long way from equipping me to be able to diagnose and fix a fault.

I admire home mechanics who have the skills to restore, mend and maintain old cars, but not having that aptitude or experience myself I'd rather pay a professional to do the job 'properly'. I use inverted commas because I have discovered, on more than one occasion, that there is a lot about the workings of classic cars that seems to be based on opinion rather than best practice and it's doin' me 'ead in, guv! Also, there's too much shoddy workmanship around.

Example 1. My car came with Lumenition electronic ignition fitted together with the 'correct' matched coil and ballast resistor, both of which the manufacturer insists are needed (I checked). For the first four years in my ownership the MGA could be a pig to start. Eventually, after a lot of suffering and swearing, and by now having serious suspicions about the set up, I took it to an MG specialist. The wise sage (we'll call him Sage 1) immediately said it was because the wrong coil was fitted. I wryly told him that was not what the manufacturer said. He replied, "Look, I've seen loads of these. Just put an ordinary coil on and it will work fine." I did just that and the car has started on the button, warm or cold, ever since. So, it seems that by doing the 'right' thing, it was the wrong thing.

Example 2. I have had an ongoing problem with the spark plugs sooting up quickly and badly. Even I know that's because the carbs are running too rich and/or not adjusted properly. A year or so ago, I took it to a well-known engine tuner - Sage 2 - where the car was put through its paces on a rolling road. After much sucking of teeth, the timing was set, the carbs tweaked, and mixture weakened. Then it was time to balance the twin SU's - a process that involved listening to the air intakes though a rubber tube. By ear alone, Sage 2 used all his years of experience to get each one breathing in perfect harmony. Impressive. It's a pity it didn't work.

Shortly after, the plugs continued to soot up every 100 miles or so, as discovered on our tour of Northern Spain where I had to clean them before breakfast each day and sometimes again after lunch. Once again, I'd done the right thing and got the wrong result. Sage 2 also expressed doubts about the choke adjustment but didn't suggest a strip down of the carbs to investigate. More's the pity, as you will see.

During lockdown the car has had some use, but of late it's not always been running properly, sometimes spluttering and continuing to run rich, still sooting up the plugs quickly. Same old. Looking back though all the receipts from the time before I bought the MGA there was no evidence that the carbs had been refurbished

for years. So, in July I booked in to see another MG specialist at the Tamar Valley Motor Centre, now run by Andrew who took over from his mentor Colin Bird.

On arrival, Andrew, aka here as Sage 3, asked me to drive the car from the forecourt into his workshop and the blooming thing just wouldn't restart. That's not been a problem for a long time. After about a dozen attempts it finally sputtered into life and, once inside, before investigating the electrics we began to strip the carbs. Sure enough, although there is no sign of significant wear and all the parts are in very good condition, there was debris inside the bowls and part of the air filter felt had come adrift and got stuck inside the intake of one of the carbs. So, with me watching, assisting and learning, Andrew was pleased to have found an easily fixable problem. They just needed a good clean, a replacement spring, seal or two and fuel filter while we were at it, and the twins balanced using a proper vacuum gauge rather than by ear and hot air.

However, the car still wouldn't start properly. Andrew and I had 'the coil conversation' once more and he agreed that Sage 1's suggestion was correct - both he and Colin had found the same thing – a standard coil works best and perfectly with electronic ignition.

Next, out came various meters and it turned out that the alternator wasn't quite charging properly, and the hi-torque starter was not getting the juice it needs. As my car lives on a battery conditioner, I deduced that in all probability the battery was fully charged when I first fired up the engine in my garage, but then lost charge as I went along. As I've not done a long drive for ages, this problem hadn't reared its head before, and it was perfectly possible that the alternator might be on the way out. Which brings me to...

Example 3. After much head scratching, I ventured this thought to Andrew: "Ever since I bought the car five years ago, the alternator light is constantly on, but very dimly. Pre start-up the ignition glows bright, but once the engine is running it continues to be dimly lit, barely noticeable in daylight. It's been like that for the last 20,000 miles."

