

**OCTOBER
2019
EDITION**



**If something nice happens, travel to celebrate.
If something bad happens, travel to forget.
If nothing happens,
travel that something will happen.**



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Secretary's Report



Hello Everyone,

September turned out to be quite a nice month with lots of warm sunshine. Neil and I were very lucky with the weather. We had booked to go to Scotland & Northumberland on a bit of a tour, and the weather was mostly nice 'up North' as well. We stopped off in Blackpool on the way up. I wanted to see the Tower ballroom, as the last time I had been there was 50 years ago (it makes me feel ancient seeing that in writing). The ballroom still looked amazing, with lots of people dancing and having afternoon tea. The illuminations were great, but unfortunately only half the Tower was lit up, as lots of the bulbs weren't working and new ones had to be ordered from Italy.

From Blackpool we went to Glasgow (that was our only drizzly day), Dunfermline for the Knockhill touring car racing (it was a little chilly first thing, you wouldn't believe how many layers of clothing I had on) but it didn't rain and I was able to remove some layers as the day warmed up. We went to Lindisfarne, Cragside and Durham Cathedral with lots of castles in between. We saw a wild red squirrel, a weasel and a murmuration [*a swirling flock of starlings – ed.*] in Northumberland, and hundreds of miles of the most beautiful scenery. Our lovely yellow MG ran like a dream (did need extra oil again though).

But it is always nice to get home again, hoping to see you all at the meeting.

Best Wishes & Happy Driving

Pam

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Notes from your Chairman



Hi everyone,

The September Sunday Lunch run organised by Howard and Jan appears from the photographs to have been a great day out. The suggested Hawaiian theme was well supported, and even grass skirts were in evidence. I look forward to reading the report.

Well, welcome to autumn! Where did the summer go? It is really quite scary to see the summer events come and go so quickly.

However, you do have the opportunity to come along and participate in the upcoming Sunday lunches and runs, hopefully with fine weather to enable us to get the MGs out. So please get your names on the lists currently circulating.

At the recent September committee meeting, one of the items on the agenda was to seek out the intentions of the current committee members to see who would be willing to stand for re-election at next year's AGM in March.

Despite my request in the September newsletter no one has approached Pam our club secretary to enquire about the club secretary's role and what it entails. Please do consider about taking this role on. **The club really does need you!**

If you value being a member of our fine club then what a better way to show this, than by joining the committee and helping to shape the future of Tamar Valley MGOC.

Here is a date for your diary. The club's Christmas Dinner (4th December) arrangements are now in the process of being finalised. Janis our vice-chair and organiser, will be soon be sending out the details to you all. Please try and make the effort to come along and support this event, particularly as the last few years dinners have been a great success. It seems a shame that we have to rely on guests to swell the numbers to make it a viable evening.

It would be great to get a few more active members in the club, so if you do cross paths with other MG owners on your travels, then do try and entice them to come along to a club meeting. Club flyers are available to hand out.

Look forward to seeing you all on the road in your MGs flying the flag for Tamar Valley MGOC.

That reminds me. I saw a couple of our members MGTFs approaching Derriford roundabout from opposite directions the other day. I bet they didn't see each other! They certainly didn't see me, as I was hiding in Alison's fiesta.

Safe MG motoring,
Alan



Event Secretary keeping it wheel



Dear all,

Thanks to everyone who made our Cornish Day Out I-Spy run a real pleasure. We knew that if it was a nice day it would be a lovely, if not new, route, and so it turned out to be.

It was a shame that Simon and Charlie's RV8 wouldn't start when they were about to depart from Seaton Beach Cafe, and I felt bad leaving them immobile, but as I'm an inept mechanic and with Jan and me being the day's organisers, we had to press on. After a shortish wait (and a glass of wine for Charlie!) an RAC man jacked up the mighty V8, cleaned a connection on the starter motor, and soon had them on their way again in time to join us for coffee after lunch at Lanhydrock Hotel and Golf Club.

I tried to reassure Simon and Charlie, as relatively new MG owners, that this kind of thing happens to all of us with classic cars at some time or other. At least they have discovered a small issue with theirs that is now fixed and unlikely to occur again in a hurry, so that's a good thing. And I wasn't patronising them - I meant it.

