

**AUGUST
2020
EDITION**



**Simon's
190 hp MG RV8
with a 130 hp
de Havilland
Tiger Moth**



This Month:
Committee reports
Upcoming events 2020
(who am I kidding? – ed.)
News snippets:
including the latest advice on organising
runs and events
Electric conversions
Car deals
Photos from near and far

*To get us in the mood for socially distanced
summer picnics, all these items are available
from the MGOC Shop.*



ENJOY YOUR MG MORE WITH TVMGOC



Secretary's Report



Dear all,

Here in the valley of the glittering River Tamar, where the sun has returned as I type, we are reminded that we would normally be surrounded by hordes of holidaymakers enjoying the golden beaches and rolling hills of Devon and Cornwall. While numbers have begun to surge we are as yet able to enjoy our special part of the country with MG friendly backroads in relative peace, and keeping in line with Government and MGOC guidance our members have joined in twos or threes, including a visit to the magnificent RHS Rosemoor Gardens by Howard and Jan, Sonia and Roy and Pam and Neil. Despite the cancellation of the Rosemoor Classic Car show they at least had three gleaming MGs in their car park for a period.

John and Linda have ventured across Plymouth Sound to visit the fascinating Drakes Island, complete with ghosts and an even scarier guardian – a 13th century people-hating Goat called Elvis, who ensures that miscreants breaking in after dusk are not 'Lonesome tonight'. As importantly, interesting projects are being undertaken: from the restoration of Roy and Sonia's MGA to the refreshing of Gavin and Rachel's MCGT.



Roy checking his OEW paint job



Yours truly was able to celebrate my 60th birthday by taking the RV8 to meet up with an old friend who flies a Tiger Moth. The newest form of MGB photographed surprisingly well with the historic biplane, so I guess that Rover got something right in their classic recreation. The flight which followed was splendid – one of those clear summer days where we could see from Swanage to Start Point. The club remains very much active on line, and we are looking forward to larger gatherings just as soon as it is safe.

With news reporting zero COVID19 in West Devon there is some cause for local optimism – but the threat is some way from resolution. So we will continue to enjoy our smaller outings while planning for recovery. Remember that I get a 'recruiting' copy of Enjoying MG every month so if you are in touch with a prospective MGOC member – give me a call and I can get a copy to you. In closing I would observe that looking at the positive feeling evident from my call to you for stories - there is still much fun to be had!

Keep safe,

Simon

Should you need to contact our club secretary, for example to send in club subscriptions, first call or email.
01822 852843 clubsecretaryvmgoc@gmail.com



Notes from your Vice- Chairman

Hi everyone,
Alan is away so has delegated this to me.

I don't know about anyone else but to me July has seemed to go on and on and on. The weather has played with my psyche, it felt like summer is over and it's now autumn, then suddenly it's high summer again. I have got used to not knowing what day it is as all the usual routines disappeared but getting months confused is a tad worrying.

Not a lot of MG stuff to report but quite a bit of Lucy news.

My personal opinion is that she was jealous of all the attention the house and garden was getting during lockdown and felt neglected - the joys of having a little red 'diva'.

The first mishap was petrol leaking onto the road outside of Pam and Neil's house. After checking it seemed to be at the top of the tank, so as long as I didn't fill up it was ok. Then she overheated on the Cream Tea run. She went in for a consultation with Doctor Alan and a plan of treatment was discussed. As her MOT was due that had to be taken into consideration too.

Job 1 - replace radiator: in theory fairly easy, but getting the expansion tank back in was a fiddly job, with Alan under the car, spanner in hand but not able to see where the spanner was to go - so my hand squeezed down the side from above the engine holding the head of the spanner in place. Having small hands can be useful sometimes.

Lucy passed the MOT with a couple of advisories.

Job 2 - replace petrol tank. That involved a trip to the Aquatic shop at the garden centre for hose to syphon the petrol out. In the past I am sure both Alan and I have been suckers for punishment but neither of us could get any petrol from the tank to come far enough to drain into the container. Luckily the tank is flat, so it came out without any spillage.

