

**Newsletter  
September  
2022**

**TVMGOC @**



**A newly discovered photo of the club's inaugural 'chat, chill and knit a steering wheel cover' meeting**

**THIS MONTH**

- Committee reports & Upcoming events**
- Classics put in danger on motorways**
- Driving abroad – Urban Access Regulations in Europe**
- Pricey MGs - 1 & 2**
- August Supper run to The Crooked Inn**
- Port Eliot Steam Fair**
- Rosemoor Vintage & Classics**
- Fowey Royal Regatta CC Show & Parade**
- Saltram Rotary Show at Lyneham Estate**
- Nigel's new MGB**



**We would Leica  
few more entries**



**for our club photo competition please.**



## Secretary's Report



Hi Everyone!

I spent a wonderful holiday week in Watergate Bay, having used the old Defender to tow our Basecamp to the clifftop campsite there. Setting aside the slow build-up of 'Boardmasters' across the valley, which at least provided a free George Ezra and Freya Ridong concert at the end of the week, we did nothing but read in the scorching sun.

My holiday reading was two excellent books by Peter Grimsdale: 'High Performance – When Britain Ruled the Roads' and 'Racing in the Dark – When the Bentley Boys Conquered Le Mans'. In addition, I read the authorised biography of Stirling Moss by Robert Edwards. I enjoyed reading all three but reading them close together I was struck by the difference between the Stirling-centric biography - you would easily believe that he won every race when the car didn't break - and the broader perspective of the first book, where you might have thought Jim Clark to be the better driver. As with anything, read as many accounts as possible from different people before believing!

Sadly, all this loafing meant that we missed the club run, and so the monthly MG highlight for me was Fowey. This proved to be a really nice little classic and sports car show in the grounds of the school, followed by an extraordinary cavalcade through the closed streets with what seemed like the entire town turned out all along the route to cheer the classics on. And to top it all Howard and Jan won a well-deserved prize for their MGA (worth all the wire wheel polishing!). (*More on this later. Ed.*) I think that we will be returning next year.

As I type, we have just submitted our numbers and food selections for the Jubilee Inn at Pelynt on 11 Sep. Planned by Bill and Sue but now led by Charlie and me, this is a popular run with 37 participants; so much to look forward to. We meet at Saltash Services/Travelodge Car Park at 1000 for a 1030 start.

The other thing which has been occupying us as a committee is **our meeting venue**. As Janis' survey is showing us, several members (not all) find the night drive across the moor, particularly in winter, to be unpleasant and then finding the car park full has been an issue. We hope that we have found **a new venue** which addresses all these concerns and there will be **more details tonight**. Also in the survey is a wish for more talks or presentations, particularly from club members, but also some from outside. If you have a topic which you could chat to fellow members about, do mention it to Janis or another committee member and we will get you programmed in!

*Simon*

Should you need to contact our club secretary, for example to send in club subscriptions, first call or email.

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## Notes from your Chairman



Hello everyone,

I really hope that you have had an enjoyable August as the weather has continued to be rather good for us all, unless you happen to be keen gardeners of course.

Our efforts to get out and about in the MGB this month have taken a bit of a hit, although we did manage to go to the garage for an MOT and take part in Pam and Neil's Friday Night Supper run to the Crooked Inn.

I haven't even had a chance to chase down an intermittent starter problem yet, which reared its head at the start of the Supper Run. Dog sitting another labrador, dog walking and preparing our new caravan for a holiday in Pembrokeshire has taken priority.

Speaking of which, we had a fantastic couple of weeks in Pembrokeshire and were joined by our son and daughter's families. They didn't all stay in the same caravan, I hasten to add.

The beaches in Pembrokeshire are superb, mostly dog friendly and unlike Cornwall are not too crowded. I was even coerced into entering the sea to swim and play with our three granddaughters. Normally I just walk along the beaches in the surf. However, I can see myself indulging in a wet suit for next year, just to take away the thermal shock.

I must say, once in it was rather pleasant.

Looking ahead to all things MG, the next car event for us will be to take part in this year's Exmoor Rut. If you like driving your MG, then this event is for you. You will need to get your entry in soon as the closing date is 25<sup>th</sup> September. Please refer to our club website for details and an entry form.

As mentioned last month, the upcoming club meeting will be a celebration of our 40<sup>th</sup> Anniversary and we will be having a Cheese and Wine evening. **The catering list for this has now closed, but of course you are all welcome to come along anyway, you will just have to buy your own refreshments. The evening will be a purely social event with a noticeable lack of formality.**

One bit of news I can share with you, which rather took me by surprise, is that the Moorland Hotel will soon be under new management. Rosemary is keen to retire, whilst Patricia is returning to university to do some further studies. We wish them well for the future.

An update on how this will affect Tamar Valley meetings will be promulgated at tonight's meeting.

*Alan*



## Event Secretary - keeping it wheel

Dear Motorneers,

I've said before this is no place for holiday reports, but if something encountered abroad may be of interest to us keen club motorists then it's worth a comment. Jan & I recently returned from a wonderful holiday in the Netherlands with our two daughters and their families, nine of us in total, courtesy of a large slice of the inheritance I received from my dad, Ed. I think he and mum would have approved of me spending it on the family this way, though I struggled with the temptation to blow it on the classic Jag which I promised myself decades ago. Ho hum. Anyway, the Netherlands exceeded all our expectations and has given me an excuse to talk about the state of UK roads.

