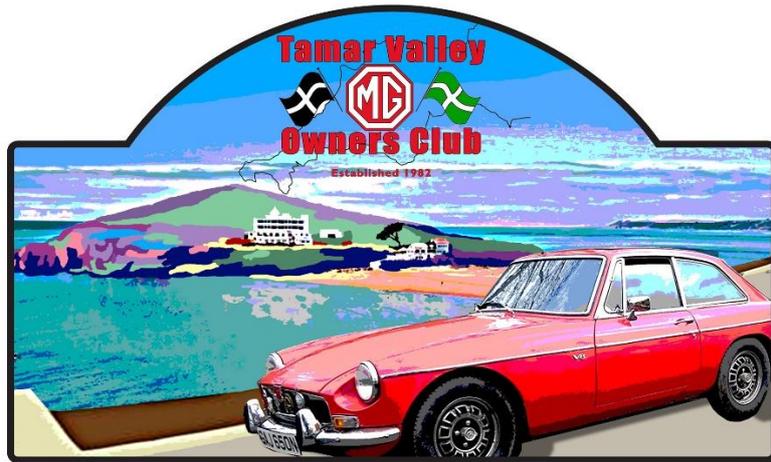


**Newsletter
May
2021
Edition**



MG Models

This Month:
Committee reports
Upcoming events
MG Z and Midgets -
anniversary celebrations
Drive It Day
Peter's garage clear out offer!
MG trailers



Tim and Kim, Roy and Sonia enjoying a spin on Drive It Day



ENJOY YOUR MG MORE WITH TVMGOC



Secretary's Report



Well, we could not have wished for a better spring day than that which dawned for 'Drive It Day'. An element of sadness that it could not be the usual club run loitered in the background but with the wind in the hair, the muscular V8 pushing me firmly back into the Connolly leather, I was in my element. That was until Charlie reminded me that there were two people in the car and she had not signed up to me exploring the limits of the limited slip differential. Thus returned to a semblance of relaxed B-road cruising I looked forward with anticipation to meeting up for a compliant meeting with the MGR's forbears in MGB and MGA forms. The roads were splendid, foliage having yet to develop, which allowed spectacular views from the road over a moorland bursting with life. Birdsong reached every part of the sky and bees hummed loudly as they rejuvenated hedgerows and gardens which lined the route. A feast of classics awaited us – a three car pre-War Riley convoy possibly being the prettiest. A picnic in the shadow of Haytor was simply the icing on the cake and we all relaxed back, drinking in the sunshine and natural beauty which surrounded us. The whole day was a great reminder, if a reminder was needed, of the simple pleasure in driving through the wonderful countryside of the Tamar Valley area. We look forward to much more to come!

Talking of much more to come, our People and Places run is steadily filling, with interest from our friends in Southampton and New Forest MGOc as well as many from across the country who have enjoyed joining us in previous runs. We will continue to advertise, and I hope to see a full 50 cars running in September.

I would also like to thank those who responded to my call for subscriptions last month but also to offer an apology from Sonia and me, as we experienced a couple of glitches in our attempt to go more fully online. This meant that some who had paid were not correctly shown as such. We have improved the system as a result, and I am enormously grateful to all of you who used the BACS system, which minimised risk in these difficult times. For those who really don't like BACS, we will continue to offer the chance to pay by cheque for club business.

Finally – I have put the details for club clothing on our website, for you to use as you wish.

Looking forward to seeing you all soon,

Simon

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

01822 852843

clubsecretarytvmgoc@gmail.com



Notes from your Chairman



Hello everyone,

What wonderful dry weather we have had recently and now we are in desperate need of some rain to water our gardens and all the new plants.

It has been bitterly cold though, so hopefully things will start to warm up soon to enable the thermals to be put away for a few months.

As you will be aware, I have recently replaced my dash lighting with LED bulbs. To do this I removed my speedo to gain access. I struggled to refit the speedo cable into the back of the speedo and thought I had managed it but somehow the speedo has now stopped working.

This fault showed up at the start of our recent Drive It Day 'rule of six' picnic we shared with Pam, Neil, Janis & Chas. We drove a route across Dartmoor which was kindly supplied by Richard & Kathryn.

Driving without a speedo was very strange and I wished I had taken my satnav with me. I know that Howard wanted photos of our day out but in the excitement of getting out in the MGB, I had also left my phone at home. *

We had a good day out and it was also nice to see Richard & Kathryn who, whilst passing by, were able to stop for a brief socially distanced chat.

