

**April 2020
EDITION**



**12 SHEETS OF
TOILET
PAPER
FREE
WITH THIS ISSUE!**

*Yes free! with this month's
12-page print & use newsletter.
Terms & conditions apply.*

This Month:
Committee reports
Upcoming events 2019
News snippets
Insurance for car shows and runs
News from America
Run report to Bearslake Inn
Hand signal refresher course
Caption competition
Laughter is the best medicine



ENJOY YOUR MG MORE WITH TVMGOC



Secretary's Report



Hello Everyone,

For classic car owners, this winter has been something of a washout, testing our soft top integrity and true grit as we braved repeated deluges. The first run of Spring, therefore, was eagerly anticipated in our glorious slice of the MG homeland, on the Devon and Cornwall border. Alas rain was again evident but, on the day, the beauty of the route planned by Neil and Pam shone through. Spring flowers lined the route and brooding tors, wreathed in mist, looked down on our intrepid convoy, which included three members of the MGB family: roadster, GT and RV8 together with a brace of MGFs. A really splendid luncheon awaited us at the ancient thatched Bearslake Inn. Great fun for all concerned, and we were delighted to welcome our newest joiners, Gavin and Rachel, whose tuned MGC GT is a great classic addition to our broad model range of the marque.



At the time of our run, however, 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. Like others we have suspended our programme of activity and have fully implemented Government guidelines to keep members safe. In pockets of isolation, on occasion ensconced in garages, MG interest is continuing and behind the safety wall of our computers lively interaction continues. We are welcoming new members online and look forward to less constrained times.

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,

It is unbelievable how in just a month since my last report, our daily lives have been turned upside down and the freedoms that we take for granted have been totally curtailed.

For those who attended the last Sunday lunch run to the Bearslake Inn, we were able to enjoy a great run and an excellent lunch. No one present could have foreseen the restrictions that we are now experiencing due to the Covid 19 pandemic.

As a car club we had been eagerly anticipating the start of the main car season and looking forward to attending lots of upcoming events. Although the club is temporarily 'shut down' for obvious reasons, it is good to see that the newsletter is still being produced by Howard.

Speaking of newsletters, for those who normally get a hard copy, you will for the time being receive an emailed newsletter instead. Those of you who do not have an email address will still get your newsletter in the post.

It is important that we look to the future and are ready to get the club up and running promptly, as and when we are allowed to do so under government guidelines.

For this reason, it is necessary to continue behind the scenes with all the normal administrative duties undertaken by the committee.

Outstanding club fees are still being collected but of course only by post at present.

Please can you send your fee (£20.00) to Simon, the new Club Secretary. His details can be found in this month's newsletter. See: Secretary's Report. Please make your cheques payable to 'Tamar Valley MG Club'.

I am hoping that you and your families can remain safe and free from the virus.

Best wishes to you all,

Alan



Event Secretary keeping it wheel



Dear all,

There's not much one can say that hasn't been said already about the current health crisis. Due to our age most of us in the club are deemed to be in, or almost in, the group most susceptible to catching the virus, and maybe it will prove impossible to avoid in the long term. We can only hope for the best and try to delay what might be the inevitable, so as to spread the load on the NHS.

Alongside everything else, I am saddened by the effect it will have on the club and especially its members. We are a small and close-knit community of friends, and it will be a shame if that becomes fractured.

I'll keep the newsletters coming as usual, so don't think you have any respite from the caption competitions! This month I have had a number of late entries. Please note that should be sent in no later than the 23rd of each month to allow time for the previous winner to judge them and then get the newsletter finalised.

Peter S. has sent me a lovely old book about motoring wit and wisdom, some of which I'll share in instalments. I hope it brings a chuckle or two. In that vein, I'll continue to share what I consider to be inoffensive funnies about our confinement. We need a laugh in these grim times.

My love/hate relationship with chrome wire wheels was thrown into sharp relief as I took them off my car to give them their pre-season clean.

First the hate bit - they usually take about 45 minutes each to clean properly and that's bad enough, but this time, horror of horrors, when I took each wheel off, the insides were covered in rust. I'd given them a light going over before winter but forgotten/not got around to doing a proper job. Tut tut!

Fortunately, a lot of elbow grease did the trick as it was just slight surface rust with no pitting, so by the time I'd finished, and given them a light coating of WD40 for a bit of protection, they gleamed again. Each of the two front wheels took me a whole episode of an Archers Omnibus podcast to do! (That's 1hr 15min each for the sadly uninitiated).