We originally planned and booked in 2019 an extravagant road trip in America to encompass San Francisco, LA, Yosemite National Park and Disneyland. This was due to take place in 2020 but had to be postponed twice due to Covid. We also developed a general reluctance to fly long-haul to what was then troubled Trumpland. (*It still is. Ed.*)

Instead, we discovered that the Netherlands could supply everything our three generations wanted and, what's more, we could drive there and meet family members from Mallorca at Schiphol Airport.

I won't rave here about the literally wonderful Hansel & Gretel Pancake House, or our stay in the fabulous modernised farmhouse with attached windmill, set in a UNESCO designated area of drained lowland, nor will I explain why Efteling Theme Park is better than Disneyland, nor mention the rhinos, giraffes, ostriches and antelope grazing just yards away from the veranda of our safari tent, and the lions roaring late into the night (yes, you read that correctly, we were on safari at Beekse Bergen, and we were still in the Netherlands. Longleat and other Brit safari parks ain't got nuffin' on this place). No, I'll not bore you with all these wonders, but I will say something about the roads in the Netherlands. Frankly they put ours to shame.

From narrow, dyke-top byways to four- and five-lane motorways with the hard shoulders still reserved for emergencies rather than dangerous extra capacity (more on this topic later), the road surfaces were perfect, and get this, we didn't see a pothole anywhere. Not one.\*

Bikes are present in unimaginably huge numbers, so it won't come as a surprise to hear that cyclists and motor vehicles are properly separated, not only in Amsterdam, but also in smaller towns and throughout the countryside. So safe do Dutch cyclists feel that almost no-one wears a helmet. Road rage between cyclists and motorists is virtually non-existent because contact is virtually non-existent. It's win-win.

I must also point out what a delight it was to visit places like Edam. Like the roads, both public and private buildings were immaculately tidy and lovely, kept to a standard many UK towns can only dream of. After buying a small wheel of local cheese, I spotted a visiting German MGA. This photo has received 2,500 Facebook likes in the small MGA Fan Club group.



With not a hill in sight, we enjoyed long bike rides without worrying about being mown down by a juggernaut. If this country can design, build and maintain its road infrastructure so well, then why can't we? I suspect that their relatively high taxation rates may have a lot to do with it. Denmark is the same. However, our new Prime Minister won't be impressed.

But everywhere we travelled we saw that not all is well in the Netherlands. On roads and bridges, lamp posts and houses throughout the countryside, people have hung thousands of Dutch flags flown upside down with the blue stripe at the top. It's a sign of solidarity with the Dutch farming sector, which will be left reeling by a radical 30% reduction in livestock numbers being imposed by government to meet environmental targets.

The flag protest is just a passive form of demonstration. Farmers have also blocked off food distribution centres with hundreds of tractors, blockaded major roads and turned up outside regional assemblies and ministers' homes to protest. This is one of many interfaces where climate change action clashes with people's livelihoods and way of life. Another is our previously thought-free use of petrol and diesel vehicles, including the low mileages we do in our MGs.

So, the Dutch do have something in common with the UK: an intense frustration at certain government decisions but, in the words of Dylan, "The times, they are a changin'."

PS. The memo from Hollywood and the whiter shade of pale-skinned fashionistas declaring that a golden suntan is '*so yesterday, darling*', clearly didn't reach the thousands of people on the endless sandy beaches of Holland\*\*. I've never seen so much mahogany-coloured flesh on display, nor so many tattoos...not that I was looking.

\*\* 'Holland' is a geographical region and former province on the western coast of the Netherlands, though is universally accepted as an alternative name for the country.

Happy MGing!

*Howard*



*Our granddaughters test driving my MG beach-buggy prototype fuelled by Shell.*

\*I read that 60% of our bitumen came from Russia. Now costs have soared by 22%. Before the sanctions against Russia were imposed, consequently cutting off bitumen supplies, UK Local Authorities were already facing a road-repair backlog costing £12billion, so it seems likely the pot-hole situation isn't going to improve anytime soon, if ever.



## Upcoming events

The most up to date and detailed information on all 2022 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)

The local event list, complete with the names of which members are taking part in various events, has been emailed to you along with the monthly newsletter.

The more complete Event Diary is on our club website but for data protection reasons does not list the event participants.



### Classics put in danger on motorways

On our way home from Cambridge on the M5 recently we saw a car completely ablaze on the opposite carriageway's hard shoulder. It was a shocking sight, and we couldn't tell what kind of car it was as the flames were so large. The occupants had got out, but the disaster could have been worse, as fortunately this wasn't a 'smart' motorway section \*.

Later I glanced at a copy of CCW, and the headline above caught my attention. A leaked DoT report says that only 62 per cent of breakdowns were detected within the agreed 20-second timeframe by the Stopped Vehicle Detection technology, which will activate overhead warning lights and inform rescue services. Sadly, there's still the risk that any huge lorry speeding up behind you will probably reach you before it sees a red cross closing the lane.