I explained that Sage 1, Sage 2 and another mechanic, Sage 4, have each said variations of, "Oh don't worry about that. It's perfectly normal. Old Minis are exactly the same in that respect." Consequently, in spite of being doubtful and my gut telling me something couldn't be quite right, I had listened to the experts and so didn't give it another thought...until now.

"Well, that ain't right!" said Andrew (he owns a small fleet of old Mini's so should know) and next day he took the culprit to a local alternator supplier and specialist for a second opinion and examination. The outcome was that it was indeed on its way out ("crap modern parts"!). It had a permanent small earth leak but what's more it hadn't been wired up correctly into the car in the first place, hence the red warning light I'd been told was normal by the other three sages, or should that be stooges? Ho hum.

One critical thing I have learned from all this is if you buy a classic car that, for example, has been converted from 6v to 12v, changed to negative earth, had the dynamo replaced for an alternator, electronic ignition fitted, electric fan, high-torque starter etc., etc., together that's a lot of very significant changes. No matter what assurance you might be given, it doesn't mean that all these improvements were done competently.

Example 4. I've also learned the hard way that work carried out by an enthusiastic home mechanic – like the one who first restored my car back in 2006 and did a shoddy job preparing the body with low-grade crumbling filler - or by a professional specialist, is no guarantee of anything.

Almost nothing would stop me keeping my car in tip top mechanical condition as I need it to be as reliable as possible, but in so doing my route has taken me up hills of misinformation, to dead ends of misguided opinion and around twists and turns of misplaced confidence...hokum in other words. I'm sometimes frustrated by my own limitations, but at least I know what they are.

The only 'truth' about what shape your car is in is how it performs and how reliable it proves to be over time.

Happy MGing!
Howard

PS After receiving a call from Andrew to say my car was ready for collection, he told me of another discovery. After fitting the new alternator and sorting out the wiring correctly resulting in proper charging etc. the car still

would not fire properly. After much searching, he eventually identified the problem. Apparently, whoever fitted the electronic ignition module - not me - didn't position a tiny locating pin. Over time the module had moved out of alignment. We will call that Example 5. Ho hum.

The good news is that the car now runs better than ever, has a new MoT this month and everything seems perfect...for now at least. Andrew thinks it's the fastest MGA he's ever driven. Long may that continue! In the future, for specialist work on my car that I can't do myself I'll definitely go to Andrew in Callington again, and for other, more run-of-the mill work, Rob at Neil & Thompson – two blokes I trust!

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



TVMGOC EVENTS 2020

Upcoming events

The most up to date and detailed information on all 2020 events can be found and downloaded on the Event Diary Page and the Entry Forms page. See: www.tvmgoc.org.uk

NEC Lancaster Insurance Classic Motor Show & others

What follows is relevant to the club. Many events have been killed off this year by cautious venue owners cancelling events, sometimes with little notice, acutely aware of the potential of Covid-19 infection spikes.

The planning for the NEC show on 13-15 November has been mentioned in previous newsletters, but the latest developments illustrate the lack of clarity and uncertainty about whether indoor events such as this are safe to hold and attend. It is an interesting situation to follow, as it presents a window on the current situation regarding Covid-19 and the confidence, or otherwise, of those thinking of attending.

Clubs and exhibitors have been offered 257 spots with the intention that stands will be altered to allow for social differencing. However, while many clubs will be attending, some will not due to safety concerns. Staggered opening times, designated entrances, wider aisles, temperature testing of all visitors and updated cleaning regimes are said to be in place, yet these are not enough to reassure many clubs - CCW say just 80 had agreed to attend by mid-August.

Just to focus on the two national MG clubs, the MGCC will attend, while the MGOC will not. The MGOC general manager, Richard Monk, told CCW, "It was a really big decision and we will really miss being at the show; we've attended every one since 1980.

"However, we just can't risk the health of our staff and members in the face of so much uncertainty over Covid-19. We normally have up to ten cars on display and there could be difficulty getting enough people to bring their cars to this event. We hope to be at the show next year."