The fuel sender unit proved to work so was put back in, petrol added, then the fuel gauge didn't work: more petrol added but the gauge still didn't work. By now Alan was becoming very frustrated, wondering if the wire had become caught and he was going to have to take the tank out again. As a last resort he told me to take her out for a run. Success!! All that was needed was a wee joggle over the sleeping policemen.

Job 3 - rear shock absorber - fairly easy once Alan managed to get the bolts undone.

Job 4 - new fuel line. This was done at the garage recommended by Howard, great job, came back under the estimate, easy for me to get to and return home on the bus so will be using them again. *(Neil & Thompson, Elm Rd, Mutley - I've been going there for 25 years or more - ed).*

There's only a couple of other things - the other shock absorber needs to be checked (before going to Wales), and slight play in the steering rack was picked up at the MOT. Howard's garage is going to check that out in a few months' time.

So, here's hoping the little madam has had enough attention to keep her happy for a while, especially as she has used up a big chunk of her pocket money.

Here's also hoping that things will continue to return to normal and we can meet up again. Take care, stay safe and keep smiling .

Janis



Event Secretary keeping it wheel



Dear all,

Welcome to the August newsletter – another bumper edition! “How does he do it?” I hear you cry, “Why does he do it?” “Can no one stop him?!” “Arrrrggghhh!”

One spin-off of lockdown is having more time just to mooch around newspapers and news feeds, social media, and magazines courtesy of my Readly app subscription. Believe me, if I ripped off articles from a variety of motoring monthlies, there’d be no end to our newsletters.

As it is, I try to stick to news items that reflect the classic car movement, with particular bias towards MGs of course, and motoring in general*. This month though, we stray into the verboten, dark and mysterious world of politics. If you read nothing else here this month, please read the piece about car runs and our club’s position on this issue. I have tried to give context to the complex and confusing advice we have to navigate.

What's that car...nation?

Without doubt, not being able to use our cars as much as we'd like, a lot of us have been spending an inordinate amount of time tending our gardens. If you are one of those who can name most of their plants on sight, then I am in awe. Though I'm pretty good at veg, my horticultural knowledge of ornamental plants stops somewhere around daisies.

Last year Jan and I had our garden remodelled and restocked, and I have to say it's looking fab this summer and gives us a real buzz of satisfaction...though that might have something to do with all the different types of bees the flowers are attracting.

The chap who laid it all out gave us a plant list but we couldn't always place the right name against the right plant...that is until we were tipped off about an amazing phone/tablet app called plantnet.org.

You take a photo of a plant, ask the app to identify the flower, leaf or fruit, and the app will make an intelligent guess at what it might be and show you a selection of photos to compare. Frankly it's pretty awesome.

Download it from Google Play or from the Apple store. But be warned - you may need a whole load of plant name tags to hand!

Throughout my working life in factual TV I did a lot of looking into things I knew little about and, after research, putting together a report that had to stand scrutiny. This has been another useful trait to see me through the long days of lockdown. As the American writer Dorothy Parker said, “The cure for boredom is curiosity. There is no cure for curiosity.” (I had to look up that quote as I couldn’t quite remember it exactly).

There’s been a lot written of late about converting classic cars to electric, and when a TV series is made about this, it’s a mark of the zeitgeist. Time to delve.

Why and how is there an emerging market to chuck away much-loved petrol engines to replace them with clinical electric motors? Later in the newsletter you may like to read my thoughts on the new *Vintage Voltage* TV series devoted to answering just that question. I hope you find the topic as interesting as I do, though having learned a lot about the process, I still harbour serious doubts about the whole idea.

Happy MGing!

Howard

**Gardening???! but what’s a rule for if not to be broken?*

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

Puzzler

The sparrow and the truck

In Borneo there's a bridge made of bamboo lashed together with hemp rope. The bridge connects two islands and is four miles long with a strict weight limit of 20 tonnes.

One day a truck pulls up and before it's allowed to go onto the bridge the officials, who guess the truck must be close to the weight limit, say they have to weigh it. The driver moves onto the scales. In the back it is full of sedated pigs, pig iron and dead chickens. With the driver in the truck it weighs exactly 20 tonnes and not a gram more.

So, the officials signal their counterparts on the other side of the bridge to stop all the traffic coming in the opposite direction. Clearly, if the truck already weighs 20 tonnes, they can't allow anyone else onto the bridge at the same time.