*Stock shot of a crash on a smart motorway*

In the case of the fire we saw, presumably called in by the drivers of lorries which were deliberately blocking the whole road, the fire engines and Police that passed us further down the motorway were able to zoom along the hard shoulder and were not inhibited by the three-lane traffic jam which had quickly built up behind the blaze. Even so, by the time they got to the accident scene, the car would surely have been completely gutted along with anything and anyone inside.

Smart motorways make the situation even more dangerous as, with traffic rushing up from behind, all you can hope for is that they can stop or change lanes without hitting you. If you are uninjured and sprightly you may be able to get out and clamber to relative safety, but you'd better be quick, especially in bad visibility.

This has led to fears that classics, which are not always as well-lit as modern cars, won't be quickly identified in an emergency - except of course if it's ablaze, then someone might just spot it (*sarcasm alert. Ed.*). CCW cited example stories of classic car breakdowns not receiving speedy responses in very frightening circumstances and reported that some classic clubs are in outcry over the removal of the hard shoulder.

The publication goes on to suggest that classics should avoid smart motorways altogether, branding them "a no-go". The chairman of the Rover Sports Register said that broken down cars and consequently their drivers are "sitting ducks".

Some cars from the 50s and earlier, still have semaphore indicators with dim 6v lights, and few classics of any age have retro-fitted hazard lights. As the Chairman of the Ford Y&C Register said, "We wouldn't advise classic car owners to use these motorways - imagine breaking down at night in a dark car without hazard warning lights."

Actually, I have imagined such a scenario, and others not involving motorways. The same hazard of having nowhere to safely pull aside in an emergency hit home with me last autumn whilst driving our MGA on a dual carriageway towards Hull in a rainstorm of biblical proportions. I have never been behind the wheel in a worse torrent, and I started to worry how the A might cope in

such a deluge. Then I realised that if the rain did cause a conk I had nowhere to go and what's more, no hazard warning lights.

So with Neil's help, needed because the wiring diagram didn't quite match the components fitted to my particular car, we recently fitted a hazard warning light kit to my MGA. I feel this should be a top priority upgrade for all of us.



My kit came from MGOC Spares and cost about £50. That's money well spent in my opinion.

LED tail lights might be next on the job list. I'm perfectly happy with my halogen headlights and don't feel the need for over-bright LEDs just to see better, but putting safety first, if I found a quick, easy and legal bulb swap I might change my mind, especially for the tails.

*Howard*

\*A smart motorway is a section of a motorway that uses traffic management methods to increase capacity and reduce congestion in particularly busy areas.

These methods include using the hard shoulder as a running lane and using variable speed limits to control the flow of traffic.

Smart motorways are a contentious topic. Even Liz Truss thinks "the smart motorways experiment" has failed. The Department for Transport has even been forced to pause the rollout of all-lane-running (ALR) smart motorways entirely amid increasing safety concerns. For more on this see: <https://www.rac.co.uk/drive/advice/driving-advice/smart-motorways/>

## Driving abroad – European City Access Regulations



A few weeks ago, a club member asked us if we knew which cities in France had low emissions zone no-go areas for vehicles. Not knowing, I contacted MGOC asking if they had any information about this issue and was told that in "typically French" fashion, each city has its own regulations and drivers should check each one separately.

This was of general interest to me because this year I have driven in France, Spain, Portugal and The Netherlands and needed to know which areas I could enter or what fees I might need to pay. In Amsterdam a fellow motorist put me onto this website that provides all the answers:

<https://urbanaccessregulations.eu/>

*Howard*



Fans of Car SOS will be interested to read this rave article:

'Car SOS is a real-world show about real-world cars'

Mike Rutherford praises the efforts of Tim Shaw and Fuzz Townshend, the co-presenters of television series Car SOS.

<https://www.autoexpress.co.uk/opinion/358604/car-sos-real-world-show-about-real-world-cars?amp>

# Vintage & Classic Weekend

## RHS Garden, Rosemoor

The day started with a gathering in the car park opposite the Shell garage at Sourton Cross. I had driven there with the hood down, but the weather dictated otherwise for our onward journey in convoy to Rosemoor. The journey was straightforward with no hold-ups, and we left the car park just before 9am, with Simon politely organising us so we arrived in good time.



On arrival, there were marshals in place, efficiently directing us to our allocated spot, mid-field on the far side. Rain clouds were still threatening, and no time was wasted assembling the Club's gazebo, which was certainly needed and very welcome due to sporadic light (and sometimes not so light) rain showers that occurred during the day. We had enough room for cars & tent, and chairs were assembled, and food unpacked.

Our priority was to sit down for a while with a hot drink before going off to explore the assembled diversity of classic cars. As usual, the atmosphere was very relaxed, with several area MG car clubs present as well as other marques. Our hosts had certainly done us proud once more, as Rosemoor maintained that sense of space neatly bordered by well cared for plants, trees and vegetation.



There was also a WW2 themed re-enactment featuring armoured vehicles, tents, and uniformed staff/soldiers in the lower garden, along with 1940's dancers and music. There were also tea/coffee and food facilities at the top and bottom of the field, with adequate toilet facilities.







