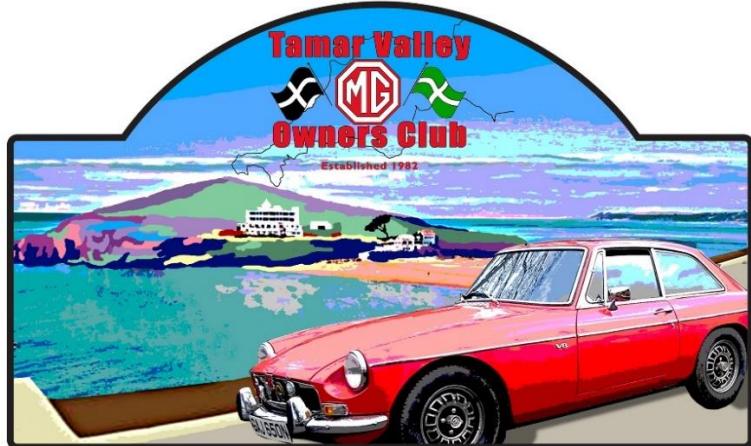


# Newsletter July 2021 Edition



## This Month:

Committee reports

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News snippets

E10, a recommended mechanic and battery isolator switch

Petersen Engineering Bentley for sale

Read with Readly

Answering the call for a SNOG

Putting jam on it - Cream Tea Run report

Letter from America

A flying car and a flying tractor

This photo was snatched as a lovely roadster drove through Yealmpton.

It was identified by members of the Classic British Cars Facebook page. But do you know what it is? Answer at the end of the newsletter.



In 1968 Austin, Morris, Jaguar, Riley, Wolseley, Triumph, MG and Rover became part of British Leyland.

Which low power Rover was launched forty years ago in July 1971?

Answer at the end of the newsletter.



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## Secretary's Report



And so finally...we're off! Despite the woes of COVID restrictions, we managed what approximated to a gathering (all rules followed) if not a full club run, thanks to excellent work by Sonia and Roy. The weather was better than forecast, so the soft tops stayed down (slightly disappointed to miss the theatre of an MGA hood going up {Huh! Ed.}) and we went from different start points to not quite meet up fully at Siblyback Reservoir on the west side of the Tamar for a cream tea (the Cornish Way – Jam then Cream). Lovely to see that new joiners Paul and Debbie joined us in their lovely MGA, making two on the day, with a third, Roy and Sonia's just waiting to be registered after its rebuild, and Alan S.'s as a fourth for the Tamar Valley Club.

Sadly joining just too late to make the drive out, we also welcomed the first TF Midget in a long time, owned by David and Teresa, who also have a Sunbeam Alpine. As you will have gathered, the club is buzzing with new people and the prospect of a late summer of fun. With restaurants booked for what seems like years ahead, we plan to continue with picnic style outings for the next couple of months, before reverting to more usual joint gatherings in the Autumn.

Our first 'proper' club meeting at the Moorland Hotel, Wotter has been delayed until 7 August and we have exchanged our 'Zoom' online interaction for the zoom of MGs passing on the road (within speed limits M'Lud). It won't be long until our much anticipated 'People and Places' run, on 12 Sep, is upon us and I am delighted to report that in terms of external attendees we are doing pretty well, with a wide variety of cars taking part. The most popular non-MG classic attending may well be the Land Rover Defender, whose owners will bring a tow rope just in case, but we also have a Triumph Stag and a Mercedes daily driver in the mix. As a club, however, I have only 16 confirmed entrants out of an initial allocation of 25. It would be great to avoid any last minute rush and possible disappointment – so please sign up if you want to come.

Charlie and I have been out and about planning the next picnic run – our first route for the club - which will start in the Mudge Way car park in Plympton, familiar to many as the FINLA starting place, and will loop over to the Dartmoor Gliding Society, Brentor (courtesy of Gavin). The route should take just over an hour, and we currently plan to depart at 1430 on Fri 16 Jul.

All the best,

*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](mailto:clubsecretarytvmgoc@gmail.com)



## Notes from your Chairman



Hello everyone,

What a shame that there has been a delay in opening up the country again out of the lockdown restrictions.

Obviously, this has meant that we are unable to meet indoors at the Moorland Hotel (Wotter) until the August club meeting.

Alison and I managed to get away in June and use our caravan for the first time this year. We didn't actually venture too far but found ourselves camping in East Devon, in what is described as 'An Area of Outstanding Natural Beauty', and it certainly didn't disappoint. It was wonderful to get away and we saw lots of classic cars with their owners taking advantage of scenic drives. It would have been the icing on the cake if we had also taken the MGB with us.



Driving through Colyford we just had to stop and take a photo of some lovely but now unused petrol pumps on the garage forecourt of what has become a car sales office.

