

Newsletter January 2021 Edition

The New Year deserves a fresh start with a new rally plaque logo. It features Gerald's V8.

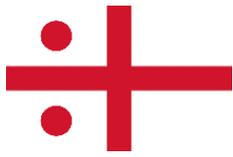


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Secretary's Report



Goodness me, Christmas 2020 completed and the year rapidly running out as I type. We wouldn't want to repeat much of it, with most of us confined to barracks for months dodging the dreaded COVID, but there were certainly highlights.

While short of a full TVMGOC run, a break in the specialist driver's hotel in Llanerchindda in mid-Wales was great fun, as was the picnic, the cream tea and numerous small MG outings. All confirmed what our cars offer: great fun driving and the company of good people. Looking forward it will be good to get back to more regular activity.

With the second vaccination being cleared for UK use at the same moment as reports of how COVID 19 infection has increased over the Christmas period, we have hope but also the knowledge that we have a way to go yet. Our support to the ICU in Derriford Hospital has been much appreciated and for those of you who suggested that we might give more I will be running another collection along the same lines in January.



While looking to the future is pretty difficult at this time, we continue to use MGs within the rules, including Gavin whose MGCGT is a daily driver, part of its use being as a support vehicle for his local gliding club! Others are not quite so busy, but I did like Sally and Keith's photo of their MGB with 'face mask' on.

With a plethora of vaccines now in play and two increasingly available one might hope that by Easter the Prime Minister is right and we might be back to a semblance of normality. What is clear to me, at least, is the fact that the absence of activity will make it all the more enjoyable when it arrives. Howard will cover the details, but there is a steady build-up of events for next year and I am increasingly optimistic. On that note I will wish all of you the very best for 2021! Keep safe,

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,

Well thank goodness we have seen the back of 2020! I am sure that has been a year that we will all want to forget.

I hope you all managed to enjoy and celebrate Christmas. We had to resort to Zoom and Facetime to catch up with the family. I never thought I would ever say this but thank goodness for technology, without which we would not have been able to watch our granddaughters opening their presents on Christmas Day.

Our eldest granddaughter Emily, who has just turned five, started school in September and loves it. She wasn't too keen at breakfast club recently to be sat next to a boy who had a coughing fit, so quickly moved away.

It is certainly a sign of the times that, once at home, she is reluctant to leave the house again because of (in her words) the infection!

Have your car fuel bills decreased this past 9 months? Ours certainly have and instead of driving, I spend my time checking and keeping the batteries topped up via a charger.

The MGB hasn't turned a wheel in months and on attempting to start it up, I found the battery was flat. This has now been put onto a trickle charge, joining the Lotus and my son's MGTF which are also plugged into the grid. Having recently had our meters changed for these smart meters, one could quite easily become quite paranoid about energy usage.

How wonderful it will be to have our car club back on the road again. We can only hope that by Easter we have some sort of freedom to do so.

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.

Alison and I would like to wish you and your families a safe, healthy and Happy New Year.

Surely this one will be better than the last!

Alan



Event Secretary keeping it wheel



Dear Motorneers,

This time last year I posted a gallery of photos from our Christmas dinner dance at the Moorland Garden Hotel. What a difference a year makes eh? Fingers crossed in a year's time I'll be sharing pictures from our 2021 Christmas dinner at the Moorland Hotel, Wotter.

Following different kinds of poor workmanship inflicted onto my poor car by previous owners - see my rants in the September and November newsletters - I mentioned last month that no sooner had I finally got the electrics, fuel pump, and rear brakes fixed on my MGA, than the wipers packed in. So, are they fixed now? Well, yes and no.

After they conked, I asked Neil a question about the slightly odd wiring and why there were two earth wires (yes, I know now – one is for the motor and the other for the wiper park function that has never worked, which is why I didn't know they were supposed to self-park!).

He came round to take a gander, and with difficulty – some bits were rather inaccessible under the dashboard - we disassembled the whole wiper motor and mechanical assembly. Neil took the motor away to clean it up inside, and we agreed that it would be a good idea to order some new tubing that the cable runs inside which turns the wiper mechanism from side to side. The original curved pipe had a tiny kink/flat spot in it causing the cable to jam.



Neither MGOC Spares - "They are on back order and we can't say when they'll be in" - nor Rimmer had the tube kit, but Moss did. However, on arrival the new parts were completely the wrong size. The long one with the nut that would need to be bent was about 4" too short and the middle straight pipe too long.

Moss were at a loss to understand why this should be and searched their shelves to find something suitable for my car, but to no avail. I decided to take the matter into my own hands and using a vice and a hammer, very carefully managed to round the kink in the soft brass curved pipe so that the cable could enter and turn freely. So out with the new parts and in with the old.