*Yup, that's an engine alright.  
Nigel S*



*See also our caption competition*

*As a postscript we received this message:*

Hi Everyone,

I wanted to email you all to say a massive thank you for supporting the vehicle side of the vintage weekend. Without you we wouldn't have such an amazing show. The weather was not the best, and not what the Met Office predicted, so next year I won't be sending out any weather predictions. We have had a lot of really good feedback from visitors and staff about what a brilliant range of vehicles there were this year. If you know of anyone in your club who doesn't use email, please could you pass this message on for me.

I have had a couple of bits of feedback regarding how we can improve on the event, which is always good to get, and my number one priority for next year is to get a decent loo hire company in who will supply better loos, and also come and look after them during the event. If you have any feedback you would like to send in, I will happily look at it and see if we can improve anything (please do not mention the loos) and feed it back in our wash-up meeting next week.

Next year's date is July 29 & 30, so put it in your diaries. I will send the forms out early in 2023. I hope you all have a fabulous summer. Take care and kind regards  
*Carriann Moore, Events Coordinator, RHS Garden Rosemoor*

### **Pricey MG - 1**

It may not be cheap at £34,995 but this could be the only opportunity anytime soon to purchase an unregistered MG Midget 1500 that has covered just 45 miles from new.

Is this just one for the collectors or would you take it for a spin and put some miles on it?

For sale at Performance Cars Wales Ltd.





## Port Eliot Steam Fair St Germans (formerly Boconnoc Steam Fair)

*John H writes:*

It is not unusual for me to be the only Club member to attend a local classic and vintage show, often by way of reconnaissance. However, as a regular exhibitor at the Bocconoc Estate, Liskeard, over the years, my curiosity was aroused. Quite how the organisers would go about squeezing a beautiful 100-acre site into a little over 60, had to be witnessed. (They managed it – but only just)



Once again, I arrived on a Saturday, midway through this 3-day event, and once again low cloud and darkening skies heralded a wet day in prospect. This was becoming a habit for me: Launceston, Bodmin, and now St Germans. It takes real skill to find rain during the driest year since 1976! Nevertheless, crowds were beginning to build as I meandered my unfamiliar way through them to find the lines of classic cars on display.

In addition to the persistent drizzle, steam and smoke from over 20 traction engines tainted the air but added to the atmosphere as I parked up. However, despite the uninviting weather, it was very warm and most of the punters continued in their summer attire regardless. Needless to say, they eventually all got soaked. This had its advantages, particularly as young ladies (martyrs to their fashions) paraded down the lines of cars, with their wet clothes leaving little to the imagination. They made an old man, sheltering whilst sipping his coffee from behind the Magnette's steering wheel, very happy!

However, before I get too carried away with memories, a little more about the 'Fair' in general. It had just about everything that a family outing could expect. Loads of steam engines of course, even a steam 'Rolls Royce', plus a very large fair ground, countless numbers of 'shops,' car booters, memorabilia, and craft tents (providing all the sort things you did not know you wanted), plus a display ring for a myriad of activities.



I'm not as mobile as I used to be, so I confined my strolling to the area provided for classic cars and what seemed like hundreds of tractors parked opposite. I was particularly taken by a well-preserved Triumph 2500 PI S, a model I had not seen for years. I owned one back in the late 70's and used it to commute from Plymouth to Rosyth on a fortnightly basis. It made the journey effortless, even when I eventually moved the whole family to Scotland, complete with my daughter Vanessa's pony in a trailer at the rear!

I was also taken with a

relatively rare example of a classic MG - a totally restored Maestro 2.0 EFI turbo, a very quick car in its day, this one sporting a sought-after Cornish number plate.

In summary, I would recommend this show to anyone, particularly if they had a young family to amuse. Later in the day I was joined by Paddie and two friends with their 9-year-old son. They all thought the event was well worth the effort. Indeed, everyone I spoke to throughout the day was singing its praises, despite the weather. Whilst actual club stands are not encouraged, attending in convoy would be quite



acceptable. Meeting up at Route 38, Trerulefoot, as TVMGOC have done many times in the past, would be ideal.

*John H.*

### **Fireworks**

*John also sent us this:*

High on Paddie's 'bucket list' has always been the opportunity to watch the annual Firework display competition at Mountbatten, off Plymouth Hoe. As a family, we decided that if a job is worth doing, it's worth 'pushing the boat out' properly and chartering a Gin Palace to ensure the best view possible. It was a magical evening, even the water police co-operated to ensure we had an uninterrupted view. The display was overwhelmingly beautiful, totally unforgettable. A must-see event.



*John attempting in ungainly style to get aboard 'Intrigue', whilst Paddie waits to catch him!*

*Father and daughter Vanessa engaged in serious 'sundowners', awaiting the fireworks.*

*Note the water police to port and starboard, ensuring nobody parks in front of us!*





## Friday Night Supper Run to The Crooked Inn

This run was organised by Pam and Neil, and they gave everyone the opportunity to forego the run and instead meet at the venue. This was due to the very high daytime temperatures that we have recently enjoyed.