If they can put that show on indoors for thousands of people, what about meeting up outside and why can't we do a club picnic run?

Good question, if I say so myself (oh, I did). This chart was published on 14 August by the BBC.

Rules and guidance on meeting up

	England	Scotland	Wales	Northern Ireland
 How many people outdoors?	Six from multiple households. Or up to 30 people from two households	Up to 15 from up to five households, 2m apart	Up to 30 outdoors	Up to 30 outdoors
 At what distance?	1m 'plus'	2m apart (less in some premises)	2m apart – age 11+ only (less in some premises)	1m apart
 Indoors	Two households	Eight people from three households	Four households can form one 'extended household' from 22 Aug	Ten people from four households

BBC

<https://www.bbc.co.uk/news/uk-51506729>

In addition, at the time of writing the MGOC, who issues our club with insurance, still says clubs should not be organising runs, so that also rules it out. Those events that are going ahead, such as the massive NEC show, have to be done under the government Covid-19 Secure Guidance instructions. These are detailed, complex, very time consuming to undertake and instigate. Member's Rep 1 Peter S. has gone through this process for another organisation and he suggests it is not something we should consider. Be assured that your committee has looked into this, and we very much regret not being able to see a way though until something changes.

Sorry, but I didn't make this stuff up. I am finding all this infuriating on a personal level and doubly so as Event Secretary who must (*try to!*) keep up to speed on this issue as it affects club activities.

Club visit to Petersen Engineering Vintage Bentley restorers

Our upcoming visit on September 19 is cancelled. It has been provisionally rescheduled for Saturday 4th September 2021.

South Devon Railway Car & Motorcycle Gathering Saturday 12 & Sunday 13 September

For cars built before 1989, this event at Buckfastleigh Station, at the time of writing on 26 August, is not being advertised on the South Devon Railway's website. However, I have been sent a copy of the entry form. Figure that out if you can!

As our club is currently not getting involved in any organised events, this form will not appear on our website. However, if you want to attend you can contact the organiser directly: Richard Elliot on 01364 653357 or email richardandjill@copperfields.eclipse.co.uk



Picnic run

Jan and I devised a picnic run in the hope that it could be a club activity on Sunday 13th September. For the reasons explained above, this is not possible. However, the route still exists to be enjoyed on the 13th or at any other time. If you would like to have a copy of the route to do on your own or with a couple of friends or family, email me on one of my private, not club, email addresses here: howiep777@gmail.com. You would be able to start and finish outside and, if you have company, stay socially distanced. It begins near the Dartmoor Diner and finishes in an open space on North Dartmoor not far from some public toilets.

The 30-people rule for England is now clarified and if we stick to that, say goodbye to a club run soon.

But to answer the question as to why the NEC show is permissible yet tight restrictions remain for outdoor gatherings which are safer by far – well you try and explain it because I can't. While you are at it, how come people can go indoors to pubs and restaurants, or gather in their thousands on beaches and at camp sites etc.?

I think I may understand the outside rule though - it is to enable the Police to break up illegal raves and suchlike, as found at Believer where hundreds of people gathered and dug 50 fire pits. Now huge fines can be imposed on event organisers. Yet again, the few spoil it for the many.

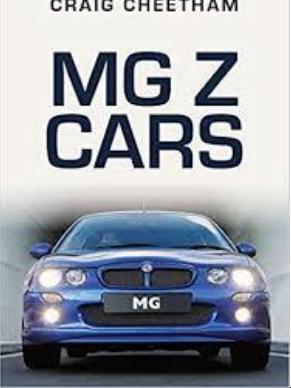
Weather permitting, Jan and I hope to do the run on the 13th, perhaps just the two of us, but I must stress this is not a general club invitation. Should you decide to do it then you may or may not have company and it would be entirely at your own risk.

Howard

Pedantry Corner: COVID-19 or Covid-19?