Once the bridge is empty the truck is allowed to drive onto the bridge.

Halfway across, a sparrow begins to follow alongside. It hovers over the truck and the driver can see that it is going to land on it. With the extra weight of the bird, what does the driver do to stop the truck and its load plunging into the sea below?

The answer is at the end of the newsletter.

TVMGOC EVENTS 2020



Upcoming events

Who are we kidding? Perhaps this section should just be deleted for the time being. On that note...



News snippets



Covid 19 – car runs and the law vs. 'rules'

Cars from all over the island attended the Guernsey Vehicle Group's first post-lockdown gathering on 28 June. The event saw no social distancing restrictions on cars or crowds, who could meet and mingle freely. How come? The Bailiwick of Guernsey (the presiding officer of the States of Guernsey) issued a press statement saying, 'The requirements for social distancing and the size of gatherings are lifted.' At the time the island had just seven cases of covid 19.

Sadly, here on mainland England we are not in that position. As a club, it is clear members are itching to go out on a group social run again. Observing crowds attending demonstrations, filling beaches and drinkers crowding streets, why can't we organise a modest club outing?

In clarifying this situation, prepare to be confused. Recently BBC News produced an article looking into what powers the Police have for enforcing coronavirus 'laws'. It is illuminating.

Not everything we are asked to do is a legal requirement. Coronavirus guidance describes government recommendations to help control the virus. These are not backed by laws. Ministers sometimes confusingly, and conveniently, use the word "rules" to refer both to the law and the guidance.

In England, the law allows you to meet in a group of up to 30 people outside or at home. Outside means any public place - including beaches, parks, streets and the countryside. So, if you want to organise a picnic or garden party you can now invite 29 guests. If you go above that number, the police can turn up and force people to leave and issue you with a penalty ticket.

So, whoopee! We can hold a run for 15 couples...or can we?

The government's official *guidance* - not legal obligation - says: "You should only be socialising in groups of up to two households (including your support bubble) indoors and outdoors for up to six people from different households when outdoors."

The *law* in England allows bigger, formally organised gatherings, providing the people behind it can show they have a plan to minimise the risk of spreading coronavirus. A few big car shows were hoping to be operating on this basis.

So, make of all that as you will. This could all change yet again. Without making a political point, our government's advice is often unpredictable and constantly moving, controversially driven by economic expediency rather than scientific best practice. The debacle over holidays in Spain illustrate that. Now Boris Johnson has said it is time to "squeeze that brake pedal" on reopening the economy, amid rising fears that the UK is on the brink of a second wave of COVID-19.

But what should the TVMGOC do in the current circumstances? Though not mentioned in our constitution, the arching responsibility of your committee is to protect the safety of members and the reputation of our club. In that light, defying government guidelines, if not the law, is not the responsible thing to do.

On this subject, after discussion with MGOC HQ, our club has received this advice from Tim Hipwell MGOC SW Regional Secretary:

"...outdoor gatherings of up to 30 people are permissible within the law but my understanding is that they should only be interacting with a maximum of six people within that number so total group interaction seems to be not allowed. It is really a question of keeping strictly within the law, behaving responsibly from the hygiene and social distancing point of view and avoiding any opportunities for others to criticise the MGOC for "bending the rules". My advice would also be not to organise any convoy type runs as technically you could have 15 cars with two occupants on a convoy run to meet at the seaside for example and then all park together whilst observing the distancing rules on arrival. I think this might give the wrong impression to any "busybody" observers, but it is all down to how different people interpret the rules!

"In addition, I think it would be prudent to keep a list of any attendees of any small outside meeting in case someone should become ill in the following days."

Further confirmation of this interpretation can be found on the Federation of Historic Vehicle Club website. It is worth reading: <https://www.fbhvc.co.uk/news/article/coronavirus>

If not done already, the MGCC are advising all regions and registers to cancel or postpone their monthly meetings and local club events for the foreseeable future, in line with government advice.

You may think it would be safe and acceptable for us to hold a club picnic run of some kind, but until the 'rules' change your committee should not organise one. What you do as individuals is entirely up to you.