Speedo now sent off for repair and a new cable ordered! At least I am doing my bit to keep small businesses afloat during the pandemic.....I grimaced a bit as I wrote that!

Now that the end of the lockdown restrictions are in touching distance, I need to start planning the Saturday run for our weekend away for the Cotswold Caper. Thank goodness for Google maps!

I am getting quite excited that our monthly meetings will soon be resuming (Wednesday 7th July) and we have a good reason to leave the house. Hopefully, you are too and that you will all make a concerted effort to attend our new venue.

In the meantime, please continue to stay safe and well,

Alan



**This is what you need Alan, and a sign on the door to remind you to look down! Ed.*



Event Secretary keeping it wheel



Dear Motorneers,

April gave us the welcome opportunity to polish our MGs, join a few friends, and go out to enjoy Drive It Day. I have to say that, whilst it is silly to anthropomorphize a car, with tyre pressure, oil and coolant checked, my MGA it did seem very keen to be fired up and freed from the confines of its garage. A leisurely venture out on the open road with roof-down wind blowing cobwebs away and bright sunshine demanding sunglasses, it forces you to question any desire for supercar, eyeball-flattening performance (just as well!). Enjoying the beautiful Devon landscape, the day out did Jan and me a lot of good and raised our spirits. Perhaps now it's safe to look forward to many more happy MG miles to come as we hope for a healthy future.

It was great to see numerous other fine classics out enjoying the sunshine too. Thanks to those of you who sent me photos of their jaunts, of which you can see a selection later in this newsletter.

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

Shows

At times it has been a frustrating month trying to find out what's on this year and what's not. I have a spreadsheet with the usual dates and contact details for all the events we might be interested in. Things have been changing rapidly and hoped-for events are still being cancelled.

This year at least four organisations have changed their website address, sometimes without taking down their old site. I had been clicking last year's links and finding no update available. It was only by re-entering the name of the event into Google that I discovered the new sites.

This is how I found in mid-April an entry form for **Great Trethew** (which is one that has changed its website address!). I looked again last Thursday 29th April only to discover that it has **now been cancelled!** I was expecting to suggest we go there as a club. (See below for an alternative suggestion)

There's also been deafening silence from The Robey Trust who organise the **Tavistock Steam and Vintage fair** in June. After failing to receive any replies to my emails, I contacted the Tavistock Tourist Information Office, but they had no information either. Eventually I discovered through my own efforts that the show has been **cancelled** for some time, but they had not told anyone! Now fixed.

Additional cancellations:

English Riviera Show on Paignton Green
 Historic Vehicle Show at Powderham
 Wadebridge Wheels
 Launceston Steam and Vintage Rally
 Boconnoc Steam Fair

Okehampton Show on 12 August – TVMGOC proposed club display

This show is on a Thursday and may not be convenient for everyone, but our options are limited. The show's website says entry forms will be available from early June, though previously it was stated to enter one should email at info@okehamptonshow.co.uk
 I have contacted the organisers to clarify how to enter and will report back to club members ASAP.

RHS Rosemoor Vintage & Classic Weekend Show on 1 August

This is the only show (so far) we are planning to attend as a club and we have 16 or 17 cars already entered. (Clashes with Mt Edgecumbe)

Other D&C shows that are still going ahead in 2021 (possibly!)

Aveton Gifford Show 29 August – entry link on our website
 Rotary Club of Saltram Classic Car Show on 5 September - entry form on our website (it's just a week before P&P6)

Runs

People and Places 6 – entry form has been emailed to members and is on our website.
 No news as yet of The Rut
 Great Pasty Run by Torbay MGOC (contact Howard before entering).