Who better to clear this up than The Guardian's readers' editor Elizabeth Ribbins, who writes:

I fell into happy correspondence (recently) with a medical specialist who wanted to know why the media was "incorrectly" spelling COVID-19 as Covid-19. I explained that, like most British newspapers, the Guardian's style is to use uppercase for abbreviations that are written and spoken as a collection of letters, such as BBC, IMF and NHS, whereas acronyms pronounced as words go upper and lower, e.g. Nasa, Unicef and now Covid-19. The reader was remarkably understanding given that her query turned out to be more than passing curiosity: she was busily correcting scientific articles by authors who'd adopted the media's style. We each apologised for having caused the other work and moved on, better informed about our respective fields.

 <p>CRAIG CHEETHAM MG Z CARS</p>	<p>MG Z cars are starting to be recognised as modern classics and so it seems fitting that a book be devoted to the story of the ZR, ZS and ZTs.</p> <p>Craig Cheetham is a serial owner of these cars. His book blurb says, "The MG Z cars were produced at a pivotal time when the MG Rover Group separated from their previous owners BMW and stood alone in the highly competitive mass car market. In this readable book, motoring journalist and Austin Rover expert Craig Cheetham reveals the inside story of the development of the range of MG Z cars that were designed to save the company."</p> <p>It is published by Amberley-books.com priced £14.99</p>
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Cheers as the Old Speckled Hen is up for sale

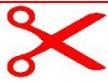
In 1979 the MG Factory celebrated the 50th anniversary of the MG Car Company's move from Oxford to Abingdon. They asked Abingdon brewers Morland & Co to create a special commemorative beer for the occasion, for which they would suggest the name and would also design the label.



The name chosen was "Old Speckled Hen", which took its name from an unusual car which, the story goes, was built as an experimental model in 1927. This car was called the "MG Featherlight Saloon" which featured cellulosed fabric stretched over a wooden frame and was finished in black speckled with gold. It became the factory's general runabout, and as it chugged around, people would say in their Oxfordshire tones: "There gus the owd speck'l'd un...."



Eventually the car fell into disrepair until it was fully restored by the present owner in the 1990s. The Old Speckled Hen is still in excellent condition, but the owner rarely finds time to use it – which is why he has decided to let it go to a new owner. £65,000 is the asking price for this most iconic piece of MG history.



More on tyres

Picking up on the piece in last month's newsletter about pending changes that would outlaw car tyres which are over 10 years old, Richard sent in this note:

For the family car this may have little consequence as we will probably wear them out before 10 years is up. For our classics it is somewhat different unless one is very enthusiastic in its use.

One thing I came across last year when replacing my tyres on the "B" was companies selling tyres from stock that were approaching or had just passed two years old. After doing a little "phoning around" at that time I got the impression that there is a general industry wide agreement not to offer tyres that have been in storage for more than two years (presumably to ensure people get a useful life span). So with that in mind there is obviously an incentive for tyre suppliers to discount tyres approaching the two-year-old mark. For the family car, that still probably makes no difference, but for classic car use it might (particularly for a spare).

In my case I bought the car around 6 years ago. The spare was as-new if not unused and the history file suggests that it could be closer to 10 years old. So if this proposal to ban tyres over 10 years old is passed into law I will need to buy a new spare which might as well be one to match the other four. An expensive option.

Note: at least one tyre manufacturer uses a standard carcass and moulds a classic tread on to that carcass as far as I understand it. In that case the tyre was developed to suite Jaguars.

I had to return one of those tyres due to bulges on the side wall when inflated. Apparently, that is not too uncommon as it is where the wrap around is bonded when the rubber is moulded and cured to the carcass. I'm sure there is more to it than that but "buyer beware". In other respects, I have been very pleased with that tyre company as I have their products on one of my other vehicles.

Regards, Richard



I also mentioned last month that I'd changed the tyres on my MGA as they were 11 years old. The excellent Tyresmiths in Plymouth, run by Paul, ensured the specially ordered replacements were brand new, as proven by the date stamped into the sidewalls. I know that other club members also go here for their tyre needs.