Alison and I always like doing the run and didn't want Pam and Neil's route planning to go to waste. We set off from home in the blazing sun and heat, for a top-down blast along the A38 to keep cool. Upon our early arrival at the meeting point (Saltash Services), there were already three other cars there in the car park. We were soon to be joined by two more and of course Pam and Neil in their MGZR, which is affectionately known as the 'Yellow Peril'.

They were also suitably dressed in yellow with Pam perfectly colour co-ordinated from head to toe. At this point I must apologise for the lack of photos to go with this report. Our usual photographers were missing and nobody, including me, thought about doing the honours for the evening. After lots of chat we were sent on our way armed with the route sheet. It was at this point that my car didn't respond to the ignition key, and we had to resort to a bump start to get us on our way. A big thank you to Noel and Neil for the push!

I should perhaps explain that I had experienced this a few weeks ago in our garage and I had put it down to a flattened battery, rather than a possible defective starter motor.

We took a chance and decided to carry on with the run. It was a bit disconcerting to actually continue past the turning to the Crooked Inn as we headed towards Landrake and a right-hand turn which took us off the A38 and into some lovely Cornish countryside. After a few miles, whilst coasting downhill, I risked switching off the ignition and then back on again. The car started perfectly!

As we continued with gay abandon, I had to confess to Alison that I had forgotten to put my tools in the boot. That is something I never ever do, well... not until tonight!

It wasn't too long before we caught up with a couple of other MGs and we settled down to a very pleasant evening run in a four-car convoy. Paul and Debbie were doing very well until they overshot a right turn next to the war memorial in Golberton village. With the normal sympathy shown, the following three cars executed the turn adeptly and probably not without a few grins from their crews too, leaving Paul and Debbie to now play catch-up. Looking in my rear-view mirror to check on Paul and Debbie's progress, I was surprised to now see two white cars in our convoy. Chas and Janis had also briefly gone off-piste a bit earlier and had now regained the convoy.

A couple of miles on, Alison and I caught up with John and Sylvia in their RV8 just before Frogwell Farm, whilst an oncoming car reversed and tried to make space for us all to squeeze past. Soon we found ourselves following a Cornish Ferrari pulling a large trailer laden with hay bales. It was quite amusing to watch as the hay bales caught in the overhanging trees and covered John and Sylvia in a constant shower of hay.

The run regained the A38 at Notter Bridge, and a left turn and a steep climb uphill saw us arrive at the Crooked Inn.

It wasn't too long before we all had a welcome drink in our hands as we met up and chatted with the rest of the Tamar Valley crew. It was so pleasant sitting outside in the courtyard it seemed a shame to disrupt proceedings to actually go inside for our evening meal.

We had an upstairs room all to ourselves as the 24 of us positioned ourselves around a very long table. As we suspected, it was fairly warm indoors, but the food was good as was the service. I was so pleased that I had ordered a hot curry just to exacerbate the situation! Janis did the usual vote of thanks at the end of the meal to Neil and Pam. A great run, great venue and good food and of course lovely company!

After the meal, another drink outside in the courtyard allowed us all to continue with our conversations as we cooled down to finish the evening off nicely.

It was still nice and warm as we drove home with the top down and we didn't have to don another layer. I know you will be dying to hear that the car started perfectly. I really hate intermittent faults! Don't you?

Alan and Alison

**Who remembers putting one of these on their car in the 50s and 60s?**

For the uninitiated and younger members, it's a parking light. Cars parked at night on main roads had to be facing in the correct direction with their rear reflectors towards oncoming traffic from behind, and also display a parking light like this one. Prosecutions were issued to those who failed to comply!

Apparently sometime in the 60's they were deemed unnecessary, much to the dismay of Eveready.



**Pricey MG – 2**

This MGA Twin-Cam Roadster was recently put up for auction in America with a staggeringly high guide price of \$80,000 - \$100,000. Eventually the hammer fell at \$168,000!

In light of this, perhaps those of us who own an arguably less exalted MGA should reappraise our agreed valuations!



At the same auction in California, Sean Connery's 1961 Aston Martin DB5 sold for an estimate-busting £2,059,000.



The timing of this show is different from most, as it doesn't open to the public until 3pm and by 6.30 it's all over. However brief it might be, I know that we all hugely enjoyed ourselves. In fact, this would turn out to be easily the highlight of my MG year so far.

With the exception of Andy S. who had recommended it, I don't think any of us who attended the Fowey Classic Car Show and parade had done so before. Part of Fowey Royal Regatta Week, all I knew was that the car displays would take place at the top of the town, a long steep climb up from the harbour. Consequently, I wasn't expecting many people to attend.

We had belatedly been told that as a lot of MGs were taking part, consisting mainly of TVMGOC and Cornwall MGOC cars, we were all to park up in two rows to create 'MG Avenue'. Credit to Simon for quickly arranging club insurance and for squeezing all our club kit into his V8.



After flying the flags and erecting the gazebo during the only shower (inevitably it stopped once the thing was up) people started to arrive and soon the showground was quite busy.