May 2021		Local events – others in the diary on our website
5 TBC	Monthly meeting - To be held online via Zoom	
cancelled	D & C run	Atlantic Coast Express (ACE) Run D&C MGCC
No Info Available	D & C show	Boconnoc Gardens & Classics in aid of Marie Curie.
16	Re:Fuel car meet at Mansell Raceway, Dunkeswell EX14 4AH.	
D & C show on 3 rd Sunday each month	On third Sunday of each month. Pre-book for am or pm at £7.50 per car https://www.re-fuel.co.uk/ Note – this is a meet for car enthusiasts of all kinds not a show	
JUNE 2021		
2 TBC	Monthly meeting - To be held online via Zoom	
cancelled	D & C show	Tavistock Steam & Vintage Fair – Robey Trust
NIA 20 TBC but poss. cancelled	D & C show	Morwellham Quay Father's Day Classic Car Day Entry details available in February (Oh no they're not... and they don't get back to me either!)
25	Devon & Cornwall event	National Cream Tea Day – organised by Roy & Sonia
JULY 2021		
4 July confirmed	D & C run	Moor 2 Sea Run (Exeter MGOC) Starts and finishes in Tiverton FULLY BOOKED
7 TBC	Monthly meeting	Possibly to be held at Moorland Hotel, Wotter PL7 5HP.

Friday 9 to Monday 12	TVMGOC Club weekend away incorporating Cotswolds Caper –	
16	Club Friday supper run	TBA

AUGUST 2021

30 July – 1 Aug confirmed	D & C show	VINTAGE WEEKEND RHS Garden Rosemoor Great Torrington EX38 8PH 2021 entry form is on our website TVMGOC members going on Sunday 1st
1 confirmed	D & C show	Mt Edgcumbe Classic & American Car And Summer Fayre. Entry details – email carshow@fomecpc.org.uk
4 TBC	Monthly meeting	Moorland Hotel, Wotter PL7 5HP.
Thurs 12 confirmed	D & C show	Okehampton Show Stoney Park Showground, EX20 1SW Email for an entry form: info@okehamptonshow.co.uk
13 TBA	Club Friday supper run	TBA
30 confirmed	D & C run	Giant Pasty Run organised by Torbay MGOC. https://www.torbaymgownersclub.co.uk/
cancelled	D & C show	Great Trethew Vintage Rally
29 confirmed	D & C show	Aveton Gifford Show 11A, TO 3PM Enter online: https://www.avetongiffordcarshow.co.uk/copy-of-auromated-exhibitor-registr

SEPTEMBER 2021

1 TBC	Monthly meeting	Moorland Hotel, Wotter PL7 5HP.
5 confirmed	D & C show	Rotary Club of Saltram Classic Car Show Lyneham Estate, Yealmpton 11-1600 Entry form on our website
12 confirmed	TVMGOC Event	PEOPLE AND PLACES 6 The Tamar Valley MG Owners Club invitation run Entry form on our website

OCTOBER 2021

6 TBC	Monthly meeting	Moorland Hotel, Wotter PL7 5HP.
NIA	D & C run	The Rut – this year organised by D&C MGCC
17 TBC	Club Sunday Lunch	The club Tulip Trophy run. Won last time by Alan and Alison



News snippets



MGZs and Midgets anniversaries

It's 20 years since the MG ZS was launched and the anniversary will be celebrated at Malvern in Worcestershire this August – details below.

The MGZ range came at a pivotal moment. When BMW sold Rover group a management buyout renamed the company MG-Rover.

There was very little money in the coffers to develop anything new, so it was decided to introduce sporty saloon versions of the existing Rover 25, 45 and 75 models, starting in 2001 with the ZR and ZS built at Longbridge from 2001 to 2005. Their K-series engine was significantly tuned and with other changes made these cars much more than a re-badged Rover.

Sadly, though they sold in good numbers in the early 2000s, ever since their values have declined, and the parts supply has dwindled since Rover disappeared, though specialists can provide most things. Many of the cars have been lost through the scrappage scheme or broken for parts, and this inspired the MGCC to launch the 'Save Our Zs' campaign a year or so ago.

Also launched in 2001 were the larger **MG ZT** and ZT-T cars with models named after their engine unit power output, i.e. the 160ps V6 model was MG ZT 160, and a 190ps V6 model with a "Plus" pack was MG ZT 190+.

In 2003, the range was topped with the 260 version of the car, utilising a 4.6 litre V8 from the Ford Mustang. The model was converted from front-wheel drive to rear-wheel drive, and was largely engineered by motorsport and engineering company Prodrive, before being completed by MG.



MG Midget

The first version, announced at the end of June 1961, was essentially a slightly more expensive badge-engineered version of the MkII Austin-Healey Sprite deluxe version.

The engine was a 948cc A-Series with twin SU carburettors producing 46hp at 5500 rpm. Brakes were 7-inch drums all round. A hard top, heater, radio and luggage rack were available as factory-fitted extras.