I chose Continentals, partly with advice from Paul, but particularly because MGA owners in America, where the vast majority of MGAs live, rave about them. For me, all-weather safety and longevity is the priority over 'classic' treads or re-treads, none of which, by definition, can be 'original'.

Howard

Lockdown effects on classic cars

If you have owned a classic car for many years and if its value has appreciated this could affect you.

As the government look at ways to recoup unimaginable funds spent due to lockdown, the Office of Tax Simplification (ever heard of them?) is conducting a wide review and are looking at profits from assets. Our classic cars are currently exempt from Capital Gains Tax* but the Treasury has refused to rule out that they could be targeted under sweeping reforms.

This has been threatened before, notably by Phillip Hammond in 2016. Then it came to nothing but now the Treasury's coffers are severely depleted and government borrowing so high, this time it might be different.

Former Top Gear presenter and classic car guru Quentin Wilson says, "If the Chancellor does change CGT status on classics the policy will reduce overall confidence in the market, deter forward investment and

threaten the viability of a hobby that's been generating solid levels of economic employment since the seventies.

"Ironically, as a piece of policy this wouldn't net the Treasury very much because at the moment very few cars are selling at more than their owners have invested, so the theoretical taxable profit isn't there like it was in the boom years." **

*I've recently had to pay a rather large amount of CGT after selling my dad's bungalow which I had owned for many years. Ho hum.

**Jan kindly offered to sort out all the receipts for work done on my MGA. I said she could do that, just as long as she didn't add up what we have spent on it in our 5 years of ownership (notice where spending is concerned the word 'we' rather than 'I') . Put it this way: I don't think there will be much CGT to pay on my MG once I've popped my clogs!

Red rotor arms

The MGCC has reported many complaints from its members regarding the rivet in their rotor arm failing. The club suggests buying quality rotors from the Distributor Doctor, whose website says:

I decided to make them in RED to differentiate them from the inferior black ones commonly available and launched two sizes in the UK as a top quality, totally reliable solution in 2008.



Like most good ideas, we've suffered from low grade pirated copies being sold very cheaply, so BEWARE CHEAP COPIES OF MY RED ROTOR ARMS. I'VE EVEN SEEN THEM POPPING UP IN GREEN LUCAS BOXES RECENTLY. As of late Spring 2012 all my genuine red rotors will bear the DD marking. We now have 6 part numbers available in the RED ROTOR ARMS range, which cover virtually every Lucas distributor from the mid 1930's onwards.

♪ All we hear is, radio car car...♪

Many classic cars have period-matching radios fitted. If you have one of these old analogue receivers it will be able to tune into to AM transmissions for another 10 years.



BBC radio to the world from Droitwich

Amplitude modulation (AM) was the first method developed for radio broadcasts and is still used worldwide, primarily on medium wave but also long and short-wave bands, so you'll still be able to get the Shipping Forecast and Sunday Worship on long wave from Droitwich.

The government has said that AM licences will remain available despite rapid changes in technology and listening patterns. Millions of people still tune into FM and AM, even though 60% of them are listening via digital services.

BTW - Most of us will have seen these large radio masts from the M5 between Droitwich and Bromsgrove. The Droitwich transmitting station is a large broadcasting facility established in 1934 and is the site of the BBC's longwave transmitter. A T-aerial is used which is suspended between two 213-metre-high (700 ft) guyed steel lattice radio masts, standing 180 metres (590 ft) apart from each other. As well as covering the whole of the UK, reception is also possible in Western Europe, including Italy and Sweden. The longwave signal also carries time-of-day information, and control signals for Economy 7 electric heating systems.

BBC Radio 5 Live is also broadcast from here on 693 kHz medium wave, providing coverage for most of the English Midlands and Wales.

During World War II coded messages, read during normal programme broadcasts, were sent to the French Resistance using the transmitter. Due to the bright red lights illuminated at night, some locals have renamed the site "the devil horns of Wychbold".

Jan and I used to live in Bromsgrove when I worked at BBC Pebble Mill. Rumour had it that the signals were so strong from Droitwich that some people could pick up the transmission via the fillings in their teeth!

