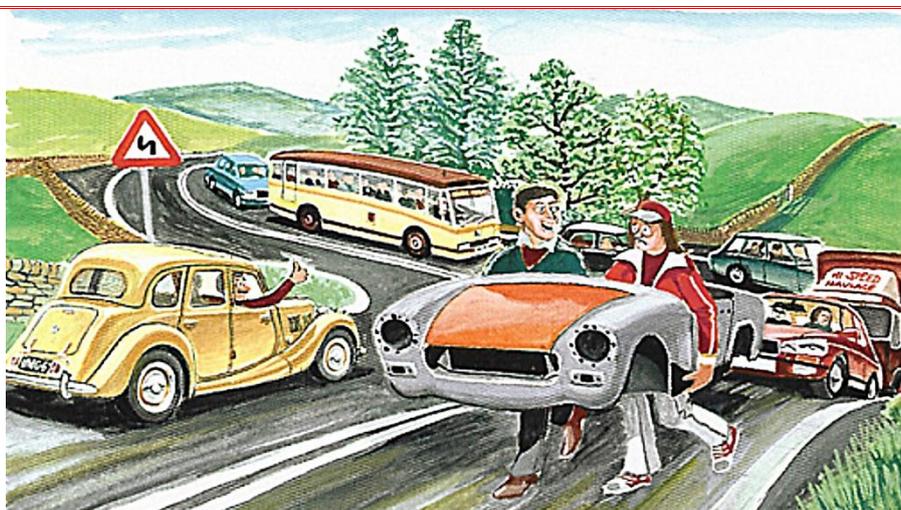


**April 2019  
EDITION**



*"I told you we'd be on the road by Drive It Day"*

**This Month:**

**Committee reports**

**Upcoming events 2019**

**News snippets**

**An American MGA**

**Durex (not what you think!)**

**MGAs at the Australian Grand Prix**

**Sunday lunch Run to The Moorland Hotel, Wotter**



**ENJOY YOUR MG MORE WITH TVMGOC**



## Secretary's Report



Hello Everyone,

It was good to see so many of you at the AGM in March, when 41 of us turned out on a very unpleasant evening but we all had a good meeting and a good chat afterwards. There was a very good turnout for the Sunday lunch run to the Moorland Hotel at Wotter, where 47 people sat down for an excellent lunch. The weather wasn't too bad - a bit of everything really - but the run was very scenic with beautiful views across the moors. Burrator reservoir is much easier to see when the trees are bare, and they have also been clearing some congested woodland. Many thanks to Alan & Alison for organising this for us.

Neil & I have been to Portugal where we stayed three days in Lisbon, and three in Porto. They were both very nice cities, but very different. We caught the train from Lisbon to Porto and at this time of the year the countryside was very green (I should imagine that it would be very brown by August). We didn't see a single MG, only a Rover 25, in excellent condition and bright red. Neil and I are already filling our calendar up with MG related events. Please let Howard know what runs you are going to be attending. Application forms are on the website. Hope to see you at the meeting.

Best Wishes & Happy Driving

*Pam*

1 Buena Vista Close, Glenholt, Plymouth, PL6 7JH



## Notes from your Chairman



Hello everyone,

Please can I thank all you members who made the effort to either attend or offer up apologies for the club's March AGM. We had a very good turnout which was very pleasing to me as well as your committee.

As most of you are aware, we now have a new Member's Rep who has stepped into Noel's shoes. A big welcome to Peter S, who will no doubt be bringing in his expertise and fresh ideas to help Tamar Valley to prosper.

The March Sunday lunch run that Alison and I organised to the Moorland Hotel at Wotter seemed to pass off without any hitches and we had 47 (including two guests) sitting down for lunch. We were on course to break the 50 barrier, but for two couples who unfortunately had to drop out.

We have a new member in James D who owns a very respectable MGB GT and it was good to see both him and his dad Dan on the March lunch run. All we need now are a few more members of James's age to bring down the current demographic.

However, when we get behind the wheel of our MGs, age is but a number and we all become youthful again. It never fails, as long as you do not look in the mirror!