These pumps hark back to a simpler time to when we didn't have to worry about E5 and E10 petrol.

The recent Cream Tea Run and picnic which saw us sitting on the banks of Siblyback Lake was a resounding success and we had at least 20 cars doing the run.

It was so nice to see you all in the flesh after such a long absence. It is definitely not the same using Zoom.

The weather was at least dry if not a little bit windy, but we mostly managed to shelter in the lee of a bank. We even had two cakes supplied by Janis and Howard to help us all celebrate a significant birthday for one of our members who will remain anonymous. Naomi also came prepared and offered around some lovely lemon drizzle cakes too.

It was particularly good to meet some of our new members. With Paul and Debbie in their MGA and Nigel along with his pal Mike who was pressed into being navigator for the day. Nigel has done a lot of work to the mechanicals and internal trim of his Midget 1500 and it has been completed to a very good standard.

Debbie wondered how she would be able to remember all of our names. \* It reminded me about us joining the club back in 2007, when we had similar thoughts! Hopefully we can all play a part in making our new members feel very welcome to the ranks.

The Covid guidelines prevent shaking of hands and along with social distancing, introductions are a little bit more stilted and restrained than would normally be the case. Hopefully that will all change soon for the better.

The run to Siblyback was our first proper drive since fitting the reconditioned speedo and new cable to our MGB. Comparing with our Satnav showed that it is now reading correctly instead of

under reading since the day I first fitted it. If you also have a problem with your car's speedo then I can recommend 'JDO Instruments' for a first-class service.

Due to the difficulties in finding suitable venues for hosting our Friday Night Supper Runs under the restrictions, we are continuing with the replacement Picnic Runs, with ones planned for July and August. The August picnic run will, however, be held on a Sunday instead.

With the club's 'People and Places Run' drawing ever closer, please do not delay any further getting your entries in, if you wish to come along.

Alison and I will be putting on an August pre-meeting evening run that will end up at our new venue. These runs used to be a regular feature before the club meetings at the Moorland Hotel in our early days of membership. We hope you will come along and join us to blow the soot and cobwebs from your MG exhausts.

The run will start at 18.30 from the church car park at Yelverton, very close to Yelverton roundabout, and finish at the Moorland Hotel, Wotter. I will send you an email reminder nearer the time.

We are really looking forward to our monthly meetings resuming in August. Hopefully, you are too and will all make a concerted effort to attend our new venue.

A good turn-out will go some way to thank our host Patricia for providing us with a lovely venue. In the meantime, please continue to stay safe and well,

*Alan*

*\* Don't worry Debbie, you're not the only one. Ed. {& please note my name isn't Ed.}*



## Event Secretary keeping it wheel



Dear Motorneers,

Firstly, thanks for the newsletter contributions some members have sent in. They are always gratefully received. We also have a couple of run reports – the first since March 2020!

I have been counting my blessings of late. The last two or three months have been somewhat eventful for Jan and me. Firstly, Jan had to have a serious operation and thankfully the outcome means she is as good as new (almost). Phew!

In addition, we have acquired a holiday bolthole. Last year we realised we wanted a change of scenery – somewhere not very far away that we could visit on a whim whenever the sun shines and other commitments allow. Not having a couple of mil to spare to buy a seaside second home, after much searching we settled on a new ~~caravan~~ holiday home at Treyarnon - between Padstow and Newquay. We had no idea how nice these things are these days – stylish, comfortable and with all mod-cons. We are also just a couple of hundred metres from Treyarnon's lovely sandy beach, have a view of the coast, and can see and hear the Atlantic waves crashing onto Trevose Head where we surfers (ahem!) try to hitch a ride.



We spent some time watching an amazing guy in Constantine Bay skimming over the waves on a hydrofoil surfboard. If you haven't seen one they look like this, to attach below a board. As an awe-struck spectator said, "He's really cool!" Clearly, I must get one myself.

Since April, we have been to Treyarnon numerous times and done long costal walks. It is fantastically beautiful. We have even done a bit of beach litter picking. Although the sands here at first seem pristine, look more closely and there are lots of little bits of plastic rubbish.

The towering cliffs are topped with colourful wildflowers, there are oyster catchers on the beach and a variety of birds, including buntings, jackdaws and assorted gulls, dance and soar to the song of skylarks. Who needs to go abroad!



Most of our visits have been in our estate car, stuffed with bedding, pots & pans, body-boards & wetsuits, food etc., but finally we have been able to drive down in our MG and suddenly more pieces of our retirement plans have fallen into place. Sea, sun and sand – what more can anyone wish for, especially if you have a nice classic car to enjoy it all in style.

Our ~~caravan~~ holiday home may prove to be the making of this next phase of our retirement. I don't really believe in luck: Jan and I worked hard for what we now enjoy, and it saddens me greatly that not everyone will have the same opportunities in life. I wish everyone could enjoy a healthy, comfortable and peaceful retirement, but it will never be.