♪ Blue jeans baby ♪

Here's a lovely Facebook post from a dude called Mike Dale.

So, I was once this long-haired kid with a wonderful array of friends Living in Tuscaloosa, Alabama. I read in the paper about this group in London, England that organized travel to odd places. You would go in a four-wheel truck and camp along the way. The second of these trips was from London to Kathmandu, Nepal, by truck, overland. 1975. Three months and 12,000 miles later I was in Kathmandu.

I was walking down the street and I saw this guy on a corner with a treadle sewing machine doing embroidery on jeans worn by various other travellers/hippies. I thought about it for a day or two and went to the local library to sketch out the MG logo. I brought the hand drawn artwork back to him. He said, "sum differ-rent".



The jeans came back a couple of days later and I have had them now for close to 50 years. The only disappointment was even though they were my best jeans at the time, they were worn out and thin. So, with Tuscaloosa friend Janet's help, they are now recreated/reimagined. Sum-differ-rent, but then that is to be both desired and expected. I do, by the way, have in my garage a car that looks just like the one on the back-left pocket. I just cannot tell you how much this means to me.



The Cornwall road trip which some say is one of the best in the world...with a caveat.

One of our region's most popular world-class driving roads, has also been named one of the most dangerous.

Atlantic Highway is the name given to a long and winding 70-mile section of the A39 which runs from Barnstaple in North Devon down to Fraddon, on the outskirts of Newquay.

On one side of the road are increasingly wild hills, on the other, some of Britain's best coastline.



The Atlantic Highway has featured on many a list rating the best road trips in the UK, Europe and even the world. This route was named by the AA as one of the country's top five road trips.

One of the most challenging parts of the route is Porlock Hill. At 25%, it is reputedly the steepest A road in England.

But, as Bob Dylan once said, "behind every beautiful thing, there's some kind of pain."

Last year the A39 was named the most dangerous road in the South West, and among the 50 most dangerous in the UK. Figures from 2017 show that 1,792 people lost their life in traffic-related accidents on this road. There is no sign that things have improved since then.

The many narrow and winding sections aren't the place to put your foot down. But if negotiated safely, there are few UK roads to rival the Atlantic Highway.



Gallery

In lieu of there being no local car shows to visit, here are more classics spotted in August.
If you see anything interesting* out and about, please take a snap and send it in.



This immaculate MG ZT-T was parked outside B&Q. Naturally a club flyer was popped under its windscreen wipers. We all do that whenever we see a nice local MG hoping the owner will join TVMGOC – you do do that, don't you?!



In Mannamead this 1936 Austin 12 Ascot is owned by a neighbour. His other classic is a 1930s Bentley.



Parked in Ford Park Rd was this Triumph Spitfire. The car looked great but the hood not so.



My photo of this Bedford CA Dormobile in Padstow got hundreds of Facebook likes and attracted a lot of attention. They were built between 1952 and 1969 and my father had CA vans. As a boy, I remember the CAs being the slowest things on the road but great fun to drive around with the doors slid open. Happy days!



Spotted heading towards Plymouth from Yelverton was a rare maroon Ford Zephyr like this one. Manufactured from 1950 to 1972 the Zephyr, and its luxury variants the Zodiac and Executive, were the largest passenger cars in the British Ford range until their replacement by the Consul and Granada models in 1972. Today there are only 500 or so of these left on the road.



And this photo of an MGA parked next to a Neolithic garage, was taken in Cognac-la-Forêt, France.

**Sometimes you have to be careful what you ask for...you might actually get it, as you'll see from Janis's contribution which follows:*



Hi Howard

As you asked for photos when we are out and about, I thought I would send this one. Feel free to put it in the newsletter if you wish. (Gee thanks – ed.)

I found some new fungi on Dartmoor - not a two legged one, I took my own one of those. No, this is a rather unusual fungus that I have given the botanical name of turdstool.

Attached is a photo.

Cheers, Janis x

I told her it was a crap joke and she said my sense of humour stinks – ed.