The love bit is that they look amazing when finished and, as an added bonus, I'm all caught up with the happenings in Ambridge, but poor, poor Linda.

Altogether now! 🎵 Dum di dum di dum di dum, dum di dum di dum dum... 🎵

Happy MGing!

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

	<h2 style="color: red;">Upcoming events</h2> <p style="color: red;">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</p>
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Er...there aren't any!

All events are cancelled., at least until August. Some may be rescheduled to later in the year. I will keep an eye on things and keep you informed of developments.

At the time of writing, our holiday trip to Ireland in June is not yet cancelled as we are waiting for Irish Ferries to publish their cancellation refund details, and the Cotswold weekend in July is definitely cancelled.

As for People & Places in September, and subsequent events, who knows?



Question - Which global manufacturer makes the most car tyres?
Answer at the end of the newsletter...

	<h2 style="color: red;">News snippets</h2>	
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How green is your car?

A number of newspapers are commenting on the government's plan to phase out all internal combustion vehicles by 2035. Some people, including many owners of classic cars, have misinterpreted this to mean all ICEs will be banned from then. This is categorically not the case and ICE vehicles still in use in 2035 will live on for many years afterwards. The availability and cost of carbon fuels by then is another question altogether.

Now, though, commentators have been pointing out that new ICE cars sold in the UK produce more carbon dioxide than older models, according to new research that suggests the industry is going backwards in tackling the climate crisis.

Cars that reach the latest standards of emissions use cleaner internal combustion engine technology to combat air pollution, but the relentless rise in demand for bigger, heavier models, i.e. SUVs and 4x4s, meant that average emissions of greenhouse gases rose, according to the consumer group Which?

The latest generation of cars produced 7% more emissions than those manufactured to earlier standards. Lisa Barber, editor of Which? magazine, said: "It is shocking to see our tests uncover increasing levels of carbon dioxide emissions for the latest cars that are being built and sold to UK consumers."

The Which? analysis found that carbon emissions were rising across every segment of the car market, from smaller city cars through to SUVs, as manufacturers packed more technology into their cars. Emissions rose fastest in the hybrid segment, up by 31% between generations, in part because of the weight of two different power sources.

Regarding the switch to electric, the Daily Mail, seemingly ignoring that ICE cars will still be used after 2035, adds the point that we will need at least 25 million new roadside charging points, the equivalent of installing 4,000 new ones a day, starting immediately, with roads and pavements having to be ripped up in the process which will, of course, create plumes of emissions.

And they reasonably ask, where will the electricity needed come from? Today more than a third of Britons commute by car. Imagine, in 2035 and beyond, each of those motorists arriving home at night and hurriedly plugging in their vehicles at around the same time.

Malcolm McCulloch, head of Oxford University's Energy and Power group, has warned that the National Grid will need another 20 gigawatts of generating capacity — double the amount currently generated by all the UK's nuclear power stations — to cope.

Who'd have thought it?

Classic car auctioneers are noting that the current market is a minefield as they are seeing many cars in poor condition being put up for sale. This is attributed to the relaxation of MoT testing rules that exempt many older cars. Can anyone be surprised?

E10 petrol - this is a precis of a statement made by the FBHVC here: <https://www.fbhvc.co.uk/news>

On Wednesday 4th March 2020, Her Majesty's Government published a consultation on proposals to introduce E10 petrol as the standard for fuel across the UK. The proposal would introduce a minimum ethanol content of 5.5% for standard 'premium' fuels in 2021, whilst - and this is important for historic vehicles - maintaining the current E5 blend in the 'protection' grade.

The following was posed to the Secretary of State for Transport by Sir Greg Knight, Conservative MP for East Yorkshire:

"To ask the Secretary of State for Transport, what assessment he has made of the potential effect of the use of E10 fuel on older vehicles."