In October 1962, the engine was increased to 1098cc, raising the output to 56hp at 5500 rpm, and disc brakes replaced the drums at the front.

In 1964 a MKII version was introduced with changes to the doors, wind-up windows added, swivelling quarter lights, external handles and separate locks. The engine block was strengthened, and larger main bearings were fitted, increasing the power to 59hp at 5750 rpm.

Celebrate at the MG & Triumph Weekend

This event on August 13th – 15th at Malvern will celebrate the 20th anniversary of the Zs as well as 60th anniversary celebrations for the Triumph TR4, Triumph Herald 1200 and the MG Midget.

Details can be found here:

<https://triumphandmgweekend.com/>

Going carbon neutral with classic cars

Sir Greg Knight, Chair of the All Party Parliamentary Historic Vehicle Group, says the Government's efforts to become a carbon neutral country by 2035 will not force classics off the road. He is confident that future environmental legislation to reduce the UK's carbon emissions by 75% will not target historic vehicles because they produce less than 0.1% of the nation's vehicle emissions.

Of course, this could all change.



Embroidery

As Simon already mentioned, there is information on our website as to where you can get clothing embroidered with our club logo.

Enjoying MG! & TVMGOC details

The MGOC apologised to Simon that our meeting contact details have reverted in the current edition of *Enjoying MG!* This followed him complaining (again) that their system, was still showing our old details, despite having been manually amended last time. They have now met up with their IT people and found the fault, but too late for this issue.

Peter's garage clear-out!

Peter S. (1975 MGB GT Jubilee) has been tidying his garage and has the following MGB used parts which may be of use to TVMGOC members.

All free of charge - they just need to be collected from Plympton:

- 1 Pair of pattern front brake callipers. They have only seen 18 months use on my car. I replaced them with genuine lockheeds and much better pads to cure a squeal. Note: there is no extra charge if they squeal for you too!
- 2 Pair of black tin air cleaner cases with bolts and fittings. Easy renovation project – I did some in lockdown and they look the dog's b*****ks! A lot less noisy than those aftermarket pancake jobs.



- 3 Pair of shiny door mirrors, used but still OK with new plastic fittings. I replaced these with black mirrors that were OEM on my model.
- 4 Pair of Lucas Sealed Beam Units. I think these are difficult to find but are for the purists who like to retain the gloomy OEM lighting! I upgraded to halogen fittings.
- 5 Tudor washer bottle and bracket. Not an OEM fitting on my model.

If any of these items or the tools listed below are of use to you please contact me via eventsecretarytvmgoc@gmail.com and Howard will forward me your details.

Peter's tool loan scheme idea...

In tidying and reorganising the garage, I was amazed to find that in 50 years of motoring, I had amassed, apart from the usual general purpose sets of sockets and spanners, a veritable hoard of specialist tools. Some used only once for a specific job! Although they are mostly only DIY quality, I would be happy to make short term loans to any TVMGOC member who has a need. Here's the list:

1. Pair of steel car ramps.
2. Pair of 2-ton axle stands.
3. Trolley jack.
4. Pipe flaring kit.
5. Taps and dies (imperial and metric).
6. Impact driver (a vintage one that you hit with a hammer!)
7. Torque wrench (1/2 inch square drive).
8. Blind pop rivetter.
9. Blind screw inserter (used it once to insert door mirror screws for a classic mini).
10. Circlip pliers (cheap and nasty set!).
11. Gunson's Spark 2 Dwell/Voltage Test meter (car boot find).
12. Gunson's Compression Tester. (another car boot find!)
13. Hub pullers (3 sizes).
14. Brake pad retractor (I can change brake pads like a F1 pit mechanic!).
15. Oil Filter removers (2 types).
16. Ball joint splitter (screw version not the "Tuning Fork" version).
17. Gunson's Eezibleed Kit (a bit fiddly single handed brake bleeding!).
18. Interior trim removal toolkit.
19. Strobe timing light.
20. Terminal crimpers (basic version).

Peter sitting in his tidy garage on a bench that he refurbished in lockdown...



MGA Twin Cam for an eye-watering price



How much would you say a nice 1959 Twin Cam was worth - £45k, £50k? Think again.