We can only hope that the situation changes by Sunday September 13th, when it may be possible to organise something for club members only. However, this is by no means guaranteed – it is a wish not a promise.

Classic Valvemaster Plus and E10 petrol

Sir Greg Knight MP, chairman of the All-Party Parliamentary Historic Vehicles Group, has written to Parliament and been assured by a DfT Minister that the Government recognised that historic vehicles needed a protection grade fuel. In response to a similar written question from FBHVC President Lord Steel, the DfT reply went

further and stated that the Government intended to make the continued availability of the protection grade fuel a legal requirement for five years, which is the longest period permitted before a review. However, there are doubts about whether every garage will supply it and for how long, and how much this niche product might cost.

There are already various additives available to stabilise ethanol, to suit vehicles with or without catalytic converters, in a similar vein to lead-replacement additives.

The July edition of *Enjoying MG* is now suggesting that pre-1966 cars may need to use Classic Valvemaster Plus once E10 petrol arrives at our petrol pumps. Ethanol blended petrol is now standard across the UK and Europe but at the E10 concentration it is widely believed this could harm older engines, rot fuel lines etc. not designed for it. The FBHVC are endorsing Classic Valvemaster Plus as it contains Etha-Guard ethanol stabiliser and Octimise-Plus, a friction modifier said to increase acceleration and fuel economy. So it seems we may soon all have to get used to adding a dash of this magic elixir each time we fill up.



Otherwise, it's a case of modifying your classic to make it compatible. Guy Lachlan, MD of Classic Oils, said: "You've either got to use fuel with no ethanol [ESSO Supreme is thought to be ethanol free in most areas] or change the materials that don't like it. If you are in any doubt about your rubber fuel lines, change them. Get rid of your fibreglass petrol tank and install an aluminium one. The other thing ethanol really doesn't like is solder. If you are running a soldered float in your carburettor, then think about carrying a spare – they're generally quite easy to change." This includes most brass floats in SU carburettors.

Some thinking ahead is clearly required, but for most classic owners, a protection grade of petrol will buy them some time. After that five-year period, things could become more complicated.

Should I fill my tank with fuel when I store it?

This is a question usually asked at the onset of winter when classic cars are put into hibernation. However, due to lockdown many cars, old and new, have lain dormant since the spring, making the question unseasonably relevant.

An expert at Footman James says cars from the 1980s, which are likely to have a plastic fuel tank, can be left empty. Owners of cars with metal fuel tanks are faced with a conundrum: if the tank is stored full there is much less air inside which means less corrosion. However, after a couple of months that petrol would become stale as modern fuel goes off very quickly. It's suggested that the best option for older cars is to store them with a full tank and to use a fuel stabilizer additive.

MOT Testing

If you have taken advantage of the MOT exemption period please note that this terminates at the end of August.

Tyres

In typical hysterical fashion, the Express newspaper has produced a shock and awe piece about car tyres under the headline "Drivers could be fined £10,000 and issued 12 penalty points for breaking new driving law". Note the word "could". But what is behind this story will be of relevance to many car owners.

Recently announced driving laws will introduce a ban on car tyres of more than 10 years old. Buses, lorries and coaches already have to comply with this requirement. When introduced (date is not yet set), the penalty for cars running on old tyres could be three penalty points for each one, with rising fines to £10,000 if four are found to be out of date. If an accident is involved, drivers could also be disqualified from driving.

Even though all tyres degrade with age, there are currently no hard and fast rules on when they should be replaced on cars. Defects are likely to be spotted at a MOT test, but drivers should check their tyres for signs of ageing. Some carmakers recommend replacement at six years from the date of manufacture.

This new requirement to replace decade-old tyres has been on the cards for some time and last year prompted me to change all those on my MGA as, although looking perfectly good, they were 11 years old. This may not yet be a legal requirement, but it is certainly good practice.



The age of a tyre is printed on the sidewall and has been featured in newsletters before, but it is appropriate to repeat this information.

Vintage Voltage

Having read disparaging comments about the TV series on social media, one wet day I sat down to watch *Vintage Voltage* for myself. Twittersphere suggested that what is being done to beautiful classic cars is nothing less than sacrilege. As it is wrong to decry or celebrate something you know nothing about, clearly, I needed to take a look for myself.