Simon Cowell has been in the news of late. Firstly, he broke his back after falling off a high-speed electric bike. The talent show judge was taken to hospital after the bike did a wheelie and flipped him in the courtyard of his Malibu home. Cowell said he should have "read the manual" before riding it. Good idea mate. It might have talked the torque!

He was also shown driving this borrowed beautiful black MGA in which he arrived for a recording of *America's Got Talent*. Fellow judge and former model Heidi Klum said, "Wow, you look like James Bond!", to which he replied, "Yea, it's a really nice car."

So, being regularly mistaken for babe-magnet 007 is probably the only thing I have in common with the multi-millionaire music mogul. I'll have mine shaken, not stirred – that's a Martini of course, not my MGA. The clip is here if you'd like to see it:

<https://www.mgexp.com/forum/mga-forum.2/my-mga-is-starring-on-americas-got-talent.4186951/>



Richard sent in this contribution, which has been archived on the Technical tab of our website.

Safety Issue ~ MGB Rev counter fire

(Not necessarily confined to MGB alone & models such as MGA & Midget may be liable to the same potential problem).

Sudden loss of power might be "inconvenient" in the remote parts of Dartmoor but a smoke-filled dashboard coupled with loss of power on a busy M5 whilst in the outside lane could be a totally different issue.

An MGOC forum post entitled "Rev counter fire" prompted further interest as it was an unusual title. See <https://www.mgownersclub.co.uk/forum/mgb-technical/rev-counter-fire>.

The opening lines were as follows *"Anyone any idea what could have caused this.*

Just been driving, car lost power, rev counter dropped to zero. I pulled in and rev counter filled with smoke !!!"

Panic jump out cut the battery kill switch and then dived under the dash to pull out the wires.

One or two melted on the back of the tachometer." The forum post went on to report *"Worked it out.... coil feed had a slice somehow out of the insulation and had shorted across the coil leading to melt down".*

Exactly how this shorted across the coil is not reported. Many will know and acknowledge that old wiring can in time degrade or even abrade if it is continuously in contact with something sharp.

What is perhaps worthy of further thought is the fact that the live feed (brown) to the ignition switch is not fused so by the same token the circuits that are engaged once the ignition is "on" are also live without a fuse.

This forum post is brought to the attention of members as a safety item so that they might avoid a similar issue. To avoid such an incident will require close visual inspection of the wiring loom coupled with "feel" checking for insulation damage.

Adding extra fuses and accessible battery isolation are other aspects to consider as the forum goes on to discuss.

Note: Consulting the Haynes Workshop Manual for MGB and wiring diagrams for the various years, it appears that circuits brought into play by the ignition switch are typically

- Fuel Pump
- Rev Counter & Ignition Coil
- Ignition Warning Light
- Overdrive

with other associated ignition switch-controlled circuits being protected by an inline fuse to items such as Heated Rear Window and Radiator Cooling Fan (depending on model & model year).

Richard



Received entries	From
<i>Looks like it was an emotional wedding...even the dress is in tiers.</i>	Howard
<i>"C'mon boys, the drinks are on me!"</i>	Howard
<i>"How did you guess that my husband designed the dress?"</i>	John I.
<i>"I asked the dress designer for a dress with a bit of Fizz in it....."</i>	John I.
<i>"It just saves queueing at the bar "</i>	B
<i>Glass' Guide celebrate move from Motor Trade to Wedding gowns</i>	Andrew L.
<i>"Who me, honestly hand on heart I would not dream of drinking and driving in this dress"</i>	Ian C. from America
<i>Cinderella saves time queueing up at the bar</i>	Sally & Keith (who is "enjoying being pampered" after his health wobble)
<i>"Mum thought I meant the colour when I said I had chosen a champagne dress... "</i>	Janis
<i>Bride looks after herself when groom loses his bottle.</i>	Jan P.
<i>"Trust me to find the only Fairy Godmother around who was a one-time member of Alcoholics Anonymous"</i>	John H.
<i>'Everyone wanted to be in Mary's bubble'</i>	Simon
<i>Proof that this lovely young woman is the ultimate Covid-19 party animal. - beautiful, brings plenty of booze and yet still manages to remain socially distanced.</i>	Alan C.