The Classic Sports Car Centre in Yourshire has this “exquisite MGA Twin Cam Roadster that has been subject of a no expense spared restoration by a World-renowned Twin Cam expert. This is without doubt up there with the absolute best, a car for the discerning buyer, capable of entering and competing in a high level concours and likely to be one of the very best available. There is no doubt today that a restoration to this standard will outstrip the value, so whilst we realise this is an expensive twin cam Roadster, restoring one to this standard will cost much more, and still not match this car... without contemplating spending over £100,000 buying a project or even well used twin cam and putting it into this condition and specification.”

A snip at just £74,995.



With half a page to fill there is space to share this local oldie.

Posted on the *Brits in the 50's 60's 70's* Facebook page are these two photos that remind me of my childhood. In the 50's and 60's our family holiday was to drive down from the Black Country to stay with family friends in Plympton. I well remember the wearisome eight-hour drive along the old A38.

Pre the bypass and M5, pictured is the traffic jam on the old London Road into Exeter. Haldon Hill was still looming ahead; waiting be conquered on hot days through clouds of steam as cars and lorries overheated on the climb. I searched but couldn't find a photo of this annual phenomenon – shame.

We were driving in my dad's Bedford CA, not unlike this camper version. Usually, it was the slowest thing on the road, but in the traffic jams it was able to keep up with the best of them! Eventually he also bought a Ford Anglia which was a bit more sprightly. I fear this summer our roads will again become choked as hordes of holidaymakers forgo foreign trips in favour of Devon and Cornwall.



We hadn't gone 200 yards from our house before Jan and I spotted the first fellow Drive It Day participant. I'd seen a lovely Triumph Stag parked up the road before and thought it must belong to someone visiting a neighbour who owns a classic Bentley. But no, this is a recent purchase of his as a sporty accompaniment to his regal black beauty. He was off to meet 20 or more members of his car club at Knightshayes.

Then turning onto Mannamead Road Jan and I immediately exchanged waves with the driver of a Rolls Royce Silver Shadow. On the A38 heading towards Tesco Lee Mill we spotted a small fleet of buzzing Vespas and Lambrettas (as a parka-wearing 16-year-old I owned an SX150 – wish I still had it – the scooter not the parka!) and a Rover P4. So far, so good.

After filling the MGA with Tesco's finest 99 octane we met up with Simon and Charlie, Tim and Kim, and Roy and Sonia. "Old on," I hear you cry, "that's 8 people. Only 6 were allowed!" Well, yes, but you see we were in two groups of two and anyway driving around didn't count. We just needed to keep apart when stopped.

I'd dusted off and adapted our November 2018 run that was inspired by the 1939 Penguin Guide. It took us along flower-lined winding lanes, through dappled woodlands and provided dramatic views over Dartmoor until we reached a picnic stop at Haytor.



I added a lovely loop from Bovey Tracy on the B3193 along the winding Teign Valley to Dunsford. We then swung back toward Moretonhampstead before traversing the moor once more, headed for home. I have to say our varied route would take some beating, especially on such a sunny day. Along the way we saw many different types of historic vehicles, some in convoys and some singly. Here's a list of just a few:

Austin A40, Humber Snipe, Morgan, old VW campers, TR4, Caterham 7, Morris 1000, old Land Rovers, Classic Porsche 911, convoy of Harley Davidsons, 2 MGBs, a 2CV, Marlin, Mini Minor, another Stag, E-Type coupe, TVR Chimera, a brace of what might have been vintage Bentleys and in stark contrast two rat rods (painted to look old and rusty) – one a Morris Minor and the other an American (Dodge?) pickup.



But perhaps most impressive of all were not one but *three* 1930s Rileys, something like this one.

As we were following a route from the 1939 Penguin Guide, these really did give us a time travelling, period-correct glimpse into the past!



Three intrepid drivers met at Looe: Nigel S. (Midget), Clive (MGB), and Gavin (MGC GT). A game plan was established to head to Siblyback lake for a late morning coffee or tea.

It was very pleasant overlooking the lake. Clive knows the owners of the cafe (Olive and Co.) and they stood us the drinks providing we made a donation to the Drive-it-Day charity.



Next stop was Colliford Lake and Clive took them to the windiest picnic location that most of us have ever experienced. There were significant white horses on the lake, but it was very pretty in the glorious sunshine. Another MGB and MBG GT passed us and later we saw that they found a more sheltered location*. After lunch a circumnavigation of the remainder of the lake took us to the Jamaica Inn where a pint of Jail Ale was enjoyed by all.