The programmes feature a company in Wales, Electric Classic Cars, that will convert your classic car to electric power, for a price. The first programme featured a VW Karmann Ghia that was not in need of much further general restoration. It began with a conversation with the owner about what he wanted from the conversion. Having already removed the petrol engine himself, in exchange for £25,000 he would be happy for a slight increase in power, a 120 to 150-mile range, upgraded brakes and suspension.

The first thing that “Moggy - the boss” explained was that the electric motor would push out 120 hp, more than double the car’s original 53hp, hence the need for better brakes and suspension.



The electric motor would be mated to the original gearbox – modern EVs don’t feature a multi-speed gearbox as they have a much broader torque curve than internal combustion engines (ICE), and produce 100% of their torque from 0 RPM - but Moggy explained that in the VW you would just leave it in second gear most of the time, only using fourth gear for motorways and such like. He also explained how, compared to ICEs, electric motors are much more efficient at converting energy into motion and are much lighter.

But get this: in programme 2 they converted a Chesil Speedster, a gorgeous fibreglass replica of a Porsche 356 Speedster. This sits on a VW Beetle chassis and engine, exactly the same as the Karmann. But they remove the gearbox from the Speedster saying it’s not strong enough for the power produced by the electric motor: “Leave the old gearbox in and the internal components will wear out in a matter of a few thousand miles.” Eh? I hope the Karmann owner didn’t clock this!



The Speedster needed an uprated box. This had to be collected in person from Germany. The 750-mile round trip to Hamburg was undertaken in a modern Kia EV. It needed four stops to top up the batteries and required detailed planning to find rapid chargers along the way. Even so, the driver spoke about his range anxiety.

To achieve the desired range in the Karmann, they installed a 40kwh power pack. Put into perspective, we were told that would power the average household for 4 to 5 days. As the VW has the engine in the back, 8

lithium-iron batteries were installed behind the rear seat and 8 in the front compartment. Each cost £700 and in total they weighed 300kg. At a stroke, *all* the car's luggage space is lost, so say goodbye to the long weekend away (the range isn't enough for that unless you made sure you only stopped in places where you could recharge, and remember that you can only achieve a real-world charge of 80%, so under ideal conditions a range of 120 miles *might* be achievable).

To precis the process, the mechanics first made a bespoke adapter plate to mount the motor to the gearbox, a complex job requiring great accuracy, heavy machinery and computer aided design. Upgrading the running gear involved a few struggles but was otherwise pretty straightforward. Steel battery boxes were made to fit into the available spaces.

The £4000 motor weighed 50kg and needed cooling fans for the charging system and motor controller. The final installation looked really neat. When the conversion was completed the car needed extensive test driving to calibrate the instrumentation.

After 6 months' work the finished car weighed about 80kg more than originally, its 0-60 speed reduced from 18 seconds to 10, it's handling improved and the running costs reduced from 20p per mile to 4p. The final bill came to £30k.

So, the verdict? Personally, putting aside that one day this might be the only way to continue to use our classics, I really don't get the point at all and can only see two advantages to offset the many disadvantages. Firstly you would have to do one hell of a mileage to recoup the fuel savings from the cost of the conversion, the car is useless for anything other than commuting or short day trips, certainly no good for long distance touring in the kind of rural landscapes I like to visit, and then there's the overall cost. The *top* asking price I could find for a Karmann Ghia is £29,500. The converted car cost double that. You decide if it's worth it, and if you'd have any chance of seeing a return on your investment.

The first positive point is that the car has zero emissions on the road, but how and where the electricity was generated in the first place opens up a different can of worms, as does the matter of recycling the materials at the end of the car's life. The second advantage is that you end up with a much faster car.

Other victims to be converted in the series include a Fiat 500, a Land Rover Defender, Ferrari 308 GTS (for heaven's sake!) and a BMW 1602.

The little Fiat made much more sense to convert. The car's body and interior are perfect condition, but the engine was kaput. The owner lives in Central London and was faced with daily congestion charges. Now the car is electric she can avoid them and the Ultra Low Emission Zone charge.