Neil came round again with a cleaned and rewired motor, and we managed to fit everything back together using the original pipes – definitely a fiddly two-person job. Now we could fire up the motor and after some more fettlin' we got the wipers working. So...would the wiper park mechanism function for the first time since I have owned the car? Er, yes...kind of.

Now more issues reared their ugly heads. After much head-scratching and testing this and that, Neil concluded that it hadn't been wired up correctly in the first place! The switch was in the live side of the circuit when it should have been wired in across the negative. Here we go again, I thought.

Also, whilst fiddling under the dash, in the bird's nest of wires I found a variety of redundant loose wires that are connected to nothing. We concluded that I ought to first strip all the crap out and then, with Neil, rewire the wipers properly. However, by now it was dark and so we put the job on hold until the New Year, but now Neil is not allowed to come round because of Lockdown 3. So, I've asked him to send me a new wiring diagram and I'll do it myself. The wipers *will* work again once more, but not just yet. I think...

On my tidying up mission, I discovered that one mysterious wire had been fed through a hole in the heater vent flap. When the cable was pulled to direct the air onto the windscreen, it both trapped the wire and prevented the flap from closing properly. Tracing it back I found it was a poorly hidden aerial wire for the Tracker that had been reinstalled last summer after the initial fitting had been wired up wrongly!



If an eejit like me can see when a job has been done incomprehensively badly, why can't people who consider themselves skilled or even professional? You will understand why I am thoroughly unimpressed with some of the work done on my car over the years. Still, in the words of Paul McCartney, "I've got to admit it's getting better, a little better all the time (it can't get no worse.)"

You should receive this newsletter on Wednesday 6th January. On Friday 8th Jan and I will be getting a vaccine jab (or placebo!) as we volunteered to take part in a trial at Derriford. One or two others in the club have already had their dose. When a proven vaccine becomes available to us on the NHS, we are able to leave the trial and get the official approved one.

Happy MGing!

Howard



It seems every newspaper and TV station does a review of the year so why not us too? After all, it will be one to remember, for a variety of reasons. We'll stick to events that affected club activities. For the first time we can literally look back with 2020 vision!

Sadly, it wasn't a classic year for classic cars, though it began well enough...

The sun shone on our chilly January Sunday lunch run over Bodmin Moor to the Cheesewring.



Vanessa and John had organised the day and, to add to the interest, the direction sheet had questions with numerical answers. We finished our trip with a smashing lunch, and it was the perfect way to kick the year off.

The February Sunday lunch run, organised by Val and Ade, was a 'Plot and Go', but in the aftermath of storm Dennis it turned into a 'Plot and Stay' over tea and coffee, in Plympton at Finla Coffee. No-one could have guessed that Finla would soon become highly controversial, attracting widespread bad publicity for refusing to comply with Covid regulations.

Afterwards, good lunch was enjoyed by all at Boringdon Golf Club. This was Val and Ade's last run with the club before they took to the canals for the rest of the year. As things turned out, keeping away from the rat race on t'cut would be as good a place to be as any.



Come March we were able to do a run to the Bearslake Inn, Sourton. We all met up at the Dartmoor Diner, though, because of social distancing, the usual handshakes, hugs and kisses were replaced by occasional elbow touching. The likely consequences of the coronavirus dominated everyone's conversations, but the consensus was that, on this day at least, we were at low risk and glad to be out and about. How much longer that would continue after this day, the 15th March, remained to be seen.

Afterwards Simon wrote these prophetic words for the April newsletter, "At the time of our run...the spectre of Coronavirus hung, like a Damoclean sword, over our future events programme and within days we were having to review our operation fundamentally."

The MGOC proclaimed that no clubs could organise and be insured for any type of event under their auspices. This continues to be the case.

By May we were properly in the grip of car-owner-virus, enduring Lockdown 1. We all self-isolated, and the word 'Zoom' got a whole new meaning.



Our MGs, instead of zooming, stood pretty much idle, except for perhaps the occasional 'essential' trip to the supermarket. A good time to do any jobs both on our cars and in the home. Meanwhile, Roy was making impressive progress on the restoration of his MGA project.

We were busy bees in other ways as well. Some of us became sewing bees.

Our club heard that the staff in the Intensive Care Unit at Derriford needed some kit in the form of laundry bags in which to take home their scrubs. Tim, Janis, Alison, Sonia and Pam set to work on an initial 42 pillowcases, converting them into laundry bags. After scouring the shops, another 76 were acquired. The finished bags were all delivered to the wards within days. An amazing achievement and gratefully received!