If anyone shows any interest in our MGA I like to strike up a conversation. This usually starts with a question or two about the Babe Magnet, but I always ask about the people themselves. For me, the best part of attending a show is when it becomes a conduit to discover classic car interests and stories from others. This day I was quizzed about my car's Ford 5-speed gearbox and another chap told me about his epic tour of Italy and Slovenia. One guy I met had been riding on the top deck of a passing bus. He saw the show and leapt off to come and take a look.



Soon the show judges arrived. I had already blotted my copy book with the organisers by saying I didn't want to be a judge myself, not feeling qualified or for various reasons keen, so when they started to examine the BM I feared a harsh judgement. My car is pretty good, but on close inspection, like me, it has a few signs of age, and it certainly isn't concours standard. But I like it that way. She's no over-pimped show girl only ever taken out in the dry.

Elsewhere in the show there were many fabulous motors to admire, such as an amazing 1939 MGTB that was accompanied by a large history file. However, it didn't win best MG in show. That accolade went to a newly restored TF. It looked better than new, so how do you compare it with

MGs that have been regularly driven and enjoyed, and perhaps show a few road scars? These classics are to be used, not just preened and cosseted. That's the main reason I didn't want to be a judge. Second placed MG was a two-tone Magnette.

Nearby was 'Daisy, a lovely 1930 Ford Model A which was imported in the late 80s but was thereafter neglected and then badly restored. The current owner fixed her up and converted to RHD.



Being a proud member of the proletariat, I've never considered myself a suitable candidate to drive a gentleman's tourer, but if I was, this 1965 Alvis TF21 convertible would be the one. Jan liked it too and said I could buy one! Eh? Did I hear her right?



This left me feeling dazed, confused and suspicious. This is a classy car. Is she tiring of her humble-rooted husband? Does she long for someone with a bit more panache?

It made me question everything....Would I suit a Panama hat in order to look right driving such a noble steed? Should I change my account from Nationwide to Coutts? Is it time to buy a linen suit, subscribe to the Telegraph, buy a home in Chipping Norton and join the Conservative Party? On reflection, this car just ain't me Guv. I'll stick to my MGA, the working man's E-type. Jan will just have to keep on slumming it.

Towards the end of the afternoon, I was standing in the toilet queue as they began to announce the winners chosen by the judges. Expecting nothing, as usual, I wasn't paying much attention until I heard my name called out. Well, I nearly wet myself on the spot!

Jan and I won a rosette. Thinking it was for being the best-looking couple at the show I naturally pinned the rosette onto myself until someone pointed out it was for the car. Oddly, ours was the only MGA there.



It I suspect the primary reason for many of us to attend this show was to take part in the classic car parade at the end of the afternoon through the narrow streets of this beautiful Cornish fishing village. It was all utterly amazing. The streets leading down to the harbour had been closed for us, and as we wound our way towards the town literally thousands of people had come out to cheer as we slowly passed by - you certainly don't want to rush rare moments like these! Along the

whole route we had to return waves, and smile for the countless cameras held high to capture each passing classic car.

Now I know how Harry Styles must feel being mobbed by fans! (*Oooo. Get him! Howard thinks he's down with the kids. I always had him down as more of a sixty's crooner Matt Monro fan. Ed.*)



Some people noticed the red rosette now properly displayed on our MGA's windscreen and cheered us for having "the winning car." Sadly, there was no time to explain we only came third in the MG category. Why spoil their fun, eh?

A video was taken of the parade and published on Facebook. I grabbed some of the above stills pictures from it. The TVMGOC cars arrive in shot at 7:20 in. See:

<https://www.facebook.com/watch?v=7740413329362212>

A second video is on YouTube showing our cars from 9:20 towards the end of the parade:

<https://www.youtube.com/watch?v=bjyAm8EC9fy>

Having sampled so much enthusiasm here, I'm definitely doing this show again next year! On all too rare occasions like this, the opening bars of a favourite tune come to mind:

*Questi giorni quando vieni, il bel sole*

*La laaa, la la, la la, la la, la la, la la, la...*

Translated it means "These days when the beautiful sun comes" and was featured in *The Italian Job*. Then the song goes, "On days like these when skies are blue, and fields are green...".

It was sung by Matt Monro.

*Howard*





Sadly for the organisers, they had forgotten to book some sunshine and it was a wet morning for this show last Sunday. Having paid just £5 to enter a car, it was clear that many owners were willing to sacrifice that small fee in order for both them and their cars to stay dry at home. Shame.

Jan and I had not entered our car because had the weather been better we would have been away, so, broly in hand, we visited as spectators and soon bumped into Andy S. displaying his MGC and David and Teresa with their green MGTD.

The Lyneham Estate near Plympton is a lovely setting for the show, and I was keen to visit, if only to see if it is one to recommend to our club membership. As shows go this is a small one and I suspect that you could just turn up on a whim.



The classics were not much separated from the general car park – all were in the same grassy field. There was a nice variety of cars to view, and this elegant Roller and the wedding Jeep are just two that caught my eye.



In addition, there were assorted food stalls, and entertainment from a local choir.

So, is it a show worth visiting? I think so, yes. Don't expect the magnitude of Powderham, but for many of us it's very close to home and I'm sure you would have a very pleasant day out... especially if the sun shines!