"Inside every problem, lies an opportunity" – a cliché yes, but phrases become overused only because they hold a truth. For me, this cliché resonates on the thankfully rare occasions when our MGA needs attention. We have owned it for over four years now, and when a fault has been diagnosed it has been resolved with new or reconditioned parts, or cleaning so that they work again. Each time I genuinely feel a little bit more confident as it's been an opportunity to improve the car's reliability by sorting that particular issue out once and, with luck, for all.

Many who took part in our September lunch run wore Hawaiian shirts. Over in America, our club member Ian C. read about it in previous newsletters and thought the club was missing something. After asking for my home address, look what arrived in the post.



Ian's accompanying letter says, "Please present your participants with this licence plate...Many thanks for a truly excellent newsletter which I thoroughly enjoy each month [*gee, shucks!* – ed.]

After thanking him by email he replied, "All is well here. I was totally surprised this month in being awarded three trophies at three separate shows -

"Best Original car, best Import and best unrestored car. Guess who was chuffed. I don't attend shows with any hope or intention of an award, I just enjoy the camaraderie, even though my MGB is looked at rather askance. Oh well, they are ex colonials after all, more to be pitied than anything else!!!

"Best to allIan".



Congratulations on those trophies Ian and thanks again. We will display the plate at shows, I'm sure. As they say on your side of the pond, have a nice dayeee!

Howard

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



Upcoming events

The most up to date and detailed information on all 2019 events can be found and downloaded on the [Event Diary Page](#) and the [Entry Forms page](#). See: www.tvmgoc.org.uk

There aren't any local external runs that I know of that you can still enter (The Rut is now closed).

However, the season isn't over yet. You still have time to join our club **Tulip Trophy Run on Sunday 20 October** to Elfordleigh Golf Club, near Plympton, PL7 5EB. Organised by Keat & Peter with help from Alan & Alison. Keat thinks the route will be a new one, as far as he knows.

We already have 40 entrants! Entry list closes 2 October at the club meeting.

Meeting point & time: The Rock Inn, Yelverton, PL20 6DS.

10.15 - for coffee and biscuits (opening up early especially for us).

Departing on the run by 11.00.

You can also join John & B's **Sunday lunch run on Sunday 17 November**. The entry list closes 6 November at the club meeting.

Meet at Dartmoor Diner 10:30 for coffee before 11:15 departure to Wrangaton Golf Club.

You have already been emailed the menu and entry form for this but I will send it out again after the October meeting.

After November's lunch run, members will have the chance to vote via email in the annual **Irene Williamson Memorial Trophy** for the best dining run of 2019. More on this in next month's newsletter.

There's an **Autojumble** at The South Devon Railway, Buckfastleigh on Sunday 13 October organised by the Devon Vintage CC. No start time is given but get there early for the pick of the parts.

I can recommend the **Lancaster Insurance Classic Motor Show with Discovery** on 8 - 10 November 2019 at the NEC. It's huge and amazing and is well worth a visit.



News snippets



Sir Michael Edwardes

A scourge of the 1970s government, this ex-chairman and chief executive of British Leyland has died aged 88. Following the merging of BMC with BL in 1968, MG found itself part of a mighty conglomeration which would soon run into trouble. Those of us old enough will remember that Edwardes was seldom out of the news as he tried to save the embattled company following a massive government bail-out.



It was the car industry's toughest job as he had to manage cashflow problems and wrestle with trade unions. His management led to the closure of factories including Abingdon.

The rubber bumper MGBGT was the last car to leave the Pavlova works. It was Edwardes who finally called time on MG in 1980.

Tracking thieves – a sequel

Last month I reported on how thieves are targeting classics at shows by secretly fixing trackers to them so the car can be found at a later date and stolen at the thieves' convenience when it is parked in an accessible place.

CCW received a letter from the owner of a Sunbeam Alpine whose car almost vanished in the dead of night. They were staying at a relative's house which is in a cul-de-sac. The Alpine, parked on the drive, was barely visible, and certainly not by passing traffic.

The owners were awoken in the early hours by the car's alarm going off. Rushing to the window they saw a transporter truck outside, clearly positioned to steal the car. By the time the owner got outside the transporter had driven off leaving their target behind. Later the Police said it was most likely that a tracker had been fitted surreptitiously and that the car alarm had been activated as it was being removed or the car moved.