And the winner of last month's competition chosen by Richard is Simon. Well done!

He will choose next month's winner...

Don't get caught with your trousers down!
Get in quick with your suggestions for next month's photo requiring a caption for Simon to judge.

Your entries by email to:
mediatvmgoc@gmail.com



John I. challenged me to name this band and I stupidly failed, especially as I set this as a question in my club Pop Gear quiz back in 2017!

There are two theories as to why **Booker T & the MGs** got their name. For many years Stax Records stated that the initials in the band's name stood for "Memphis Group", not the MG sports car. However, musician and record producer Chips Moman, who worked at Stax when the band was formed, claimed that the band was named after his sports car. The reason the label obscured the story of the meaning of name MGs was to avoid claims of trademark infringement from the manufacturers of the car.

Their big hit *Green Onions* was released in 1962.



And finally...



How many MG Facebook group members does it take to change a light bulb on their car?

- 1 to change the light bulb and to post that the light bulb has been changed,
- 14 to share similar experiences of changing light bulbs and how the light bulb could have been changed differently,
- 7 to caution about the dangers of changing light bulbs,
- 6 to argue over whether it's 'lightbulb' or 'light bulb',
- Another 6 to condemn those 6 as stupid,
- 22 to tell those 6 to stop being ignorant idiots,
- 17 purists to point out that new lightbulbs should not be fitted because they are not 'original',
- 2 industry professionals to inform the group that the proper term is 'lamp',
- 15 know-it-alls who claim that they were in the industry and that 'light bulb' is perfectly correct,
- 19 say this page is not about light bulbs and to please take this discussion to a light bulb page,
- 11 to defend the posting, saying that all our MGs use light bulbs and therefore they are relevant here,
- 24 to discuss the merits of LED/swirly fluorescent light bulbs,
- 44 to claim LED and fluorescent bulbs will kill you,
- 36 people to post photos of their own light bulbs,
- 6 to report to admin because someone posted a photo of a bulb in an Austin Healey Sprite and not an MG Midget,
- 4 to say "Didn't we go through this already a short time ago?",
- 13 to say "Do a Google search on light bulbs for MGs before posting questions about light bulbs",
- 1 to bring politics into the discussion by adding that (insert politician of choice) isn't the brightest bulb. This usually takes place within the first three comments.

50 more to get into personal attacks over their political views,
3 to state sanctimoniously that this is supposed to be a friendly Facebook group and that all of this petty nonsense is a result of people abandoning courtesy,
5 admins to ban the posters who were insulting,
1 late arrival to comment on the original post 6 months later and start it all over again,
1 from Trump saying lightbulbs in MGs spread coronavirus (or covfefe).

Top this for a speeding ticket...

Two British traffic patrol officers from North Berwick, east of Edinburgh, were involved in an unusual incident, while checking for speeding motorists on the A1 Great North Road.

One of the officers (who are not named) used a hand-held radar device to check the speed of a vehicle approaching over the crest of a hill, and was surprised when the speed was recorded at over 300mph. The machine then stopped working and the officers were not able to reset it.

The radar had in fact locked on to a NATO Tornado fighter jet over the North Sea, which was engaged in a low-flying exercise over the Borders district.

Back at police headquarters the chief constable fired off a stiff complaint to the RAF Liaison office.

Back came the reply in true laconic RAF style. "Thank you for your message, which allows us to complete the file on this incident. You may be interested to know that the tactical computer in the Tornado had automatically locked on to your 'hostile radar equipment' and sent a jamming signal back to it. Furthermore, the Sidewinder air-to-ground missiles aboard the fully-armed aircraft had also locked on to the target. Fortunately the Dutch pilot flying the Tornado responded to the missile status alert intelligently and was able to override the automatic protection system before the missile was launched."