Rushed off their feet trying to save lives, the ICU staff barely had a moment for a break. TVMGOC had a collection and raised a massive £1000. Simon and I used some of this to buy snacks and soft drinks to share out amongst the various shifts so they could replenish their tired bodies whilst on the go caring for patients. A few weeks later we repeated the gift as we had some money left over. It was a small gesture much appreciated - thanks to the efforts and generosity of our club members.

Mid-summer came with a bit of a heat wave. At the start of June just six people from three households could gather outside as long as they kept 2 metres apart. I know a small number of club members did a drive together and that's a good thing, though that could not be a blueprint for us to use collectively.



In theory we could have organised something like SNOGS – short notice outdoor gatherings, spur of the moment runs - for groups of six, and there was a two-month window where this might have been possible, but with various members shielding, doubts about the wisdom of the advice we were receiving, childcare by some of us during the school holidays, and some very wet weather, I certainly wasn't going to organise a long series of separate days out until each and every one of you had the chance to take part, just six at a time. I wasn't in the mood and do have a life you know!



I discovered that the last Friday in June celebrates National Cream Tea Day and quite a few club members had a suitable al fresco tea with the resulting sticky fingers. Hopefully this afternoon trip out will become a permanent club fixture, maybe together next time!



Sally & Keith need a picnic table

On 25 June, the news featured huge crowds ignoring the 2m rule on the beaches at Bournemouth and Durdle Door. Similar hordes appeared across Devon and Cornwall. A neighbour who runs the Harbourside fish and chip shops in Looe and on the Barbican said they'd never seen so many visitors.

On 4 July restrictions lifted and we saw the inevitable shocking scenes of large groups of drunk people crowding together on the Barbican. Empty bottles and glasses weren't the only things left behind in the alleyways there. Anyone with an ounce of sense knew this was no way to stop a pandemic from spreading and our club wouldn't be adding to the problem.

Having had our July Cotswold Caper weekend cancelled, at the beginning of September I was able to initiate a non-club short break to remote Llanerchindda Farm. Apart from one wet day we had some terrific drives in our seven cars and a lot of fun in the evenings. All went well, was legal and safe. It occurred in a narrow window of opportunity. Within days of our return home, parts of South Wales were closed down due to a worrying increase in infection rates.



The last time more than six people could gather outside was on 13 September, the day that was supposed to be for People & Places, but we had cancelled that month previously. Instead, Jan and I felt comfortable to organise a private event; a picnic run which was enjoyed by all who took part. The following day such a gathering became illegal and has remained so.

In November we had our first club meeting via Zoom. It's pointless pretending it was as good as meeting up in real life, but it was a worthwhile exercise, and much was learned.

The weather had been bad since August, lockdown 2 was imposed on us all, and now we endure draconian tiers with Covid more virulent than ever.



So, 2020 - that was the year that was. We will all have our own unforgettable Covid memories, and one or two in our club even caught the virus (and there have been other health scares too), but the best thing about it was that, as far as I know, we are all still here to tell the tale. Phew! Time now to move on...



TVMGOC EVENTS 2021

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

And so we welcome in 2021, and having already quoted McCartney, it's Lennon's turn to provide a line suitable for a new year: "Let's hope it's a good one, without any fear."

But first, a reality check as we are now in Lockdown 3. Clearly, things are going to continue to get worse, possibly much worse, before they get better. Much from 2020 has been rescheduled, though how many events we will actually be able to take part in is hard to gauge. We now all have to stay at home again, a restriction that is likely to last until well into February. During that time at best we could use our cars for trips to buy food and other essentials. After that, the chances of things improving much for the first third of this year are slim.

The big question, one that casts an ominously long shadow over the following list of dates, is when will we be able to become active again? Well, no one knows. Infection rates, vaccine availability, government rules affecting outdoor and indoor gatherings, and the weather, are all contributory factors. My guess is that the first type of event we could organise or take part in will be one that is entirely outside. Perhaps that might not be before April's **Drive It Day**, which is a wish, not a promise.

For now, watch this space, put some dates into your diary, and hope for the best. One day, 40 or so of us will be able to meet up again for a meal in a cosy pub. Anyone fancy taking odds on when that might be?

We now have a number of dates for local car events and for those further afield. All these are listed in our **Event Diary** on the website. However, here is a list of local events so that you can begin to plan, with fingers crossed, your MG year ahead. Others will follow when they become available.

Note that **club meetings** on the first Wednesday of each month will not be held at our new venue, The Moorland Hotel in Wotter, until further notice. Instead, **meetings will be held on-line via Zoom** until further notice. I have deleted the New Year Sunday lunch runs for obvious reasons.