Not many classics have alarms fitted, but in this case without one the Alpine would have been lost, probably for ever. Of course, if the owner had fitted his own hidden tracker as well it would probably have been recovered and the thieves caught.

Fuelled up

There has been much discussion in the motoring press about how changing the ethanol content of petrol may have a detrimental effect on older engines. However, there may be a practical solution as suggested by a letter sent to the editor of the North American MGA Register (NAMGAR).

As you may know, of the 101,081 built only 5869 MGAs stayed in the UK. Most went abroad, the majority to America. It is not surprising then that NAMGAR have just over 2,000 active members with more than 2,900 cars. Overall, they hold records of over 6,000 cars, including 142 Midgets. Unlike here in the UK, NAMGAR encompasses Midgets as they are related and because there are comparatively few in the USA.

Regarding fuel additives, a member wrote in with a helpful suggestion:

Dear Paddy,

Having read the long-running saga in *Safety Fast* concerning additives for use in unleaded petrol, I am reliably informed that the ultimate solution is now at hand.

Simply adding one Viagra tablet to each tankful of fuel caused rapid and complete hardening of the engine's valve seats. This simple and fool-proof solution has only two minor setbacks; supplies are currently somewhat limited and in very rare circumstances their regular use can lead to a dangerous increase in oil pressure in some engines.

Regards, Geoff Barron.

Going electric

In the (unlikely?) event you might be considering buying one of the new MG electric SUVs, after the first batch of 1000 sold out within a fortnight, MG are about to import another 2000.

Before and after

Roy and I had a lovely day out recently traveling to Worcestershire to pick up an MGA project car.

Mechanically it is mostly rebuilt, but fettling the rest of the bodywork, paint and interior will keep him busy for a while, which is precisely Roy's intention.

On the subject of restorations, I also thought you might like to see this amazing American gull-wing MGA coupe. Impressive work, but it looks difficult to get in and out. And after all that work, you paint it...brown?



The Great Trethew Rally August Bank Holiday 2019

It was with some misgiving that I made the short journey from my home to support this rally. I had the impression that, despite its popularity, I would be the only Club representative this year.

I need not have been concerned. No sooner had I parked up, starting a new line of classic cars, than a familiar voice welcomed me with a cheery, "Morning John, what kept you?" It was Club member Alan S. in his pristine MGA. He added that Ron C. was just three cars down the line, contemplating his usual 3000 calorie alfresco breakfast, served from the boot of his amazing MG ZS. Indeed, it was not too long before Sonia and Roy appeared on the scene in their white roadster. They had originally decided to have a day on the beach, but one look at the manic A38 Bank Holiday traffic convinced them that the Great Trethew Rally, near Looe, was a much better option.



And so it proved: from the idyllic peaceful pastoral scene of heavy horses ploughing virgin stubble, to the manic passion of tractors pulling a loaded sledge over a timed 200 metre track, doing their utmost to pollute the atmosphere and wreck their engines - it was all there.

The organisers did their very best to provide activities and interest for all the family. Within half an hour, all classic cars were invited into the ring to strut their stuff. This concluded with about 70 cars circulating the field in 5 opposing concentric circles. I know of no other rally that provides this exciting and exacting display.

The sideshows were equally diverse. One could watch the activities of bees within a hive constructed from see-through acrylic glass, to the more mindless activity of some 20 very Cornish Morris dancers fuelled on cider, clobbering one another with sticks. What actually drives these grownups to dress up as 'wreckers' with bells on their ankles, escapes me. There were also dancing JCB diggers, motorbike stunt teams and the ubiquitous steam and stationary engines, indeed far too many other events and attractions to list on these pages, you'll just have to sample them for yourself next year. There is literally something for everyone.



In the afternoon Paddie arrived (courtesy of Vanessa). She admits to being difficult to impress at the best of times. However, having sampled many of the delights on offer, she agreed that the Great Trethew organisers had created that certain magical atmosphere that made the Morval Rally (sadly discontinued in 2016) such a success.

John H.



On the website for this show they feature some photos of our cars there in previous years - ed.