There's another serious consideration. The Fédération Internationale des Véhicules Anciens, or international federation of historic vehicles, recently launched a blistering attack on the growing scene of converting classic cars (defined as any car that's over 30 years old) to run on electricity. They say, "Conversion of historic vehicles from their original internal combustion engines to electric power doesn't comply with the FIVA definition of a historic vehicle, nor does it support the goal of preserving historic vehicles and their related culture. In FIVA's view, vehicles so converted cease to be historic vehicles, unless they are subject only to 'in period' changes."

A forum on the Top Gear website has mixed views on the general issue (not about the TV series) with some thinking the conversions are a fine thing and owners are free to do as they please, while others feel it will ruin the entire character of the car - no engine noise, no exhaust noise, different vibrations, and so becomes a different vehicle.

One day, perhaps in the not too distant future, Jan and I might be spotted driving an all-electric car, but it will not be our MGA.

Howard

Commented [HP1]:



This new section on car buying, selling and auctioning will only appear if there is something that club members may find interesting and relevant.

MG named as best value brand

MG has been named as the Best Value Brand 2020, according to a consumer vote featuring the views of over 181,000 car owners for the fourth annual Auto Trader New Car Awards. In June it achieved its best ever June results selling 2,025 cars.

As consumers continue to seek the best new car that they can get for their money, survey respondents highlighted MG's overall value, with the all-electric MG ZS EV earning special praise. One consumer commented, "It's a cost-effective electric car and the first real affordable option.", whilst the EV range, speed of charging, spaciousness and specification also earned praise. MG also finished in the top three for Best Value New Car for the MG ZS EV, and Most Loved Brand.



MG has announced that it will soon launch a new, compact pure-electric estate in the UK called the MG 5 EV. It's due to reach UK showrooms later this year, with a maximum claimed range of 214 miles and an expected price tag of around £25,000 after the government's plug-in car grant has been applied.

But if you can't wait for them to get around to making an MG electric sports car...

You could buy one of these. The iconic **AC Cobra** has made a comeback, this time with either a monster Ford V8 petrol engine or with an electric powertrain.

The Cobra's new electric motor has an output of 308bhp and 500Nm of torque, which offers a 0-62mph time of 6.7 seconds. It's powered by a 54kWh battery pack, which AC says will provide a maximum range of 150 miles. Whichever engine you chose, these beauties each carry a price-tag of £138,000.



First 'commissioned' MGB GT V8 for sale and MGAs

Got £40k to spare? If so, the first ever factory-built V8 could be yours. The Classic Sports Car Centre in N. Yorks is selling this 1973 MGB GT V8 which has only done 5000 miles since a rebuild and is said to be immaculate.





For £35k they also have this 1957 Mki MGA coupe which, while in excellent condition, is an optimistic valuation. MGA 1500 coupes don't usually command anything near this price.

MGA roadsters are always worth more than coupes. An example is a red 1962 MkII MGA being sold by Le Riche Motors. Like my MKII it has a 5-speed box but this one also has a supercharger. It's on sale for £29,950.

Depending on overall condition, that's about right (though my own car has a higher agreed valuation).

Elsewhere, **David Beckham's Aston Martin V8 Volante** rag top is also for sale (calling an Aston a "rag top" is probably an insult - sorry), though you too may need "golden balls" to pay the £445,000 asking price!

Lewis' dad sells his MGA Twin Cam



Anthony Hamilton is offering 18 cars from his private collection up for sale via auction including his 1960 MGA Twin Cam. The father of six-time Formula 1 world champion Lewis Hamilton is to auction the cars off via Silverstone Auctions. It was restored when it returned to the UK from North America in 2014.

"We are very honoured to be representing Anthony Hamilton and offering 18 cars from his personal collection at our forthcoming auction at the end of the July," said Nick Whale, Silverstone Auctions managing director. "This is an incredible selection of cars; the selection is quite extraordinary as to the level at which they are presented."

Just 2,111 Twin Cam models were sold – far fewer than the 101,000 single-cam versions. The estimate places the car between £55-£65,000.



With no local shows where we can ogle a collection of smashing cars, here are just a few unusual photos from the excellent American *Classic MG Magazine*. With uncharacteristic self-control your editor has only chosen one picture of MGAs...but they are *beautiful!*



This is said to be a 1969 Sebring MGB.