If anyone entered **Moor2Sea** in 2020 check if your entry has been carried over to 30 May this year as mine has. The 2021 entry form is on our website.

While writing this, I receive an email from some friends who are organising the mid-May **MGCC MGA Register Spring Weekend** Jan and I were booked to take part in. It was cancelled last year, and now it's been cancelled again due to uncertainty about the safety of a hundred or so people of a certain age staying together in the same hotel and the unlikelihood of everyone having been vaccinated by then. The thinking is best to be safe than sorry. Ho hum.

2021 dates

TBC = this event is scheduled for this date but check first

TBA = it is hoped this event will happen, but the date might change, or it might be cancelled

APRIL 2021

25	DRIVE IT DAY	With the Treasure Hunt trophy TBA if possible as an all-outdoor event?
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May 2021

(8 arrive) 9–10 TBC	CANCELLED	MGCC MGA Register Spring weekend – Bristol & Wales “One weekend – Two countries” H&J attending
14 TBC	Club Friday evening	Supper run
16 confirmed	Other event outside our local area	Cwm To Coast Bridgend MGO https://www.bridgend-mgoc.co.uk/
29 to 31 TBC	Devon & Cornwall event	Launceston Steam & Vintage Rally Trebant Farm, Altarnun, Launceston, Cornwall for cars 30 years or older. Entry forms available early 2021
30 confirmed	Devon & Cornwall event	Moor 2 Sea Run (Exeter MGO) Entry form on our website H&J entry carried over from 2020

JUNE 2021

6 confirmed	Other event outside our local area	Southampton & New Forest MGO New Forest Run
11 TBA	Club Friday evening	supper run
20 TBC	Devon & Cornwall event	Morwellham Quay Father’s Day Classic Car Day Entry details available in February
25	Devon & Cornwall event	National Cream Tea Day - TBA

JULY 2021

Friday 9 to Monday 12	TVMGO Club weekend away incorporating Cotswolds Caper – see below Date Clash	Friday 9th July - Drive up to Gloucester hotel. 3 nights stay. Saturday 10th July - Our own tour of the Cotswolds. Sunday 11th July - Cotswold Caper Run. Monday 12th July - Return home.
11 confirmed	Other event of interest outside of local area	Cotswold Caper – Gloucester MGO
10-11 confirmed	Devon & Cornwall event Date Clash	Powderham Castle - The Crash Box Classic Car Show All TVMGO entries to go via Club Secretary.
16	Club Friday supper run	TBA
18 confirmed	Devon & Cornwall event	Wadebridge Wheels Royal Cornwall Show Ground Entry online from 1 March here: https://www.wadebridgewheels.co.uk/exhibitors/exhibitors
23 – 25 confirmed	Devon & Cornwall 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
25 confirmed	Devon & Cornwall event	English Riviera Show on Paignton Green - Torbay Old Wheels Club. Entry forms available in February
30 July – 1 Aug confirmed	Devon & Cornwall event	VINTAGE WEEKEND RHS Garden Rosemoor Great Torrington EX38 8PH 2021 entry form is on our website

AUGUST 2021

30 July – 1 Aug confirmed	Devon & Cornwall event	VINTAGE WEEKEND RHS Garden Rosemoor Great Torrington EX38 8PH 2021 entry form is on our website
4 TBC	Monthly meeting	Moorland Hotel, Wotter PL7 5HP.
Thurs 12 confirmed	Devon & Cornwall event	Okehampton Show Stoney Park Showground, Okehampton, EX20 1SW
13 TBA	Club Friday supper run	TBA
28 confirmed	Devon & Cornwall event	Aveton Gifford Show 11am to 3pm
30	Devon & Cornwall event	Giant Pasty Run organised by Torbay MGOC. Forms available on their website.

SEPTEMBER 2021

12 TBC	TVMGOC Event	PEOPLE AND PLACES 6 organised by Howard & Jan
24 – 27 confirmed	Other event outside our local area	MGCC MGA Register Golden Anniversary tour of East Yorkshire. H&J attending

OCTOBER 2021

No info available	Devon & Cornwall event	The Rut – this year organised by D&C MGCC
17 TBC	Club Sunday Lunch	The club Tulip Trophy run. Won last time by Alan and Alison

NOVEMBER 2021

21 TBC	Club Sunday Lunch	TBC
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LLANERCHINDDA FARM 2022

Yes, it's a long way off, but we have a provisional booking in 2022 for a return trip to our favourite destination.