Our club couldn't exist if members didn't have some spare cash to buy, run and maintain a classic car so that puts us all in the fortunate group. Also, as far as I know we have all survived the trials of the last eighteen months, so we really are the fortunate ones.

And as for my MG, well that really is the cherry on top of the cake. In the words of Mr Toad, "The poetry of motion! The real way to travel! The only way to travel! Here today - in next week tomorrow! Villages skipped, towns and cities jumped - always somebody else's horizons! O bliss! O poop-poop! O my! O my!"

Happy MGing!  
*Howard*



## Upcoming events

The most up to date and detailed information on all 2021 events can be found and downloaded on the Event Diary Page and the Entry Forms page. See: [www.tvmgoc.org.uk](http://www.tvmgoc.org.uk)

B\*\*\*\*r the Delta variant for scuppering our long-hoped-for plans to hold the July club meeting at The Moorland Hotel in Wotter. Dipsticks crossed for the 4th of August then!

Fortunately, it is not all bad news about us being able to get together (see run reports & below). However, the rule allowing up to 30 people to meet up outside 2m apart still applies. If we exceed this on our picnics we just have to form two separate groups, as we did on the Cream Tea Run.

I was *not* surprised that the **Morwellham Quay Father's Day** show date came and went without a word from the organisers. I suspect behind the scenes there be trouble at t'mill.

The **Mt Edgecumbe** show in August is cancelled this year as is the **Aveton Gifford Show**.

Thursday 12 August – **Okehampton Show**. No entry forms are available because priority has gone to previous entrants, and I suspect it is now full.

You could take part in the **Saltram Rotary Show** on 5 September, but this now clashes with **Moor2Sea** which has been pushed back.

### CLUB PLANS FOR 2021 – A QUICK OVERVIEW

July club Zoom meeting – cancelled.

9-12 July – **Cotswold Caper weekend** – we have 11 cars entered and it is closed for new entries.

Friday 16th July – pm **picnic run** organised by Simon & Charlie to finish at the Dartmoor Gliding Society, north of Tavistock.

Sunday 1 August – all day club outing organised by Howard & Jan to the **Rosemoor RHS Garden Vintage & Classic Weekend**. We have 19 cars entered and it is closed for new entries. Those taking part have been emailed about our rendezvous point and timings.

Wednesday 4 August – **club meeting** at the Moorland Hotel, Wotter, then on the first Wednesday of each month thereafter. This is likely to include a short pre-meeting run to the venue.

(September's meeting includes Howard's presentation '**The making of the car chase from Bullitt'**)

Sunday 15 August – pm **picnic run** organised by Richard and Kathryn on Dartmoor with a hall booked at Leusdon for 3 hours from 1pm.

Sunday 5 September - **Moor2Sea** – we have at least 6 members taking part but it is now closed for entries. Please confirm with me if you have entered.

Sunday 5 September - **Saltram Rotary Show** – entry forms on our website but we have no organised club presence.

Sunday 12 September – all day **People & Places 6** – organised by Howard & Jan, encompassing two moors and the seaside.

Sunday 17 October – TBA **Tulip Trophy Run** organised by Alan and Alison.



# News snippets



## Escaping ethanol

John I., concerned about the health of his lovely GT if forced to switch from 0 ethanol to 10%, wrote to Esso:

*Dear Sir/Madam,*

*I own a classic car and wish to use the Esso Supreme unleaded EO but I am told it is not sold in Devon or Cornwall. Can I ask why not?*

*Our classic cars do not work well with Ethanol in the petrol. I live near Plymouth.*

*Regards*

*John I.*

He received this reply:

*In certain regions of the UK, fuel terminals that are owned and operated by third parties may choose to blend ethanol in UL97 or UL99 grades in order to meet their own biofuel obligations. In those regions it makes sense for us to source fuel from the third-party terminals, rather than transport fuel hundreds of miles from our own terminals. Our own special blend of additives is added to the fuel to ensure it performs to Esso's high standards, but it would not be practical or economic to remove the biofuel content.*

*Currently, where terminals are wholly owned and operated by Esso, Supreme+ Unleaded grades remain ethanol free.*

*Yours faithfully,*

*Mr. Máté Keleti*

*End Consumer and Customer Care Specialist, Fuels & Lubricants, EAME Budapest BS*

So, finding Esso 0% ethanol petrol local to Tamar Valley will be impossible. This was confirmed in Enjoying MG as a contributor had also contacted Esso. Their Supreme+ petrol is EO 99 octane but will not be sold in Devon and Cornwall, Teeside and Scotland.

Of course, there are other petrol suppliers who may or may not offer EO in our neck of the woods.