The following response came from Rachel Maclean, Parliamentary Under-Secretary (DfT):

"Increasing the share of bioethanol in petrol by blending up to 10 per cent, known as E10, could provide significant carbon savings, helping us meet our climate change commitments. One of the main barriers to introducing E10 has been vehicle compatibility. Currently, around 95% of petrol cars used in the UK can use E10, but around 700,000 are not warranted by their manufacturers to use E10. This number is expected to decrease as vehicles come to the end of their life. However, some classic and cherished vehicles that are not advised to use E10 will remain in use. The prolonged use of E10 fuel in those older and classic vehicles not under manufacturer warranty can cause corrosion of some rubbers and alloys used in the engine and fuel systems. For those vehicles, the Department remains committed to ensuring that E5 is retained as a protection grade, if E10 is introduced."

The FBHVC will be consulting with all interested parties and our member organisations prior to making their submission to the E10 consultation by the deadline.

Recent concern is that 'protection grade' or 'premium' petrol will be expensive and not be widely available.



Insurance for car shows and runs



This was written before you-know-what, but when life gets back to a time we can go to car shows, what follows will become relevant once more.

A couple of years ago the club discussed the issue of car insurance for attending shows and runs. I don't want to get into all that again, but I was reminded of this when reading the small print on the entry form for Killerton (now cancelled):

5. The owners and drivers of the exhibit must be covered by a current Third Party Insurance Policy, including exhibitor use. A copy of which MUST be made available for inspection by a National Trust official if requested.

I had previously checked that my insurance already covered going to shows and doing runs, but it was the last sentence above that renewed my attention – "MUST be made available". I have an email confirming cover for this type of use, but I realised I didn't have it 'in writing' as such.

It so happens that this month I had to renew my MGA insurance with Lancaster*. As brokers, Lancaster have changed my insurance company, so it was worth checking this point again. I received 20 – yes, 20 - pdf files about my new policy. Ploughing through, I couldn't easily find where it mentioned exhibiting, so in frustration I called them back to ask where, amongst all their missives, I could find in black & white what I was looking for. Eventually, and this took a while, I was told to look in the Policy section covering 'Rallies and Time Trials', neither of which, by my definition, I/we do. It was eventually found in an appendix right at the end of the document. Anyway, here is the relevant section, and notice I'm also covered to take part in "treasure hunts".

017 Rallies and Time Trials

This insurance automatically covers you for use of your vehicle for static and road safety rallies including club shows. Treasure hunts are also allowed as long as the route does not exceed 150 miles.

This endorsement extends use for 'regularity' time trials providing there is no exposure in excess of normal driving, for example, driving above legal speed limit, closing of road to allow for high speed driving or hill climbs. During these 'regularity' time trials, an additional excess of £250 will be applicable. Cover for these events cannot exceed 4 days.

In this respect I suggest it is a good idea, as it was when we all first discussed this, for all members to examine what they are covered for and have a printed copy available. What events you do or do not take part in is entirely up to you.

Howard

*I also had to renegotiate an Agreed Valuation of the car as it had elapsed.





A winter's tale



It's great when members send in stories about their personal MG experience. Ian, originally from Saltash but now resident in West Virginia, is an enthusiastic member of TVMGOC, and has taken the time to share his experiences of keeping the wheels a-rollin' on his MGB - Ed.

Over the winter months I made a list of things to do to my MGB. These weren't necessarily items of any major importance, just items I felt needed some attention before the start of our next "season". So...

(1) Investigate the notorious "clunk" from the rear whenever drive was taken up and/or gear changes were made. This from all accounts appears to be a regular occurrence with MGB's (and MGC's ?). Searching MGB Forum and various supposedly knowledgeable motoring magazines led me to understand that worn rear axle 'thrust washers' was the major cause. MOSS had them listed so I purchased the required number.

(2) At a previous safety check, concern was raised as to the play in the rear wire wheels. Although tightening the "knock offs" helped the situation slightly, it was obviously not a long-term solution. Both wheels were removed, and the splines and hub extenders checked for wear. Not good. After forty some years, wear was more than evident. So out came the credit card again. Two new hub extenders and two brand new tubeless wire wheels were ordered from England. MWS shipped the wheels within a week.

(3) The speedometer had been unreliable for a while. Its odometer could not be set to zero fully and the speedo needle wavered between 30 and 70 mph. At some time, there had been an ingress of water which had left "snail trails" across the glass (plastic) which was most unsightly. New speedos were NA so investigation on eBay produced a fairly low mileage (6599) instrument. The seller assured me that the instrument worked properly, however, he did not accept returns. Hhhmmmm! CAVEAT EMPTOR

(4) The windscreen washer had never worked. I had previously purchased all the necessary tubing and washer nipples but hadn't got around to fitting them.