Sunday Lunch 15 September I-Spy A Cornish Day Out run to Lanhydrock Hotel & Golf Club



It being an odd numbered year there was no People & Places Run this September and so a slightly longer than normal lunch run was devised by Jan and Howard using their I-Spy theme.



The first meeting point was at Home Park for the mainly Devon contingent although Sonia & Roy did venture across the bridge to take part in the whole day. Blessed with glorious sunshine, Hawaiian shirts (of varying degrees of loudness with some suggesting that Ade's needed a volume control! *[It woz fab – ed]*) were the requested order of dress for the day which, with Janis and her navigator (not Chas!) in full grass skirts, made quite a sight as the usual meet, greet and catch up of people's news took place before it was time to depart, heading for the Torpoint Ferry through Stoke Village.

Once on the ferry there was a chance for some of us to visit the upper deck and view the splendid sight of at least half a dozen Royal Navy warships and one Submarine berthed at the Dockyard (sadly nearly half of the Fleet these days!!). The short crossing quickly over, we departed Torpoint in a loose convoy and picked up some additional Cornish members as we passed Antony House. Turning left from the main road we headed for the village of St John, by-passing the ford on this occasion, the navigators were soon busy looking for the first of the I-Spy clues from the route book.



Onwards to Millbrook village and then a left turn to follow the right bank of Millbrook Lake where the local model sailing yacht group were out in force with at least 5 or 6 nice looking boats out on the water. More I-Spy clues on this road with their placement getting a little trickier, to catch out the less observant navigators, we eventually left the lakeside and continued up the hill to join the road to Mount Edgcombe. Turning right towards Maker, we then by-passed Kingsand and Cawsand taking in the splendid view of the Sound in the bright sunshine before continuing on towards Rame Head.



Simon & Charlie

Once on the coast road along the top of Whitsand Bay the views were far reaching down the South Cornwall coast with a flat calm sea and the Eddystone Lighthouse in the distance some 15 miles from shore.

Passing through Freathy we turned left by Tregantle Fort and were soon through Crafhole and continuing towards Downderry and Seaton where we stopped for a coffee, re-group and also for some extra members to join us, swelling the number of cars on the run to 15.



Taking time to enjoy the sunshine and catch up with more news etc we then departed to continue the I-Spy adventure. Unfortunately Charlie and Simon were among the last to leave and found that they couldn't get their RV8 to start in spite of help from Jan & Howard [*er..not so sure we were much help – ed.*].

The RAC were duly called and Charlie settled down to enjoy an impromptu lunch with a glass of wine. (Note to Simon: make sure a bottle of chilled white is included in the tool kit for your up-coming trip to Spain!!). Unaware of the breakdown, the remainder of us were headed onwards through Widegates and down into the East Looe valley negotiating a difficult right turn at Sandplace which very nearly saw a coming together between Sylvia and Roger's MGTF and an oncoming speeding bus, but luckily no contact was made, Phew!!

Passing through Duloe our thoughts turned to previous members Julie and Mike in Melbourne, Australia who organised a previous Sunday lunch to the Plough Inn a few years ago. Our route books warned us of a 3-mile narrow section at Tremadart Lane so we spread out a bit as directed but were very fortunate not to meet a car coming the other way for the whole length of the section. A little while later we arrived at the Duchy of Cornwall Nursery and Café for our second stop and a chance for more refreshments and a little retail therapy.



Margaret & Jim

At this point we were joined by Margaret and Jim, our most Westerly members, from St Austell for the final section of the run through the grounds of the Lanhydrock Estate crossing the very pretty but alarmingly narrow Respryn Bridge to the lunch venue at Lanhydrock Golf Club. Our allocated car parking area had been partly gazumped by an Aston Martin which, while rather nice to look at, didn't give the owner the right to park across 3 or 4 spaces, so he was duly reported to the Club Management and moved!!

We then sat down to a splendid and very generous carvery lunch which was enjoyed by all. Thanks to everyone who took part for your company throughout the day and especially to Jan & Howard for organising another memorable TVMGOC adventure.

Val and Ade

PS The route was a modified version of one that Ade and Val had devised – credit where's its due. At the Duchy shop I phoned Simon to ask how they were getting on and to recommend rocking their car to see if the starter was jammed but by then the RAC had come to the rescue. – ed.