Having been tipped off that the farm is already pretty much fully booked for 2021, I thought we'd better think farther ahead. I know that generally bookings for car touring holidays in the UK have gone crazy due to more people not wanting to go abroad in the foreseeable future.

Some of us took advantage of a cancellation last September at Llanerchindda, and the four-night stay seemed just right. Having the agreement of the committee, I have secured up to 16 rooms for another four-night stay from Monday 30th May 2022 with dinner B&B, departure Friday 3rd June.

Obviously, none of us can commit so far ahead, though if you do want to put your name down right away that's fine, but please note the dates and sometime towards the end of next year I'll do a trawl of members so see who would like to take part. If you haven't been before, please try to come along. You won't be disappointed by the accommodation – not 5* but farmhouse comfy – the excellent local food, and by some of the best classic car driving this country has to offer.

Oh, and the company is excellent too!





News snippets



Boom times

Classic car holiday bookings aren't the only area that is thriving. Classic car sales have boomed in 2020 despite the coronavirus pandemic – driven by a shift towards online auctions.

That's the view of Tom Wood, CEO of *Car & Classic*. "With traditional auctions closed, people have wanted to sell cars without physical contact," says the tech entrepreneur. "Visits to our site are up 30 percent this year, but online auctions have grown 60 percent month on month."

Car & Classic is Europe's largest marketplace for collectable cars, with more than 40,000 vehicles listed at any one time. Its new auction website launched in July and has sold 160+ cars to date, with a total value of around £3 million. Wood says, "It's a buoyant market and online auctions have made it more accessible to more people. Modern classics – that's anything from the eighties to the noughties – are really flying, both from an interest and a pricing point of view. We've also seen a slight softening of older cars from the forties and fifties.

"That's partly a generational thing: new people have come into disposable income and the cars that were on their bedroom walls now look attractive and potentially achievable."

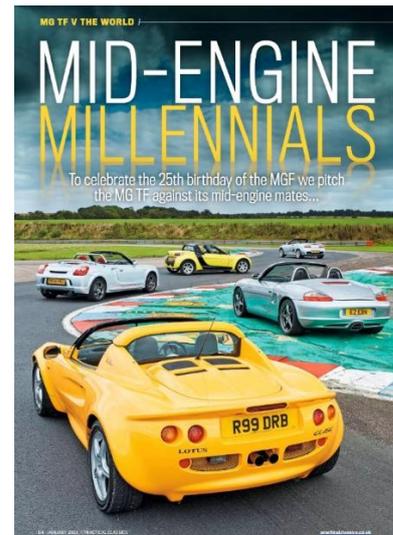
MGTF vs. the world

Practical Classics magazine celebrated the 25th anniversary of the MGF which by 2002 had developed into the MGTF. Our club has examples of both these cars.

The TF was pitched against four other mid-engined classics, a Porsche Boxter, Lotus Elise, Toyota MR2 and a Smart Roadster – all very different in terms of price when new and performance.

So how did the MG fare? The reviewer says, "Quite clearly the Boxter is valued considerably more than the MGTF, but having driven all these cars, each delivers a grin equal to the next, but each presents their own unique drawback."

The only noticeable criticism of the TF were "clacky switches" and the known head-gasket issues.



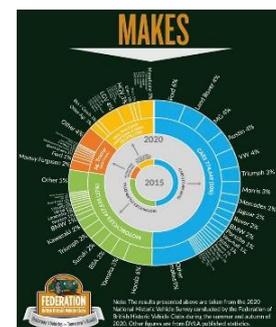
Classic car manufacturer percentages

Another interesting piece of information to come out of the 2020 FBHVC National Historic Vehicle Survey is the percentage of popular car makes that are currently classed as classics.

The FBHVC has produced a short video that outlines their findings. It's worth a watch as it shows our classic car hobby is one of the few things in this country that is currently in rude health. Watch it here:

<https://www.youtube.com/watch?v=4sIsijBEuGY&feature=youtu.be>

Their diagram opposite needs to be blown up large to read and includes motorbikes, motorhomes, agricultural and commercial vehicles and buses, but here's the top listing just for cars:



Percentages of all known historic cars from a known total of 774,649		Collective % total
1% each	Fiat, Bentley, Aston Martin, Daimler, Lotus, Toyota, Rolls Royce, Peugeot, Citroen, Volvo, Vauxhall, Porsche	12%
2% each	BMW, Jaguar, Mercedes, Rover	4%
3% each	Morris, Triumph	6%
4% each	VW, Austin, MG , Land Rover	16%
6%	Ford	6%
	Other makes	9%

These figures reveal that in proportion to the number manufactured, far more MGs still exist than Fords.