**Check your car's E10 compatibility here:**

<https://check-vehicle-compatibility-e10-petrol.service.gov.uk/manufacturer/MG>

## John I's GT

John asked for advice about his car's charging problem. He also sent us this:

Dear All,

First of all a big thank you to all the technical advice and offers of help from you all.

My car would not start yesterday, again due to a dead battery. I have one of those mini jump start packs and she fired up so I took it to Tamar Valley MG in Callington.



Andrew, the mechanic at TV MG, had the car all day. He checked the alternator – fine. He checked the charge to the battery – fine. He took battery out of car - it charged up and it looked OK but when he put it under load it went dead.

So he fitted a new battery, which he gets from Ford! He found that previously Tim Kelly (in St Agnes) had cut off the side lugs at the base of the battery to get it in the hole! So Andrew had to do the same with the new battery.

All seems fine now... but one interesting thing!

Tim Kelly fitted a battery isolator behind my driver's seat, and as I am tall I have the seat right back. It was pressing on the switch, so he thinks that sometimes I was isolating the battery inadvertently, thereby cutting off any charge, despite driving around. He has cut the key down in size, so it no longer makes contact with the seat. (*See an alternative switch below*)

Andrew fully serviced the car, found other minor issues and in my opinion was very thorough and was a charming guy. He says without our club's support he would struggle to survive, so Howard perhaps a good plug in the next newsletter would help him. We have to support Andrew and others to keep this valuable asset of mechanics around to help us keep our cars on the road.\*

Thanks to all again.

Regards

John I.

PS I note that Andy is not registered for VAT so that saves 20% over other garages!

Worth remembering!

*\*(Fully endorsed, and similarly for Steve's body shop next door. Their details are now on our website. Does anyone have another local specialist you have used and recommend and that we should add, e.g. for car upholstery, hoods etc? - ed.)*

### Battery Isolator switch

Standard switches with the large red lever handle are ubiquitous and interchangeable. Richard and I both have a key switch which also works as an additional anti-theft device. But don't use an isolator switch as a lazy way to turn off the engine (except perhaps in an emergency!).

They are sold here and elsewhere:

<https://www.durite.co.uk/item/54084/Battery-Isolator-100A-at-24V-and-500A/Battery-Isolator-with-Removable-Key-in-On-or-Off-Position-100A-24V/060520>



### Fixing Hydragas suspension on the MGF

An MGCC podcast looks into "a technical subject that will not only be of great interest to MGF owners, but also offers a fascinating insight into the story behind the Hydrolastic and Hydragas suspension systems developed by BL throughout the 1970s."

Here is the link to it:

<https://mail2.virginmedia.com/appsuite/#!!&app=io.ox/mail/detail&folder=f1hawlw01QOKSZ&id=92176>



### Made in Devon - Bentley and Petersen Engineering visit

Members will recall that last year we tried to book a club visit to the Devon-based engineering company that restores and recreates classic Bentleys. I have been told they are not accepting visitors until 2022. I have made a diary note to contact them again in the New Year.

So we must be patient. But by coincidence I saw that Dukes auctioned one of the Petersen cars. It's a supercharged 4.5 litre Bentley blower 'Special' and I thought you'd like to hear about it. Some of us have seen one of these cars at shows and they are truly spectacular. The words below are lifted from Duke's auction catalogue:



In the story of British motor racing there are few cars that carry the same *dignitas* and history as these racers. They are highly prized by collectors and revered by enthusiasts. The rarity and following of original cars have meant that if they ever do appear for sale, they are priced well in excess of £2,000,000.

These racing legends were first imagined as a succession to the hugely successful 4.5 litre. Sir Henry "Tim" Birkin, perhaps the most famous of the great 'Bentley Boys', envisaged and encouraged the addition of a supercharger to this already notorious vehicle. Woolf Barnato, then Chairman and majority shareholder of Bentley Motors, supported the idea and employed the prominent mechanic Amherst Villiers to create the supercharger. Villiers had history in the industry of speed as the designer of the 'Blue Bird', land speed record breaking car.

The resulting Blower was markedly different in design from the 4.5 litre; with the supercharger placed in front of the radiator, it had a more aggressive and dynamic appearance. It also differed greatly in performance; the racing version producing 240hp, that is 110hp more than its predecessor. Officially introduced at the 1929 British International Motor Show, only 55 of these cars were produced.

The supercharged 4.5 litre Bentley Blower holds a distinguished place in the annals of British motoring, arguably the most recognisable, by sight or sound, of any Bentley ever to be produced.