(5) The door switch operating the interior light had never worked although the light itself did come on.

I figured all this was enough to be going on with and I gave myself a week to complete the jobs. Wrong.

So, to the tasks.....the original rear tyres were removed and installed on my new tubeless rims. I installed the hub extenders and greased everything prior to fitting the wheels. Meanwhile the thrust washers had been installed, replacing almost non-existent items. Time for a test drive. Wonderful - no clunks or wobbly wheels. Felt like a new car.

Having read Haynes manual instructions re removing the speedo previously, deciding that my hands were too large to fit in the narrow space behind the dashboard, and having previously removed the dashboard in order to install a new wiring loom, I felt confident that I would have no problems removing the dashboard once again. Of course, this also meant removing both seats, the arm rest and the radio console as it is virtually impossible to access the dashboard nuts and screws otherwise. My 79 10/12 year old body doesn't bend the same as it used to. So, out came the dashboard, no problem. But trying to remove the speedometer was a BIG problem! The Haynes manual says to press the dial inwards and turn it 30 degrees so that the slots line up. Huh! would it move? No. Finally, I called on a friend who works in the automotive field. He removed the monster and installed the "new" instrument. Great. I then tackled removing the old hard discoloured washer tubing and replacing it with new. A bit of a struggle but could have been worse. The dashboard map light wiring was checked, door switches checked, all seemed to be okay.

Time to replace the dashboard, reconnect the wiring and speedo cable, then go for a road test.

Everything worked except the “new” speedo which was okay at up to 20 mph but made a terrible graunching noise over that plus the needle wavered indicating a speed of 90 mph. Gloom. Back to the garage. Once again out came the seats, arm rest, radio console and dashboard. I have since mailed the old speedo to Speedograph-Richfield in Arnold, Nottingham for repair. My dashboard meantime sits on a work bench awaiting my buddy to come and remove the offending speedo, but until Speedograph return my other speedo there isn't a whole lot I can do.

Ian

PS. Three or so years ago Speedograph fixed my non-working odometer too. They are one of the few remaining specialists in the field.

Howard



Sunday Lunch Run Bearslake Inn



I fully intended to do this run in our MG but the morning began, weather-wise, in an unpromising way and I wasn't keen on getting the car filthy after all my hard work the week before to get it gleaming again.

We all met up at the Dartmoor Diner and it was great to see so many attending. However, because of you-know-what, the usual handshakes, hugs and kisses were replaced by occasional elbow touching, which really isn't the same. Ho hum.

The consequences of you-know-what dominated everyone's conversations, but the consensus was that, on this day at least, we were 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. It seems clear that everyone in the club cherishes our little get-togethers, and let's hope it's not too long before we can meet up in some form or other.

Pam and Neil had worked out a route which turned out to be lovely. The first thing we had to do was zero our trip meters. Jan and I were in our recently acquired Mercedes estate. Impressive though it is, its computer ain't half complicated. The car's handbook is over 560 pages long! I thought I knew how to set the trip meter, but it seems I was in the wrong mode. After scrolling through various screens, I quite quickly found the right one and so we were only .6 of a mile out from the start. That's not a problem you get on an old MG.

The overcast, drizzly landscape was brightened up by countless daffodils and primroses that lined most of the route. Quite a few lambs frolicked in the fields, and they reminded me that I needed to add lamb to our shopping list.

As we crossed Denham Bridge, below flowed a torrent of fast-flowing, brown water. I've never seen the river as high as this. It made me think how lucky we are to live in such a hilly part of the country where the vast majority of us are not plagued by floods, though not everyone down here escapes them.

Soon we were splashing our way through the first of many deep puddles and squelching through muddy patches.

In spite of the weather there were lovely views of Dartmoor and especially Brentor. Many of the lanes were new to us and if we did recall driving them previously it was in the opposite direction. Some were VNLPP*

We don't go on runs that encompass north Dartmoor very often, so it made a nice change to be up there. As we passed through Bridestow, the moors loomed high above us, their summits coyly hidden by cloud. The junction with the A386 was at the intriguingly named Pigs Leg Cross. Sadly, Google couldn't come up with the derivation of the name, proof it don't know everythin'. We'll never know why the pig had his legs crossed.

Soon afterwards our mud-splattered cars all met up at the thatched Bearslake Inn.