Cecil Kimber began MG production in the 1920s, 17 years after Henry Ford got busy. In the following 82 years MG produced relatively few cars: on 16th April 2002, the company produced its 1,500,000th MG – a Golden Jubilee celebration special TF 16.

Currently Ford produce something like 5 million vehicles globally *a year!* As MGs amount to 4% of surviving classics and Fords 6%, their scrappage numbers for the blue oval brand are quite staggering.

MGBs are worth than Ferrari 360s

HERO-ERA, the historic rallying organisation, commissioned some original research by the Centre for Economics and Business. The report lists Britain's most valuable classics, and MGBs appear fifth in the league table for *total* value of surviving cars.

The research focussed on cars over 15 years old with the caveat that only cars worth over £15,000 were included in the case of those less than 20 years old.

HERO-ERA has also published a report into CO2 emissions. They calculated that for every £1000 spent in the classic car industry as a whole, 80kg of CO2 is produced.

THE UK'S MOST VALUABLE CLASSICS			
Model	Number of cars	Total value	Average value
PORSCHE 911	23,029	£910,819,314	£39,551
JAGUAR E-TYPE	4120	£370,800,000	£90,000
MINI (both generations)	56,650	£309,235,000	£5459
BMW 3-SERIES	52,025	£293,193,982	£5636
MGB	26,265	£236,385,000	£9000
ASTON MARTIN DB5	210	£147,000,000	£700,000
FORD ESCORT	42,906	£128,718,000	£3000
LAND ROVER DISCOVERY	42,756	£128,268,000	£3000
JAGUAR XJ SERIES	22,561	£112,805,000	£5000
BENTLEY CONTINENTAL	1905	£108,908,247	£57,170
JAGUAR XK8/XKR	7120	£101,825,013	£14,301
MERCEDES 300	11,140	£97,706,479	£8771
MERCEDES-BENZ SL	5070	£91,773,588	£18,100
LOTUS ELAN	3248	£89,320,000	£27,500
FERRARI 360	945	£75,600,000	£80,000
ASTON MARTIN DB6	264	£73,920,000	£280,000
RANGE ROVER	18,092	£72,368,000	£4000
ASTON MARTIN DB7	2519	£70,532,000	£28,000
VOLKSWAGEN GOLF	63,979	£70,376,900	£1100
BMW 5 SERIES	16,494	£66,872,645	£4054
TRIUMPH STAG	5876	£64,636,000	£11,000
MERCEDES C CLASS	16,027	£64,108,000	£4000
ALFA ROMEO SPIDER	3638	£58,208,000	£16,000
PEUGEOT 205	15,151	£56,058,700	£3700
PORSCHE 944	5962	£53,658,000	£9000

They compare that to the beer industry which produces double the amount, and the aviation industry that produces a whopping 3760kg of CO2 per £1000 spent. The low emissions attributed to classic car spending is due to low average annual mileages and to most of the value being spent on labour costs rather than manufacture and materials.



Bored in the USA

It's well known that coronavirus is ravaging its way through America, just like everywhere else. Club member Ian C. dropped us a line from his home in West Virginia:

"Apologies for the lack of communication this year. I assure you I am still alive and kicking. As with most of the world classic car activity has been at a standstill apart from ONE local car show. I have been able to take my car out on weekends, weather permitting but compared with previous years the mileage has been very low. Did manage to purchase a genuine factory hardtop which requires quite some work as the donor car had sat outside unloved for some 20 plus years. Consequently, all the hardware was badly rusted and virtually unremoveable, however I have been able to purchase all the necessary parts. The final cost of refurbishment will well exceed the cost of a new top. But hey, what is money for if not to spend it on things you enjoy? My wife and I have managed to stay clear of Covid so far and fully intend remaining so.

"I hope you and all members of the TVMGOC remain safe and well and are able to enjoy a good Christmas. I also hope 2021 is a much better year than this one.

"Stay safe and well my friend. Best regards....Ian."

And all our TVMGOC good wishes go out to you too Ian.



You will recall that, following the closure of our previous supplier, the committee have been looking for a replacement. We are pleased to report that Donna Carpenter who runs a small operation in Southway, Plymouth, has been set up to deliver for us. There is a range of clothing which you can buy embroidered with our logo on Donna's site, or you can have your own clothing embroidered for £4.50 for each garment.



Contact Donna Carpenter, Custom Embroidery <https://www.customembroidery.co.uk/>
Tel: 01752 210062 Mob: 07751 053474 Email: sales@customembroidery.co.uk
Facebook.com/customembroidery

John I. also informs us via his son that Kitworld, at Faraday Mill in Plymouth, also do this type of work. If anyone chooses to use them instead let me know as they'll need our artwork pattern.