Bob Petersen has furthered the tradition of exceptional and ground-breaking craftsmanship. The company have become renowned for their attention to detail and absolute commitment to the continuation of the Bentley legacy, using original Bentley chassis and parts where possible. Any later additions they manufacture are of the highest quality and are used to upgrade and maintain Bentley cars across the globe. Building a maximum of four cars a year, the process is painstakingly detailed and precise, and the resulting waiting list is lengthy. These recreations are universally

appreciated and acknowledged even by the most discerning Bentley aficionados. ‘W.O. Bentley would certainly have approved,’ said Bob Gathercole, Godson of W. O. Bentley.



This stunning example is built to the highest standard, starting out as a 1937 Park Ward Sports Saloon. Petersen spent three years meticulously recrafting it into this impressive Bentley 4.5 litre Blower as seen today. It maintains the authentic feel, smell and sensation of an original Bentley Blower, while subtle innovations adapt the driving experience to modern desires and practicalities. The engine and the supercharger are amplified recreations, offering the speed and sound of a Le Mans-worthy car whilst increasing the reliability. The dashboard and interior have the look, feel and quality of the original Bentleys, transporting you back to the famed racing days of the 1920's.

The auction estimate for this car was £300,000 to £400,000.

#### Bonkers Jaguar XK150 project

Er... perhaps you'd better be sitting down for this one. Bonhams recently auctioned this “*Incredible XK150 project car*”. It's incredible alright. Are you ready...it got hammered down for £90,000 and it'll need a whole lot more hammering before it's back in shape! You can get a sorted one for that price.



#### Science fiction becomes reality

A prototype flying car has completed a 35-minute flight between international airports in Nitra and Bratislava, Slovakia.

Flying at 8,200ft at a speed of 115mph, it has turned science fiction into a reality. If you want one, order soon. Apparently they are flying off the shelves.

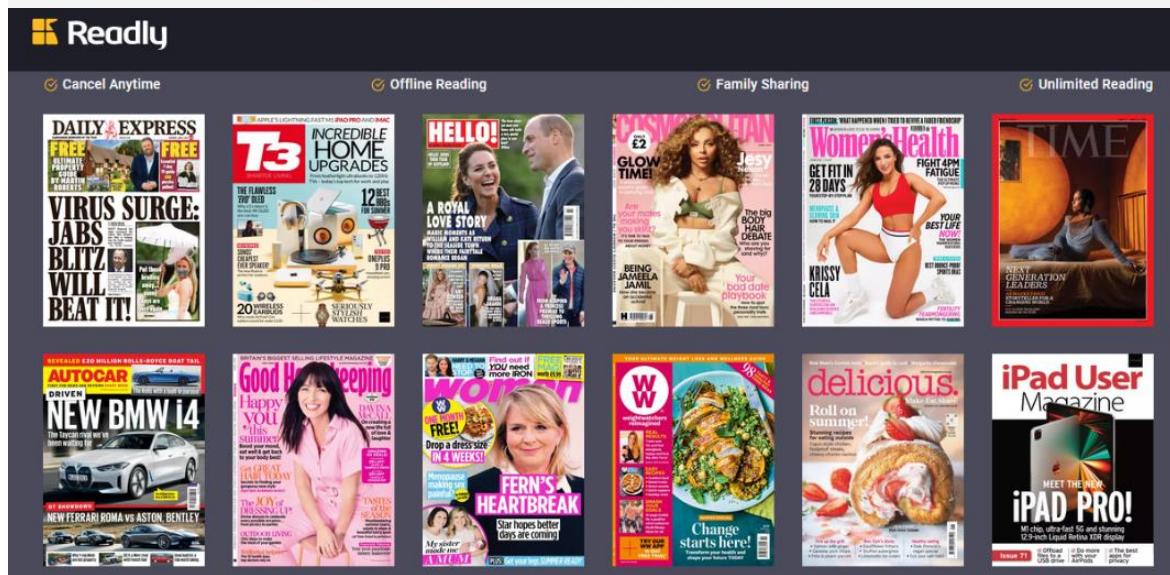


# Read with Readly

Simon mentioned this at our June Zoom meeting. Readly is an on-line magazine subscription service which for £8 per month allows you to read the latest editions of very many magazines. If this sounds like an advert for Readly then so be it, as I too have had a subscription for some time and it is remarkable value.

Whatever your interests, it's likely you will find a selection of magazines to your taste – from food to fashion, fitness to gossip, narrowboats to news, art and photography; talking of which, to much merriment one member asked if *Playboy* is included (I won't embarrass him by saying who it was). Apparently it is! Also included are *Cornwall* and *Devon Life* which are much less racy.

There are lots of car mags, and recently *MG Enthusiast* has been added. Here is a small selection:



You only have to read two magazines a month to make a saving so it really is a bargain, especially as there's something for everyone, even Roger.

Subscribe here: <https://gb.readly.com/>

## Call for a SNOG - June 13<sup>th</sup> 2021

When Janis invited everyone to join her and Chas for a run out, we readily accepted the invitation and met our leader for the day with her gleaming Midget "Lucy" at the appointed location in deepest darkest Devon a place called LEE MILL, and where we met the other participants. At this point it should be remembered that SNOG stands for Short Notice Outing Group rather than anything more "colourful".