Our new daily driver looked filthy, so can you blame me for not wanting to ruin the eye-dazzling sparkles given off by the chromes on my MG? (What do you mean it's Photoshopped? Huh!)



Fortunately, I can pay a little man six quid to clean the Merc in a few minutes (not any more though!). The MG can take me almost all day if I've got to do the wheels.



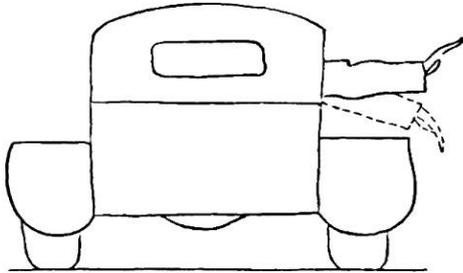
Inside we were served a lovely Sunday lunch and tucked into some of those pretty lambkins. It was a pleasure to thank Pam and Neil for organising such a smashing run. Long may such trips continue, eh?

Howard

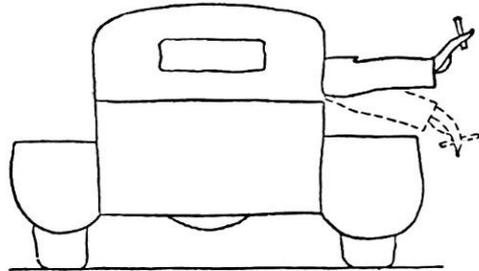
*You should know this – Very Narrow Lanes with Passing Places

Advice to motorists

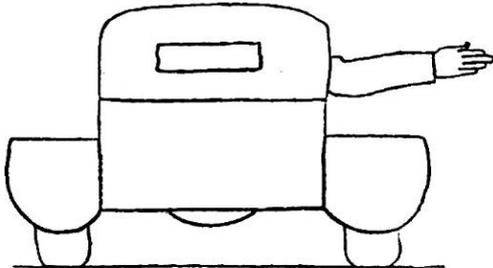
Members Rep Peter S. purchased a book which he thought might be of interest to our members. It's called *YOU HAVE BEEN WARNED - A Complete Guide to the Road* and was published in 1935. It is full of wit and wisdom, and so we will reproduce a few pages over the next few months in the hope it brings a few chuckles and important road-safety messages. We begin with hand signals, knowledge of which is still a requirement of the Highway Code and yet it's a skill we may have forgotten.



No. 1. "I am going to SLOW DOWN, or STOP."

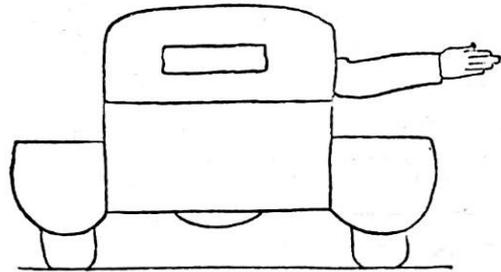


No. 1a. "I am going to shake the ash off my CIGARETTE."

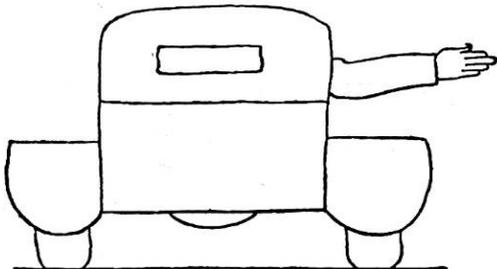


No. 2a. "I am going to TURN to my RIGHT, and when I discover that it's the wrong turning, I am going to TURN BACK again just in time to give you the FRIGHT of your LIFE."

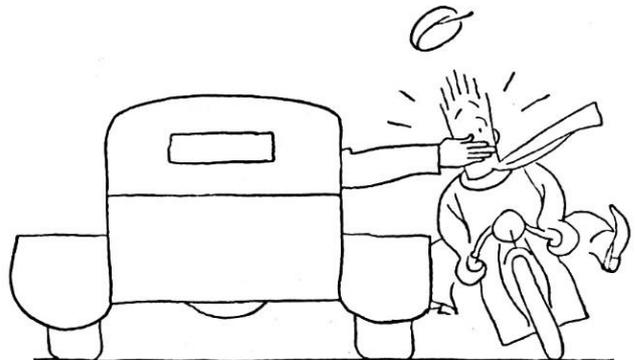
No. 2b. "The rain is OFF, I think."