Also in the car park was a Mk1 MGB - a MGB V8 conversion from Tim Kelley sporting a Drive-it-Day plate - and a lovely Triumph Herald Mk2 convertible. Gavin says, "All in all a great day out, on interesting roads, lovely scenery, and a chance to meet up in person and with our MGs."



Sue and Bill met up with former TVMGOC members Martyn and Janet B., at the Halfway House. They too drove up to Colliford Lake for a lovely long walk in a bracing wind, but they had to abandon plans to picnic there due to the wind.

*(*Those were the cars Gavin & Co, spotted but they were in a hurry to get a pint! Ed.)*

Instead, they found a very sheltered spot down below the dam as pictured.

John H. celebrated Drive it Day in style with some vino collapso, set against an iconic back-drop.



Right to left: Keat in his 'MG' Merc, John Invest in his immaculate MGBGT, Paddie, the Magnette and John. Finally David and Sally S., old friends of TVMGOC, with no less than 4 P&P Club runs under their belt, driving their very early Eunos imported from Japan circa 1996.

Peter and Jan S sent in photos with these captions:

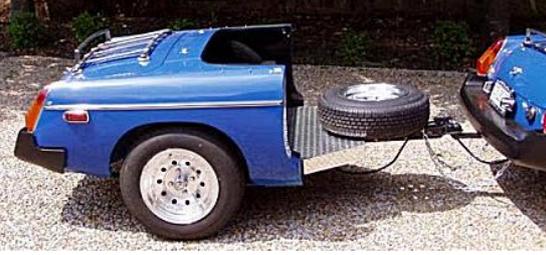
1. Overlooking Widecombe in the Moor. The rally plate fell off before we left Plympton but was retrieved intact later...
2. The only other vehicles we saw...50 plus tractors from the Newton Abbot YFC. Very pleased we were going the other way...

Hope everyone had a good day, we stopped for a cream tea at Two Bridges.



 Gallery

Some amazing custom MG trailers.



For a car, a bar.



Grand Canyon, 1914

Received entries	From
<i>That is the last time I trust my Sat Nav.</i>	John I.
<i>Yeah, I suppose the road sign did say 1 in 1 hill ahead.</i>	John I.
<i>Now if I select first gear by mistake when I leave I could be in trouble.</i>	John I.
<i>B****r! I dropped the spanner.</i>	Howard
<i>Crack? What crack?</i>	Howard
<i>Dwayne! Dwayne! Can you hear me? I said you needed to get those brakes fixed, but you wouldn't listen!</i>	Howard
<i>Dwayne had great hopes for the future sport of rock crawling!</i>	Gavin
<i>"Did you say jump leads?"</i>	Andrew L.
<i>Motor Rally result ends in cliff hanger.</i>	Andrew L
<i>I just hope I get reverse first go.</i>	John N.
<i>Well that's the bodywork disposed of just the engine chassis left. Who mentioned fly tipping?</i>	Richard M.
<i>Just as well I had the brakes checked at the MOT.</i>	Richard M.
<i>Keep right on to the end of the road.</i>	Richard M.
<i>You'd have thought Boris would have built the bridge by now!</i>	Richard M.
<i>It's just like Devon but this is a bit more than a pothole.</i>	Richard M.
<i>I'm sure that the route instructions said left and then left again - nothing about going down...</i>	Simon
<i>I wonder where they have hidden the charging point?</i>	John H.
<i>Navigator "Straight on under rail bridge and slow down for speed ramps". Driver "Too late...!"</i>	Peter S.
<i>By the look of his latest prototype, is it not surprising the ultimate sacrifice seems the best option.</i>	Keat

**And the winner of last month's cliff-hanger chosen by Janis is Keat Well done!
He will choose next month's winner**

What can you say about this picture of an aircraft? (It's a Lufthansa but don't let that restrict your imagination)

Your entries by email to:
mediatvmgoc@gmail.com





And finally...



My missus crashed her car into some bloke last night. She told the police he had been on his mobile and drinking a beer from a can at the time. The police said he was entitled to do what he wanted in his own conservatory.



Tesla secrets revealed



German engine earring



At last! Someone who will do the sills on my MG.



Have you had an accident in the last 5 years that wasn't your fault...?
Contact Sue, Gabbit and Run Claim Lawyers



This truck has a jellyfish launcher