Although the group was small in number it was good to meet our new members Paul and Debbie, and it gave Roy and Sonia the opportunity to look over Paul's recently restored MGA and for Roy to compare notes with Paul around the restoration process. As it turns out both Roy and Paul enjoyed similar careers.

The plan for the day was to drive across the moor to Moretonhampstead, take a break there and decide how we wished to proceed for the rest of the afternoon with the fallback position of stopping at Buckfast Abbey for a picnic.

We departed from the meeting point at around 11AM and proceeded towards Cornwood, passing through the wooded areas with dappled shade...



and then onward out towards the open moorland with the group following the one in front (simple as A,B,C i.e. MGA, MGB, and MGC) over the top and into the next section.



This route also gave fine views over to our left of Plymouth in the distance. Almost as soon as we were onto the open area we passed the club's new "Clubnight" meeting place (Moorland Hotel at Wotter PL7 5HP) before taking a right turn towards Cadover Bridge where one was able to view humanity in all ages, shapes and sizes resplendent in varying degrees of "dress code" ~ it was after all a nice hot day.



The sight of a convoy of Historic Vehicles posed some interest for the spectators lining the bridge. Don't the older cars make a nice noise as the exhaust note is contained within the sides of the bridge?! With Cadover Bridge behind us we pressed onwards only to pause whilst a flock of sheep were driven down the road by the local farmer. It is rural Devon!

As many will be aware the approach to Yelverton is one that takes in a number of speed bumps and bringing up the rear there was adequate warning of their approach as the cars in front rose and dipped over the humps. The group intended to turn right in Yelverton in order to proceed northwards. The road from Roborough to Yelverton is busy and turning right not straightforward and although the suggestion was to take a minor detour through the garage area and make the

turn by the Rock Inn the “cheeky chap” bringing up the rear took the gamble of being able to make the turn without issue and luck held out. This re-arranged the running order.

From Yelverton we passed through Dousland and across the open moor to Princetown before turning right at Two Bridges and immediately left onto the open road to Moretonhampstead. This area is Dartmoor National Park as many will appreciate and the speed limit is 40 mph. One can only speculate what it might have been like to travel this road before that limit was imposed.



The road is undulating, open and with good long sweeping bends that invite more spirited driving, but with the frequent very visible reminders both on the road and to the sides it is easy to understand why the limit exists.

Although the route to Moretonhampstead is a lengthy stretch it is by no means tedious or boring, it provides excellent views over the landscape and is easily travelled and we arrived in Moretonhampstead with its Motor Museum without further issue where we discussed our next steps and intentions.

There was general agreement that Buckfast Abbey would be a suitable pleasant spot for a picnic and that the best way there would be the simplest i.e. down the A382 and onto the A38 for a quick run down to the Buckfastleigh turn (the fact that your correspondent had picked up the wrong map had nothing to do with this decision). The A382 is not as major a route as some might think in terms of its size. It is busy with frequent narrow points that required us to pause whilst oncoming traffic passed from the other direction. On route you pass by Lustleigh Cleave where there is a geological fault line (or so we are given to understand ~ Sticklepath Fault), and then through the market town of Bovey Tracy before joining the A38 that presented ample opportunity to exercise the engine and clean the spark plugs! By this time the running order had been re-arranged in Moretonhampstead where your correspondent had some difficulty extracting their vehicle from the car park and again it was ABC follow that car to the Abbey.



Thankfully the Abbey car park had plenty of available spaces and once parked up we sought a suitable quiet place to picnic and chat. As it happened this was in sight of the graveyard but that did not deter the conversation that flowed freely.

Once we had consumed our refreshments, we toured the garden of the Abbey with some acknowledging the Covid Rule Compliance and visiting the Abbey itself.

All in all a great day out, the weather was fantastic, and although the route was simple it took in many of the areas of the National Park showing them off at their best.

Let's hope there are more days like that to come.

*Richard*



I barely had to tickle the starter button when the cold engine instantly burst into life. It was as though our MGA was as eager as Jan and me to get out on a run and meet its TVMGOC chums!

It was National Cream Tea Day and I immodestly claim credit for introducing what hopefully will become an annual club institution. If you recall, last year I discovered the momentous culinary significance of the final Friday in June and suggested that members might want to go out on their own to enjoy a cream tea in their MG, as 2020 Covid restrictions prevented group gatherings. Many of you did just that.

This year we were able to go *en masse* (well not quite, as you'll soon discover), and this was our first in-the-flesh members gathering since March 2020.

The modest boot of the MGA took our chairs, but the rest of the space was occupied by a whole load of ice blocks, the need for which will be revealed shortly. Our picnic hamper had to travel on the boot rack, but it does look stylish there!