It is now getting towards the show and run season and you need to be looking at filling in the various entry forms or risk being too late and missing out on all the fun.

Alison and I are currently arranging the first Friday Night Supper Run of the Spring/Summer for the 10<sup>th</sup> May to the Cuddy Shack. Take up has been a bit slow for this one but we are hoping a few more of you will come out of the woodwork.

We are always looking for volunteers to give a talk or presentation at meetings, no matter what the topic might be. So if you think you might be able to do something, then speak to a committee member.

I have been greasing up all the grease points on my MGB and also have done an oil change in preparation for the new season. Whilst doing this I disturbed the water temperature capillary tube and managed to lose the fluid inside the tube (not that you can see when this happens). A replacement combined water temperature/oil pressure was purchased, fitted and is functioning correctly.

It was definitely the most expensive oil change I have ever done!

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

Happy MG motoring,

Safe MG motoring,

*Alan*



## Event Secretary keeping it wheel



Dear all,

Just checking, but not many people have told me what shows they are attending this year. It may be that it's still a bit too early to make plans but I do need to know to ensure that we are allocated enough spaces.

So what have I learned this month? I have learned that old cars and old people have some things in common: look beneath the skin and you may find a few hidden nasties lurking. My father, Ed, is in Derriford after a nasty fall. X-rays, CT and MRI scans revealed pneumonia and spinal infections.



As for my MGA, now having had most of its paint sanded off it seems that whoever restored and repainted it a decade or so ago, didn't do a very good job. They left some surface rust patches on the bodywork, a small covered up split in an alloy door seam, and over used low-grade filler where proper metal repairs should have been carried out. In all, nothing major – thank goodness the chassis and mechanicals are in excellent condition – but it does need a lot of fiddly bodywork jobs that require many man hours to future proof the car as much as possible.

A lesson here is that you may buy a classic that has been restored, looks lovely and comes with a gallery of photos showing work in progress, but that still doesn't mean it was done properly.

With time, skill, materials and money, cars can almost always be given a new lease of life. The human body is not so easily fixed.

Happy MGing!

*Howard* Send submissions to [eventsecretarytvmgoc@gmail.com](mailto:eventsecretarytvmgoc@gmail.com) or [mediatvmgoc@gmail.com](mailto:mediatvmgoc@gmail.com)



## Upcoming events

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

**\*New this month on our website entry form tab**

28 April	Drive It Day	<p>With the Treasure Hunt trophy organised by last year's winners Pam &amp; Neil – inform them of your participation. Meet on the moor outside the Knightstone tea rooms (now called Abigail's). mid-morning 10:30 to 11 if you fancy a chat and/or some food and drinks.</p> <p>As no lunch stop is planned before the mid-afternoon cream tea, you might wish to consider bringing a picnic or having morning brunch at Knightstone but you would need to phone an food order in advance of the day on 07447744427 or 01822 853386</p> <p>We will be leaving there about 12.00ish, for a drive around the moor, ending up at Salmons Leap café Buckfastleigh for a cream tea at about 3pm. <a href="mailto:clubsecretarytvmgocplease@gmail.com">clubsecretarytvmgocplease@gmail.com</a></p>
10 May	Club Friday supper run	<p>To the Cuddy Shack organised by Alan &amp; Alison Meeting Point: Travel Lodge (Saltash Services), Carkeel Roundabout, Callington Road, PL12 6LD 18.15 for 18.30 departure. Arriving at Cuddy Shack at 19.30.</p>
12 May	Keat's bluebell woods open day for local charities	<p>At Foxhams House, Horrbridge, PL20 7QT 2pm to 5pm Bring a picnic – more details to follow</p>
<u>12 May</u>	Devon & Cornwall event	<p>Killerton House Classic Car Day (Club Stand) Cars under 25 years old can only attend if part of a club stand so Howard needs to keep a tally of what cars are taking part. Entry form is on our website – closes 22 April</p>
26 May	Devon & Cornwall event	<p>Moor 2 Sea Run (Exeter MGO) – entry form on our website</p>
26 May*	Devon & Cornwall event	<p>Boconnoc Show Form available on our website</p>
31 May to 3 June	TVMGOC weekend away Friday 31 <sup>st</sup> May - Travel	<p>Southampton &amp; New Forest MGO New Forest Run Saturday 1<sup>st</sup> June - club run with a skittles competition in the ev. 2<sup>nd</sup> June - New Forest Run 3<sup>rd</sup> June - return home</p> <p>The entry form is on our website and 12 places are reserved for the Sunday NF run and 12 rooms in the hotel. More can be added. See the December newsletter for full booking details. Please book soon and inform Event Sec. of your interest</p>
2 June*	Devon & Cornwall event	<p>Saltram Rotary Show – enter online - link on our website</p>
14 July*	Devon & Cornwall event	<p>Wadebridge Wheels – enter online - link on our website</p>
25 Aug*	Devon & Cornwall event	<p>Aveton Gifford Show – enter online - link on our website</p>
14 June 2 July 16 Aug 15 Sept 20 Oct 17 Nov		<p>FRIDAY SUPPER RUNS &amp; SEPTEMBER SUNDAY LUNCH RUN organised by Peter &amp; Jan - details TBA organised by John I. - details TBA organised by Vanessa - details TBA Sunday lunch run organised by Howard &amp; Jan - details TBA Club Tulip Trophy run organised by Keat &amp; Peter - details TBA Friday supper organised by John &amp; B - details TBA</p>