The story of my MG Midget 1500 Pt 2

New member Nigel S. wrote last month about purchasing this car and the work he completed on it. Then life got in the way and the midget was consigned to a garage for the next ten years.

Time now to get it back on the road once more...

Well, so far I've covered the car's first five years or so of my ownership. I was working on it during my days off from work. It was then left in my mother's garage for about 10 years, with me declaring it 'off road,' but still doing the occasional jobs on it from time to time.

Having moved to a house with a 'wider than average' double garage and 6ft pit, I knew it wouldn't be long before I'd have the Midget trailered down to work on once more, and on 8th March 2018 I did just that!

Over the past two and a half years I've done much more to the car, having to again replace the wheel cylinders due to the car being left idle for so long, but going much further by replacing the master brake cylinder, rear drums and shoes, front and rear wheel bearings, clutch master and slave cylinders, totally stripping down and replacing (or renovating) the front and back suspension, including new rear leaf springs and steering components, replacing rubber bushes with poly bushes, new front springs and steering rack, replacement front & rear bumpers (due to rust), with all 5 wheels now re-sprayed, renovated, re-painted boot with new carpet set, re-painted jack, new hood fitted and hood frame re-furbished, and fitting a renovated centre console under the dashboard to take an MP3 player. I also fitted a dual USB charging outlet combined with an inconspicuous red led voltmeter, useful for charging phones or cameras.



At the same time as replacing the rear suspension, I also freed a rather tight and corroded handbrake mechanism and replaced the cable, stripped the driveshaft and replaced the yolk needle bearings, repainting the shaft in etch primer then black Hammerite, along with the differential.



I had been given a replacement differential as mine was very noisy and whining all the time. When I removed the old one, I discovered it was a 4.2:1 and not the correct ratio for the car. Fortunately the one I'd been given was a 3.9:1 and the correct one for this year and model, and turned-out to be 'whine-free' after fitting too! It means slightly better economy as well, as less revs in the gears! The revs are high anyway compared to today's standards, as faster acceleration was favoured over fuel consumption and engine wear.

As it is, I'm always trying to change up into 5th, as I usually drive a Mk8 Fiesta with 5th gear!

A chance meeting with an older guy who was in his garage as I was walking through the back streets of Totnes one afternoon proved very fruitful, as we got chatting about Midgets, and he told me he'd owned one and I was welcome to take away some parts he no longer wanted. They included the differential I eventually fitted, 5 painted wire wheels (though not in good condition), a banjo axle casing and two matching splined half-shafts for the wire wheels, and a pair of front

splined hubs for the same! Despite my offers of remuneration for these treasures, he refused to take anything for them, preferring that they went to someone who would make use of them! I did have the wheels sand-blasted and sprayed in etch primer, but I don't think it was done very well, and haven't yet had them tested for safety or alignment. I am keeping all components in case I decide to fit wire wheels in the future, as the conversion kits are quite expensive to purchase new!

I am very fortunate to have a fellow 'car enthusiast' neighbour next door who works on his Mini and has a mig welder. He has kindly welded in a lower door hinge repair section on the passenger side for me, as well as doing some welding on the near-side chassis where the wishbone pivots when I was replacing the suspension. I had managed to finally remove all the door hinges and renovate or replace them, as several were very stiff and required re-drilling to insert slightly out-sized pins prior to re-painting, as I also wanted to tidy up the areas where the doors close. The windscreen's outer edge on the passenger side was de-laminating, showing a cloudy opaque look to it, so I purchased a second-hand replacement screen and frame. The replacement, I discovered, was the Triplex toughened (non-laminated) type not recommended or used in today's cars, but I've fitted it, and at least there's no chance of de-lamination now. I was concerned it was going to break when I came to fit it using new rubber seals, as I had to use ratchet straps (using the top open door hinges as anchor points) and apply a lot of pressure just to get the bolt holes to line-up on either side! Then it was just a case of drilling out the sun visor rivets and re-riveting both visors onto the donor screen frame. When it came to fitting the new hood, I used small stainless steel nuts & bolts (with washers where appropriate) to replace the existing self-tapping screws along the top of the raised section in front of the boot behind the seats. I wasn't brave enough to heat, stretch and cut the hood material to size over the header rail, preferring to leave that job to a professional car hood fitter. I'd bought a replacement header rail rubber seal but was told these 'after-market' seals are often made thicker than the originals, and subsequently don't fit. He did try, but ended up improvising a seal from a length of suitably thick material he had available.