An incredible hand-made toy.



MGA heaven on display at the International Motor Racing Research Centre in Watkins Glen, NY (note the deluxe seats in the black twin cam).



A rare picture of a scantily clad girl (irony alert!), but her tattoo perhaps justifies sharing this one.



A chopped Magnette.



This is one of only eight MG Q-type racers built.



Now that's what you can call a barn find!



Since the MGTD was “about as aerodynamic as a brick” (*Sorry Tom – not my words! – ed.*), the sleek Motto bodied MG TD Special was the idea of Dave Ash, a prominent MG racer in the early 50s. It has a lightweight aluminium body from Italy. Syd Envener, of MG’s racing department of England, provided the water-cooled, overhead-valve, 1.25 litre, 54 hp, 4-cylinder engine, 4-speed transmission, and suspension packages. The 1954 12-hour Sebring race was won by Stirling Moss and Bill Lloyd in an Osca MT4. The Motto finished ahead of two other Oscas, two Porsche 550 Spyders and two Kieft MGs.

Obviously not an MG, this 1925 Austin Seven ‘Doctor’s Coupe’ is surely pretty enough to bring a smile to any lockdown-jaded face.



It’s a pity Jan is now retired. She’d have cut a quite dash doing her GP rounds in one of these. (*Might be worth coming out of retirement for. Jan*)



Nearer to home now, and this photo by B of John was taken on a hillside overlooking the Widecombe valley. B says, “We were checking out a route ready for when we up and running again.”

It’s great to see them out and about, and what’s more they were on club business!

Please keep your pictures coming in.



Iain & Helen heading towards Crackington Haven on narrow lanes encountered some fluffy pedestrians!



Here are two more photos taken locally. Firstly, on the B3212 through Dartmoor, next to the road below Sharpitor there is a pond where a couple of years ago I took this picture of my car reflected in the water. The MGOC subsequently asked if they could use it as an advert.

But one recent hot day I was delighted to see the pond being used as a watering hole by free-roaming moorland cattle and ponies. I thought you might like to see this unusual scene.



And finally, more classics spotted out and about on the streets of Plymouth, and each one rare.



Parked up in Mannamead, this Riley RMA 1.5 ltr saloon from 1951 was one of the last models developed independently by Riley prior to the 1952 merger with Austin to form BMC.



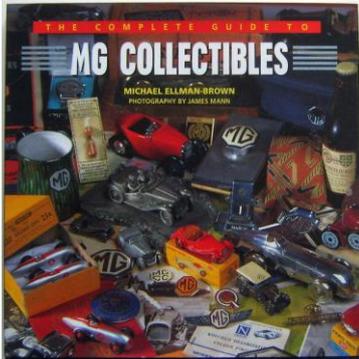
In beautiful downtown Mutley, these targa-topped Porsche 914s were built between 1969 to 1976 in a collaboration between VW and Porsche.



In Pevrell, this 1991 Nissan Figaro has seen better days. Only 20,000 were made in a single year, so this one deserves a major restoration. Based on the Micra, Nissan used "Back to the Future" as its marketing tagline for the Figaro's retro look.



In contrast, this immaculate British sports car was seen on Billacombe road, Pomphlett. It's a pity it was an Austin Healey rather than an MG Midget, but we won't hold that against it.



THE WORST MG COLLECTIBLE, EVER

Most of us who own classic MGs are guilty of this; we tend to collect 'stuff'. Since the advent of 'Old No.1' back in the 1920s, the publicity department of the MG Car Company recognised the human propensity to collect anything associated with the marque.

Indeed Michael Ellman-Brown in his '*Complete guide to MG Collectibles*' published by Bay View Books, is a brave attempt to identify the thousands of items produced over nearly 100 years. From beer cans to badges, clothes to clutter, models to medals, plaques to plates, clocks to watches, umbrellas to handbags, the list is endless.

However, I believe I have found the very worst MG collectible ever.