Peep Peep, don't sleep



Anyone who has visited India (and if you haven't, do try as it is one of the most fascinating places) will know what an unruly nightmare the traffic is. What with having to dodge bikes, scooters carrying whole families or enough stuff to fill a pick-up truck, tuk tuks, lorries and cars, in addition to the occasional elephant, sacred cow, pigs and countless dogs, driving on Indian roads is like being in a bumper car surrounded by three year-olds in other bumper cars who are coming at you from all different directions blaring their horns incessantly. The traffic will make your head spin even more than trying to keep up with the twists and turns of parliament in Westminster. And that's on a quiet day.



Then there's the thousands and thousands of fearless pedestrians who seem to have a death wish trying to cross the road. Like motorists, pedestrians put their safety into the hands of the Hindu gods - the elephant-headed Ganesha, known as the remover of obstacles, and Shiva, who removes all evil from the world. That's the theory anyway. The fact is that one serious road accident occurs every minute in the country, with 377 people dying every day including 20 children under the age of 14.



I have just been reading *Never mind the Bullocks* by Vanessa Able. She bought a Tata Nano, the world's cheapest car - about £2500 - and one of the smallest, and bravely set off on a 10,000 km odyssey to circumnavigate India. The book's blurb says the story is "Terrific, terrifying in equal measure: a life-affirming, death-welcoming journey around the world's most dangerous roads in a wheeled toaster oven." That about sums it up nicely.

In it she mentions another book called *Peep Peep, don't sleep* by Ajay Jaine. Like Vanessa, Ajay noted whilst travelling in India, numerous rather endearing road signs that are truly in a different league compared to any signs in Europe or America. Notice that the one opposite has a bullet hole in it - dere's bandits in them thur hills! No, really, there are.



The signs are mainly found in the Indian Himalayas and must be composed by creative minds with a sense of humour, but they also carry an important safety message worth noting by motorists everywhere. Here are a selection you might find interesting and amusing.

No race, no rally, enjoy the beauty of the valley.
Road is hilly, don't be silly.
We like you, but not your speed.
Fast won't last.
Safety in the road is safe tea at home.
Your family awaits you but not news of your accident.
Better Mr Late than Late Mr.
Darling, do not nag me as I am driving,
instead turn your head and enjoy nature charming.

Caption

Competition



See over the page for the story of this amazing machine and the equally amazing man who created it.

Having come across this image I did a bit of Googling and discovered the back-story. Amazingly, even today, this man's legacy affects each and every one of us motorists.

But first, what did you say about this photo?

Received entries	From
<i>"Bye dear, I am just shooting up the town for a minute."</i>	John I.
<i>"I shall be gunning my new transport up the motorway shortly."</i>	John I.
<i>John Invest became tired of not winning the caption competition. These entries came in just minutes after receiving the email – a record even for John! No prize for being first though - ed.)</i>	John I.
<i>This bike even has reverse. You just fire the gun and the recoil shoves you backwards.</i>	Howard
<i>Dads army couldn't get a tank so came up with this instead.</i>	Roger G.
<i>"Don't panic Mr Mainwaring! I've got 'em covered!"</i>	Roger G.
<i>"You will attend the club event!!!"</i>	Richard M.
<i>"Do not park on the grass. I will pursue you."</i>	Richard M.
<i>"You have bought an Austin Healey Sprite ~ how dare you!"</i>	Richard M.
<i>The last to finish the Tulip run will be shot.</i>	Richard M.
<i>"I've got you now Alexander ##### de P J"</i>	Richard M.
<i>MG contribute to the war effort supporting the Home Guard with their MG MG (Machine Gun) carrier.</i>	Ade
<i>The latest method of dealing with lane hoggers!</i>	Janis
<i>Triumph show first automatic saloon.</i>	Andrew L.
<i>Adolf beware!</i>	Keat
The Charge of the Bike Brigade 1939	Keat
<i>The new PE teacher at Eton had developed a novel incentive to improve the boys' cross-country running times.</i>	Alan
<i>"DUCK !!! sorry I mean duck."</i>	Nigel V.
<i>Call that road rage? Try this for size!</i>	John H.

Last month's winner chosen by Ade is Keat. Well done! He will choose next month's winner.