The Devon participants met up in the sunshine at Roborough in our usual spot, and it was simply wonderful to see everyone again - and looking so well! We were also finally able to meet some of our new members, Nigel S. in his Midget and Paul & Debbie in their 1956 MGA 1500. I hope the rest of us weren't a disappointment to them!



We were supposed to leave at about 2pm but there was so much nattering ('nattering' – a technical term for a gathering of TVMGOC bods) that it was 2:15 before anyone realised we were supposed to be on the road already.

After almost immediately having to dodge a pony in the middle of the road\*, Roy and Sonia's route was a truly lovely jaunt, encompassing Denham Bridge over the Tavy and Gunnislake Bridge

over the Tamar, as birds sang in the treetops competing with the contented burble of four, six and eight MG cylinders. Many, many thanks to Roy and Sonia, snapped here on Richard's dash-cam.



The Cornish MG contingent, together with our friend Douglas in his Morgan (he's a club mascot an unofficial honorary member and the Morgan an honorary MG) were waiting for us at Tesco Callington, and now our group was almost complete.

We traversed countryside with stunning views to the sea far away to the south, and moorland tors. NLPP (narrow lanes with passing places – but you knew that) took us cross country to Minions with its ancient and not so ancient monuments. Here we dodged yet more ponies, but this time of the Bodmin variety. Soon we arrived at Picnic Central, aka Siblyback Lake where we met up with John & Paddie and Keith in his B who was waiting for Sally to arrive in her own car.



Now the fun continued. You will be aware that the rule at the time was that only 30 people could meet up outside. We had 19 cars and 38 people so I'd pre-warned everyone that we should park up in two groups separated by even and odd registration plates. In theory (I was advised by those cleverer than me!) the law of averages suggested a fairly even split. It worked for the first few cars but then a whole convoy of odd numbered cars arrived at the same time, which completely screwed up my system! We ended up with a right proper number plate jumble. Ho hum...the best laid plans eh?



*Odd cars*



*Even odder cars*



After more nattering, out came the picnic hampers and accoutrements as we all sat down for our cream teas. Unfortunately, at Siblyback Lake the sun had disappeared, the wind got up and frankly it was pretty chilly. But did it cool our spirits? Not one bit!



At that very moment I received a photo from Ade and Val who were with us in spirit as they too were enjoying a cream tea at exactly the same time, sitting in the sunshine beside their narrowboat on the River Wye.

I went barging once, but without a narrowboat. I just kept elbowing people into the cut.

A little birdie (Roy) had asked me to make a cake as it happened to be Sonia's 21<sup>st</sup> birthday (actually it was her 50<sup>th</sup> 21<sup>st</sup> birthday – go work it out).

Janis had the same idea and between us we had made two of the birthday girl's favourites – Janis a strawberry cream cake (when she was a little girl Sonia always had strawberries on her birthday cake) and me a finger-lickin' chocolate cake (which is why we needed all the ice blocks to stop it melting).





All sang "Happy birthday to you..." as we paraded bearing the cakes, and even though most people were already stuffed with scones, jam and cream, we somehow managed to get through most of the two offerings.  
Diets were for another day!

It looked to me like a jolly good time was had by everyone, and it bodes well for our next picnic run on July 16<sup>th</sup>, weather permitting.

See you then I hope.

\*Having once made a BBC documentary about false claims that Dartmoor ponies were being slaughtered for human consumption in France, I have a bit of a bee in my bonnet about the term 'Dartmoor Pony'. This particular pony was a mottled grey and was therefore a pony on Dartmoor, not of the Dartmoor Pony breed. As Wikipedia says:

*Piebald and skewbald colouring is not permitted within the Dartmoor Pony breed. Ponies with this colouring, seen running on Dartmoor, are likely to be Dartmoor Hill Ponies, as Dartmoor commoners may graze any type of pony out on the moors.*

*Howard*

Sadly, the Facebooker who posted this delightful photo didn't say where this fabulous toy MGA can be bought.  
Perhaps it's electric?



### **Letter from America**

TVMGOC member Ian C. has written to us again from West Virginia:

Hi,

It has been quite some time since I last corresponded, however I have not forgotten about you all in sunny Devon, just that with all the restrictions there has been nothing of interest going on. It does appear that slowly things are returning to some form of normalcy. The vacation states are pretty well fully open, especially Florida and La La land\* (as one would expect).

The email from Simon piqued my interest and I thought I would maybe Zoom in but then realized with the time difference that would not be possible as my other half has a medical appointment and I have to drive her there.

A couple of weeks ago I was able to get out for a decent drive and took a few pictures of my MGB. Admittedly some of the shiny bits will not appeal to the purists, but I don't care about that as I like it.