John Early, a long-time friend of our Club, and avid car- booter, presented me with a partially complete model of a 1945 MG TC. Historically, the real car, arguably set the company on a course of conquering the world by producing the most perfect, cheap, all round family sports car. By the 1950s, examples could be found on every continent, and were especially favoured in the USA. So, it is important.

I took one look at the box in which the model kit came and heaved a genuine sigh of despair. As you can see from the photo, it looked absolutely nothing like the original. Indeed, it appears that the model maker got so fed up with trying to put it together and get it finished for the impatient professional photographer, that he did not bother to secure for what passes as the hood.



Fashioned completely from laser cut plywood, its construction owes a lot to the design of a Canadian log cabin, relying on a multitude of cross-halving, mortise and tenons and bridle joints, to stop the thing falling apart.

I resolved to use my modest model making skills to at least make the front half of the car look like an MG T type, ignoring the back, which owed much to that of a Foden lorry. It's surprising what you can do with a KitKat foil wrapper, thin aluminium from a covid 19 face mask and carefully cut photos from 'Enjoying MG'. The thimble is there purely to indicate scale.

Finally, if and when we ever find ourselves closeted once again as a Club in the Tavistock Room, I hesitate to propose that each of us dig out our favourite MG collectable and bring it along. It could generate an interesting discussion. Many of the objects, I'm sure, will have an absorbing history. e.g. My 'Old Speckled Hen' beer pump jetton. (I'll leave you to think about that one!)

I've given up on the pills and feel a lot better!
John H.

FYI - Collectable describes items able to be collected. (e.g., payments, keys). Collectible describes items considered worthy of collecting by enthusiasts (e.g., coins, stamps or cars). – ed.



Received entries	From
<i>"I have to go out on my own to do the shopping officer, my parents are shielding" (B was first off the blocks, beating John I. for a change!)</i>	B
<i>"Officer, the only drink I had today was a milk stout."</i>	John I.
<i>"I am sorry officer, I was speeding but I am an unhappy chappy with a very crappy nappy."</i>	John I.
<i>"Daddy said to create a distraction while he took his MG out for a test run up the road"</i>	Richard
<i>"I don't care if you are a Swedish Police Officer. You know the rule: All drivers, including Volvo drivers, have to kneel before an Audi driver!"</i>	Gavin
<i>"Sorry I'm rushing Officer. Have to get my caption in!"</i>	Andrew
<i>"Vot do you mean, I vos speeding?"</i>	John H
<i>Vy don't you try my car vur size and see if you can do better!"</i>	
<i>"I wanted to practice driving on the right in the hope that we rejoin the EU at which point it might be a requirement."</i>	Richard
<i>"Now look here sonny, I have unprecedented stop & search powers, so tell me where the lolly is or I'll put you in the clanger"</i>	Pam
<i>"I was just obeying the road sign officer"</i>	Simon



And the winner of last month's competition chosen by Howard (me!) is...

Oh, this was difficult. Too many good ones! I like that Simon had sent in a picture, and I like that Andrew took the Mickey out of the competition, but I have gone for Richard, who I don't think has won before, as his entry is witty and relevant. Well done!

Richard will choose next month's winning caption for this bubbly photo (in case it's not too clear, she's wearing a dress adorned by full champagne glasses).

**Your entries by 23rd of the month
by email to:
mediatvmgoc@gmail.com**



Puzzler

The sparrow and the truck Answer

The driver could do a lot of things; he could throw a shoe or something else out the window that would weigh more than the sparrow. But he actually needn't do anything. Why?
Because a 20-tonne truck driving from the beginning of the bridge two miles to the halfway point would have consumed more fuel than the weight of the sparrow. So, when the bird lands on the truck nothing happens.



And finally...



I've just found out that it's the law to turn your headlights on when it's raining in Sweden. What I want to know is this: how do you know when it's raining in Sweden?

I was talking to this Australian farmer and he said, "Your farms are so tiny in England, mate. When I get in my car it takes me three days just to drive across my land." I said, "Yep, I had a car like that once".

How many people are in the car?



Historians in Ireland have discovered what they believe to be the headstone of the world's oldest ever living man.

He was 193 and his name was Miles from Dublin



Once you see "Roland Rat" in the Ford's steering wheel you can't unsee...



Driving instructors return to work under strict social distancing measures