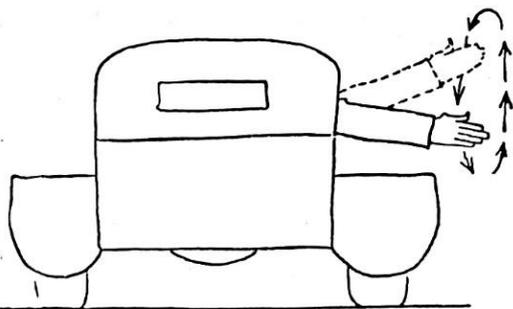
No. 2c. "The house over there with the GREEN door is where our cook's MOTHER lives."



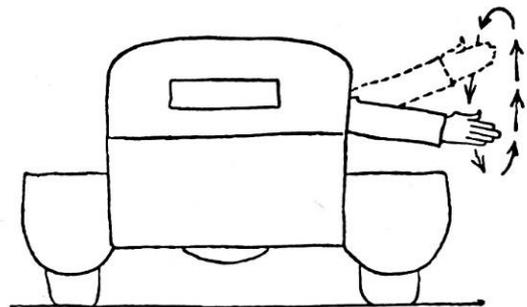
No. 2d. "LOOK, I can drive with one HAND off the WHEEL."



No. 2f. "Take THAT, you BRUTE."



No. 4. "I am going to TURN to my LEFT."



No. 4a. "My ARM'S got PINS and NEEDLES."



Received entries	From
<i>That should help loosen the wheel nuts.</i>	Roger
<i>Someone has slashed your rear tyre.</i>	John I.
<i>Is this a passing place?</i>	John I.
<i>Urine trouble!</i>	John I.
<i>How do girl MGs do it?</i>	Howard
<i>Another cock up?</i>	Jan P.
Local newshound crime reporter Peed off at post about car-jacking.	Andrew L.
<i>Don't jump start the lamp post.</i>	Margaret C.
<i>Every little helps!</i>	Richard M
<i>Well I suppose, if he has taken his wheel off, this lamp post will have to do.</i>	Simon
<i>After a well-aimed spray by the terrier, an intense discussion then ensued over who was going to use the mallet to tighten the spinner.</i>	Alan
<i>I knew this car was a bit of a dog, but really?!!</i>	Clive
<i>'Sorry boss couldn't wait for the next pit stop'.</i>	Keat
<i>"I see the 'Canine Garden Control' have conveniently had a blow-out by a dogs best friend to relieve the situation."</i>	Keat

**And the winner of last month's caption, chosen by Peter S. is Andrew.
Well done! Andrew will choose next month's winner**

Here's next month's photo
requiring a caption.
Your entries by email before the 23rd of each
month to:
mediatvmgoc@gmail.com



????????????????????



Question - Which global manufacturer makes the most car tyres?

Answer - Lego

Company	Tyres produced (2011)	Company	Tyres produced (2011)
Lego	318 million	Michelin	184 million
Bridgestone	190 million	Goodyear	181 million





And finally... borrowing a line from The Reader's Digest "laughter is the best medicine" *

Did you hear about the obsessive car collector? He was diagnosed with carownervirus.

I've just been shopping for dinner at Tesco's. We're having ink cartridges and lightbulbs.

To prevent the spread of germs, people who need to sneeze are advised to do so into their upper arm. People have instead started to stockpile toilet paper. This confirms the long-standing belief that many don't know their arse from their elbow.

Men aged between 30 & 70 are now thought to carry the coronavirus without showing any signs or symptoms. The best course of action is to avoid women and children to avoid spreading the virus. Fortunately, this is easy to accomplish. Motorsport shops, the shed and garage have been recognised as the safest areas by the World Health Organisation. Men must now self-isolate in these places for 14 days...at least. WHO recommends certain essentials should be to hand, including a kettle, plentiful supply of tea, milk and Hobnobs as well as a laptop with access to your eBay and Amazon accounts. TVMGOC members will also need a credit card to order parts from MGOC Spares.



Even on a long and winding road,
always keep 2 metres apart.
Don't let me down.

**Laughter is the best medicine...unless you have syphilis, in which case penicillin is best (an oldie but goodie. Ed.).*

(Thanks to Private Eye for the toilet paper cartoon on the front cover – but theirs was 48 pages.)