*Howard*

## Aggie, Aggie, Aggie! Nigel's new pride and joy

*Earlier this summer, club treasurer Nigel S. put down a deposit on an MGB Roadster (L-Reg 1973) that MG specialist Tim Kelly had just started working on. Now Nigel has collected the finished car and it looks a smasher. Here's the story...*



During an initial phone call to Tim Kelly of St. Agnes well over a year ago (on the advice of another TVMGOC member) he informed me that he had nothing currently available, but that it was always worth phoning back another time. There then followed several leads on MGB Roadsters for sale elsewhere, which I followed-up, accompanied by Alan our Chairman, who offered his invaluable help, owning one himself !

I went to see at least three, and for different reasons didn't purchase, which was just as well, as another call to Tim Kelly one morning revealed he'd just started working on one: an L-reg. 1973 Roadster which had been stripped right down to its chassis with everything removed. For me, it was the right year and model, and there-and-then I popped down to inspect the car.



Tim explained that he'd sourced this good chassis, and any rusty panels had been replaced, and that the chassis would be treated in 'red lead oxide' paint before being primed, under-sealed, seam sealed and wax oiled, then 'two pack' epoxy top-coat paint applied for maximum durability and deep shine!

I'd seen Tim's work and was already impressed by the end result, as John Invest had a BGT model done the same way. Tim told me mine had been 'Harvest Gold' in colour, but that he was considering re-spraying her 'Flame Red,' a correct colour for that year, saying that the engine bay would really 'pop' and look great against the newly re-furbished engine finished in black. I travelled back to Plymouth to think about it overnight, but had really already made up my mind, helped by the fact that if I didn't put a deposit down on her (Agnes, named after the area she was renovated) then the next person to phone up wanting a 'B' would!

In the early stages the chassis was on a rotisserie so that all the difficult areas could be easily accessed. It was lead oxide painted before being undersealed. It has been panel sealed, and fully wax oiled.



A bit later I went down with Alan to see the progress and decide on a colour. What I had in mind wasn't right for the year of the car, or was non-standard or metallic, and I was told it would de-value the car to have it sprayed in anything else other than a standard colour from the year.

Not being someone who particularly likes red cars, I asked if a light blue would be possible! Tim advised 'Teal Blue' as being a correct colour for the year, and so it was agreed. The only changes I asked for were to include a brake servo unit, chrome wire wheels in place of what would have been re-furbished Rostyles, leather seat covers and headrests (not present as she stood) with matching covers.



The engine, gearbox and twin SU carbs. had all been re-furbished, and there were new carpets, door cards and windscreen (with re-anodised surround) fitted. I dropped-in a couple of times during the 2-month restoration and could see the workmanship in progress. The handover had been slightly delayed due to DVLA apparently mislaying the log book (V5), but all was soon resolved. The car's original registration was a name that the original owner wanted to keep for personal reasons, so a similar registration was allocated by Swansea.

The phone call came when I was away for a few days, but at the earliest opportunity I was given a lift down to St. Agnes to collect her. Driving her back kept a broad smile on my face, as the weather was perfect and the top was put down by one of the guys on one side, with me copying what he did on the other, showing me the correct way to fold the hood before she was driven out of Tim's workshop. Then I had to take a final picture with all assembled who had been instrumental in Agnes's re-birth! (See above)

It certainly made me a very proud father! So far she has only been driven a couple of times due to the change in weather, and at the moment I'm trying not to take her out in the rain, knowing the job I'll have cleaning the wire wheels, but I'm certainly not one of those who will never take her out in the rain. That's just one of those things you can delay so long, then think, it's not worth restricting the enjoyment any longer! So far I've bought seat belt shoulder cushions, and belt supports that connect to the headrest posts and take the wear off the top of the seats. Also MG rubber car mats to protect the carpets from muddy shoes, and an MG branded centre console radio blanking plate, as well as a deluxe carpet set for the boot, including for the spare wheel, and a dust cover for use when stored in the garage. There was a new original-style felted bag containing a new 'scissor jack' and wood/metal mallet for the wheel spinners.



The engine note is nice and raspy, with working overdrive on both 3rd & 4th gears. Looking in the engine bay itself is like looking at a brand-new car, with period-correct stickers on engine, air filters and heater box, as well as identification plate riveted to the inside panel under the sound-proofed bonnet. Even the new oil filter has been date stamped with the date it was changed! (Altogether worth the money, and hopefully a good investment, as prices of good examples are on the up.

Currently the old Midget (not strictly true, as it's four years newer than the 'B') is sat right next to the B in space I made by removing some old junk until I figure out what I'm going to do with her. The problem is the usual dilemma, that in her current visual state I wouldn't get much for her, but I've replaced all the suspension, front & back, and she's in quite good order mechanically, so I'm loathe to part with her! One member told me that he'd seen all the classic signs, and that I was in danger of starting a 'collection,' which made me laugh! Anyway, I'm very happy with my purchase, and looking forward to many more club runs in the future.