The "MGB 3" license plate is obviously not a legal one on my car but as the car is my third MGB I thought it particularly interesting.

Have a great Zoom and hopefully all will be back to normal soon.

My regards to all.....

Ian

\**La La land aka Los Angeles, ed.*



### An MF 135 takes flying lessons – from John H.

Most of my avid readers are used to me waxing lyrical on the various MGs I have had the privilege of owning during my 21 years as a club member. Now for something completely different!

For 39 years I have owned another classic vehicle, a 1968 Massey Ferguson 135 tractor.

I have used it, and occasionally abused it, constantly over the intervening years. It has served me well. It starts after one half turn of the crank shaft, regardless of weather and temperature and in every respect does exactly ‘what it says on the tin’.

However, it has one unique claim to fame: if pushed, it can actually fly!



Whilst using an extremely heavy roller on a steep field, I noticed Paddie having some difficulty in managing to extricate two of our horses, who begrudged sharing their field with a noisy interloper. I stopped across the contour line and switched off the engine. I applied what passes for a hand brake and popped it into gear. Dismounting, I walked across to give a hand. Paddie immediately shouted “Tractor!”

To my horror, I saw my precious Fergie begin to trundle down the hill, gathering speed as the heavy roller took charge. By the time it reached the tree line at the edge of the field it must have accelerated to at least 30 mph, as the land dropped away nearly vertically from under the wheels. The whole rig became airborne, crashing through the trees, and burying its front end into my neighbour’s field below, the roller now perilously supported above by the trees!

Eventually, I managed to salvage the ‘mortal remains’ with my friend’s mighty Ford County tractor and, with its for-end loader, brought the sorry mangled mess back to the house. It was eminently fit for the nearest scrap yard. However, sad as it was, it was part of the family; so I resolved, there and then, that if my beloved Fergie started, I would reward it by spending a good deal of money on its restoration. Amazingly, after just half a turn of the ignition, it burst into life and sat there idling sweetly, as if to say, “OK, what do you want me to do next?”

I was reminded of the Top Gear team's legendary vain attempts to kill off a Toyota pick-up.

My Fergie still bears the scars of that never-to-be-forgotten day, but in its 53<sup>rd</sup> year it runs and performs like the proverbial sewing machine. Its attraction for visitors to Tilland Mill, particularly for the under 5s, knows no equal.

*John H.*



Morris Marina Coupe

Received entries	From
<i>Compo was not happy after being told he could get down and dirty with Marina.</i>	John I.
<i>The freshly installed Power plant in the Marina looked a bit rough.</i>	John I.
<i>The AirBnB was not quite the Bijou space in the Marina that Fred expected.</i>	John I.
<i>Is this the way to Amarillo...?</i>	Howard
<i>It's powered by exhaust gasses.</i>	Howard
<i>The car was described as a non-runner.</i>	Alan
<i>In fact, the new owner could only manage a slow walk!</i>	
<i>Looks like manpower has replaced horse power</i>	Roger G.
<i>"Resetting the ignition timing on a Ford is very straightforward... On your marks, Get set, Go!"</i>	Peter S.
<i>This pop-up-mascot is not amused.</i>	Keat

And the winner of last month's competition chosen by John H. is John I. Well done...again!  
He's a bit too good at this! John I. will choose next month's winner.

Here's next month's summery photo of a  
1962 Ford Capri that requires a caption.  
Your entries by the 23<sup>rd</sup> of the month  
by email to:  
[mediatvmgoc@gmail.com](mailto:mediatvmgoc@gmail.com)



## Time-lapse study of roadworks...



@jo3blogs



**And finally...**



This is a Healey Westward from the 1940s



**Which low power Rover was launched forty years ago in July 1971? It was the Lunar Rover!**

NASA's Apollo 15 landed on the moon carrying the LRV - Lunar Roving Vehicle - the first of three built by Boeing at a cost of \$40m. It had 2hp powered by a 200-watt motor on each wheel and could zoom around at up to 8mph. The LRV was driven 17.25 miles overall before being left behind like the two examples that followed. If it had been a BL Rover it would never have got off the ground!

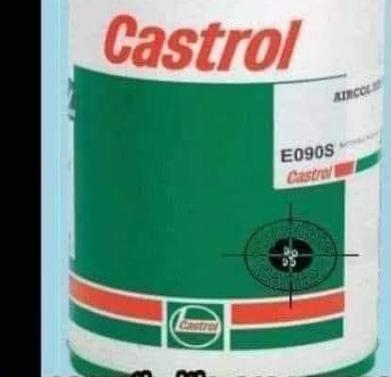
### Thought of the month



**How did he miss the hole?**



As a Veteran I was surprised when the Missus asked for some lorry oil for her birthday....



apparently it's pronounced L'Oreal - ah well, there's always next year!