Here's next month's photo requiring a caption but keep them clean!

Your entries by email to: mediatvmgoc@gmail.com



A woman vacuums the roof of a fur covered Mercedes Benz car in Whickham, by Sunday People photographer Dennis Hutchinson, 1975

Frederick Richard Simms



Frederick Richard Simms (1863-1944) was a British mechanical engineer, businessman, prolific inventor and motor industry pioneer. This is a brief outline of just a few of his many, many achievements.

Simms was involved in the early days of the Daimler company and in 1895 helped organise the first British Motor Show, in the same year as the Horseless Carriage Exhibition in Tunbridge Wells.

Regarding the gun-bike picture, popular at the turn of the 19th century, quadricycles were four-wheeled bicycle-like vehicles powered by humans or motors. Henry Ford completed his ethanol-powered quadricycle in June of 1896. In June of 1899 Frederick Simms demonstrated his own version, the Motor Scout, with one huge difference; Simms mounted a mark IV Maxim machine gun between the bike's front wheels where a passenger normally sat. Simms' Motor Scout was ready for tough duty, as long as it travelled along a high-quality road. Off-road it was useless - not much use in the trenches then!

While it featured an iron plate to protect the driver from a direct frontal shot, the driver's sides and back were left unprotected. For street use, you could remove the machine gun and reclaim the second seat for a passenger. A 1.5 horsepower Automatic Petrol Motor with Simms-Bosch magneto-electric ignition powered the Motor Scout, which could travel 120 miles on one tank of petrol, 'petrol' being a word it is said was coined by Simms himself, as was the term 'motorcar'.

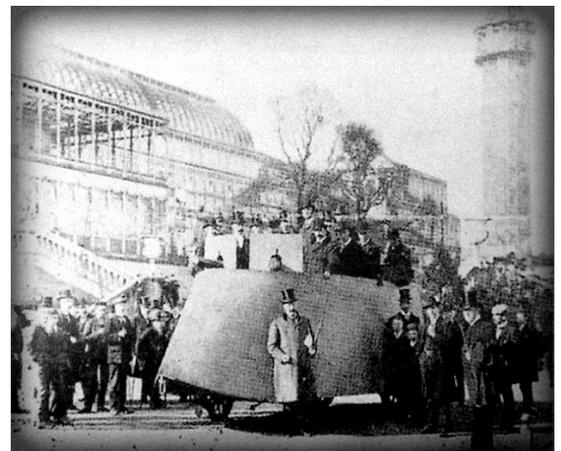


In 1899, Simms went on to design and build the first official armoured car called the Motor War Car. Vickers, Sons and Maxim of Barrow built the monster. It had a German-built Daimler motor and two machine guns. The armour was carried to a height of 6 feet above the axles, and completely encircled the vehicle, like a petticoat.

In April 1902 the Motor War Car was exhibited at the Crystal Palace in London.

Among his many accomplishments, Frederick Richard Simms founded the Royal Automobile Club (later becoming known as the RAC) with the primary purpose of promoting the motor car and its place in society. He also helped create the Society of Motor Manufacturers and Traders.

Both organizations had considerable influence on the Motor Car Act of 1903. The Act introduced motor vehicle registration and the official licensing of drivers. They lobbied to increase the speed limit on highways from 14 mph set by the Locomotives on Highways Act of 1896. After bitter Parliamentary debates, the speed limit was raised to 20 mph on public highways by the Motor Car Act 1903.



Our very own John H. said that the Motor Scout is not as silly as it looks. He adds this:

Battle of Britain pilots under training were each presented with an ordinary bicycle with a front wheel carrier, onto which an empty Smiths Crisps metal tin was secured. Both it and the rider were then draped in a blackout curtain. A 1" x 3" slot was cut into the bottom of the tin facing forwards. Pilots had to bury their heads inside the tin in order to see roughly where they were heading. The 'squadron' was then invited to randomly cycle around a tight area of the airfield and attempt to dodge one another. No doubt there were lots of bruises and grazes being nursed in the Mess on completion of that particular serial.

You could not make it up, but it is a fact.



And finally...



Here's one for Libby



Me: I hit an animal and my car is totalled. Am I covered?

Insurance: Yes. What did you hit?

Me: A fish.