The other day I took the Midget out, (haven't thought of a name for her yet!). The rear, apparently 'Heritage' leaf springs I fitted, (supplied from a very reputable classic car spares provider), seemed far weaker than the old ones I'd taken off, even before I fitted them, but I went ahead anyway in my quest to completely renew any older worn parts of the suspension. The car immediately appeared to sit lower down at the rear than it had previously on the old springs and, since using the car along with passenger, sits even lower. Looking underneath, far from a nice arch in the springs, they appear flat, as if under load, and I am catching the exhaust on the slightest of uneven surfaces. As both old springs seem of equal strength and arch, I have ordered two new 'compression fit' bushes for them and will simply get an engineering company to fit the bushes then re-fit the old springs myself when the warmer weather arrives. I did send the suppliers a photo of how the car sits, and they said they would refund/replace if necessary, but seemed to think it was fine! I have read on an MG forum that due to lack of availability, sub-standard parts are being manufactured abroad that are not properly tempered, and subsequently not up to the job, if not dangerous!

I've also (possibly as a result of poor rear springs) had some rubber exhaust bracket supports fail recently. I've replaced them, but they do seem under a fair amount of tension. There is also a lot of chassis vibration coming-up through the seat, dashboard and steering column, even when the car is stationary and not in gear. The clearance of the exhaust as it curves underneath from the manifold is tight, and I've not checked it with a driver sitting in the seat, so it could simply be the exhaust pipe touching the underside of the car. Another annoying thing is that there still seems to be a leak on the differential, despite making repairs to the axle casing and renewing the gasket when fitting the replacement diff. There also seems to be gear oil seeping from the reconditioned gearbox, which I first noticed just after fitting it, despite tightening bolts I could reach from underneath with it in situ. Annoying to think it was sent out like that without making sure the top

cover was sealed properly; inaccessible unless the engine and gearbox are removed again! Oh well, all these things are sent to try us I suppose!

She's certainly had her 'trials and tribulations' (which have been a challenge, but also very satisfying to fix) but is a joy to drive, now the steering and braking have been sorted and the handling can be relied upon. My favourite trips are down through the narrow roads of the South Hams to coastal areas, or out onto the Moors, and doing it in the summer sunshine with the top down for that sense of freedom. The furthest she's been whilst under my ownership is Plymouth to Bristol and back, but motorway driving can be a noisy and sometimes tense affair, so winding country roads are far preferable. I'm sure there will be many more chapters to write, and I might be tempted to get the larger MGB Roadster, as a couple of my friends now have extreme difficulty getting into and out of the Midget, and I'm not getting any younger either!

Nigel S.





(I shot myself in the foot with this one as I'd thought of a few captions, but others have had the same idea. I've graciously removed my versions. Aren't I kind!)

Received entries	From
<i>All we need now is an idle screw.</i>	Howard
<i>Finally, I met a girl called Su.</i>	Gavin
<i>Hats ok for Goodwood Revival, but Ascot?!</i>	Andrew L.
<i>This high carb diet is going to our heads.</i>	Andrew L.
<i>Carbs are supposed to go next to cylinder head, not on drivers/ passenger heads.</i>	Andrew L.
<i>This is what happens when you are on a high carb diet.</i>	Steve
<i>Jack and Su(e) have been petrol heads all of their lives.</i>	Steve
<i>Carburettors really are old hat.</i>	John N.
<i>"We will never be properly balanced unless you give me something to stand on."</i>	John N.
<i>So that's what's meant by petrolheads!</i>	Tom E.
<i>Twin ees you's I see</i>	Roger G.
<i>"Bill, you shouldn't have been rude to that carburettor guy".</i>	Peter L.
<i>we See U!</i>	John H.

And the winner of last month's cliff-hanger chosen by John I. is Gavin (I came a close second!). Well done.

For February the picture is something a bit different. It doesn't require a caption – the winner will be the first to come up with the correct two-part answer to the question: can you identify who these skinny chaps are?

Your entries by email to:
mediatvmgoc@gmail.com

BTW - don't bother Googling this image as you won't find it!





And finally...



I'm going to sleep under my car tonight -
I want to wake up oily in the morning.



Oh truck

MGB GT FOR SALE Concours condition



Genuine reason for sale
I'm selling it because it was purchased
without proper consent of my wife.
Apparently,
"Do whatever your b****y well like!"
doesn't mean what I thought.



Cornwall – tier 1
Devon – tier 2
That's what
comes of putting
the cream on first.

*(Yes, the tiers are out of date,
but never let the facts spoil a good gag!)*



This is why you don't park at your
Grandma's over the weekend