*Nigel*

### MGB/C window winder spacers

A small package arrived in our household from the USA that got Rachel wondering what was inside. These were the window winder spacers that I had ordered from Modern Touring on July 1st to complement the MGOC chrome window winders that I had recently purchased (everyone loves a bit of bling).



The spacers hold the window winder further away to avoid it scraping the door card and more importantly the piping strips. It took 14 days to get from Michigan, USA to Cornwall.

It was a five-minute job to fit (and photograph) them which was almost exceeded by the time taken to find the thread locker. The spacers are 3D printed and accurately made as they clip onto the large hexagon of the window winder with a satisfying click. Longer chrome screws are supplied. On my driver's door more of the inner sleeve of the spacer is visible but that is due to the bow in the door card as I had treated them with a PVA wash back in 2020 to prevent water damage.

Alan has also fitted spacers under his chrome window winders to protect his door cards from damage. These were sourced from the UK, but I offer our members Modern Touring as an alternative that offers a multitude of other innovative MGB and MG products.



A great product that certainly lived up to expectations. Good communications from Jim Miller, whose details are below. The shipping is USPS tracked but is unlike the other big logistics players that stop tracking stop when the package leaves the USA (this is a known shortfall of USPS's logistics, so I wasn't concerned).

*Gavin*

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Received entries	From
<i>The engine looks a bit tired.</i>	John I.
<i>There was a lot of interest in Neil's trouser cooling fan.</i>	John I.
<i>"Really! Kate was in here when we set out."</i>	John I.
<i>"No wonder the car won't go. There's no engine!"</i>	Howard
<i>"If you get caught short, you can always wee into this cap here."</i>	Howard
<i>"So we're agreed. There is no engine here so it must be one of those new-fangled electric MGs then."</i>	Gavin
<b><i>"There's your problem, but I thought you said it was a smoking cat?"</i></b> <b><i>"No, Smokey the cat! I've been trying to coax her out all day !!"</i></b>	<b>Nigel S</b>
<i>'Point to Points' is ok for Horse-Power.</i>	Andrew L.
<i>"And I say that the wick goes there, and the flint goes there.....".</i>	Tom E.
<i>How many dipsticks does it take to check the oil level?</i>	Janis
<i>"I'm sure I left the engine in here."</i>	Janis
<i>If the engine is in the back do you still have to use reverse gear to go backwards?</i>	Janis
<i>"Has Alan been here and moved something?"</i>	Janis
<i>"I distinctly remember we left all three pasties right there to keep warm. Do you think that lady in pink has pinched them?"</i>	John H.
<i>"In a Midget and a B the engine is right there," say Roger and Noel simultaneously</i>	Ade
<i>The spare wheel is normally in the boot, so this MG has definitely been built backwards</i>	Ade
<i>'Now this is where I put the Gin'</i>	Clive

**And the winner chosen by Howard is Nigel S (though it was a close-run race). Well done!  
Nigel will choose next month's winner.**

Wrestle to caption this photo please of  
Laurel and Hardy at Rosemoor.  
Is the 'Yellow Peril' really going to get bashed?  
Your entries by the 23<sup>rd</sup> of the month to:  
[mediatvmgoc@gmail.com](mailto:mediatvmgoc@gmail.com)

*PS To my astonishment I am running out of photos  
for this competition. If you see anything that would  
be suitable and amusing then please send them to  
me. Thanks!*





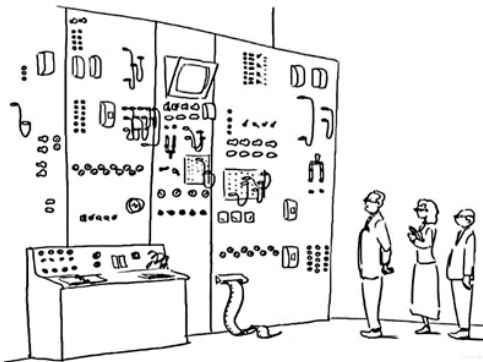
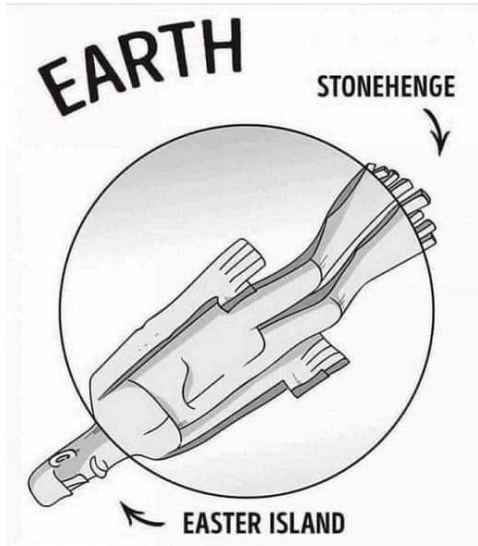
And finally...



A friend of mine used to sleep in his garage every night under his MG. I asked him once why he did this. He said he liked to get up oily in the morning.....

(Here's another one for Douglas, our Morgan-owning friend)

Records show that 87% of all Morgans built are still on the road...the rest made it home.



"Someday you'll be able to hold one of these in the palm of your hand while you poop."