### **Going abroad in your MOT exempt car? Think again.**

I'll nail my colours to the mast. I think not having the safety of your car MOT tested by an independent expert on at least an annual basis is crackers. Irrespective of how infrequently a car might be used, there are many items that can perish, rot or degrade in a variety of ways that the average classic car owner will not be aware of. Consequently, it is highly likely, if not certain, that unchecked potentially dangerous vehicles are out and about on our roads. However, in its wisdom, last May the DoT ignored the advice of motoring organisations and made 40 year old cars MOT exempt, although sensible owners can still get their cars tested voluntarily.

Now though, the FBHVC is advising that whatever the final outcome of Brexit, owners of MOT exempt vehicles should get their cars tested as the exemption may not be recognised by other EU states. FBHVC communications director, Geoff Lancaster, said, "It's about what documents will be recognised. The MOT is a national standard. Frankly if some of our regional police forces aren't aware of MOT exemptions, what chance do you have of a foreign authority figure being better briefed?" Quite.

### **Police stopping cars with no MOT**

Some Police officers are finding it hard to believe that classic cars over 40 years old can be MOT exempt. If you decide not to MOT your classic there is a letter the Federation of British Historic Vehicle Clubs have provided, after it emerged that cars older than 40 years are being stopped by the Police for not having a valid MOT certificate. It seems this is because official records on these cars are not making the exemption clear. The FBHVC is suggesting owners might like to carry a copy of a letter from the Department of Transport. This has been emailed to all members. Ask Howard if you need another.

### **MG Live! is cancelled until further notice**

Members have already been emailed with the news that the Silverstone track needs to be resurfaced to improve water drainage and so they have cancelled this year's MG Live! on 15 & 16 June.

This has caused massive problems for visitors, many from abroad, who have already bought tickets in record numbers and booked hotels. Complaints from them, from traders and car clubs have been flooding in, reflecting that after almost 70 years of holding meetings at Silverstone the MG world and MGCC have been treated very shoddily.

An alternative date/venue is being urgently sought. If you were planning to go, keep an eye on the MGCC website for news.

### **Use it, don't lose it**

In last month's newsletter the piece about car security included this suggestion, "Remove the distributor rotor arm (taking care not to lose it!)". This prompted Tom E. to share his experience of doing exactly that:

*"Many years ago, I joined a P&O liner as the Radio Officer for a short cruise, and parked my car in the dockyard compound in Southampton docks for the duration. I took the rotor arm with me as usual. On board, I put the arm in the ashtray in my cabin, clearly in sight so I wouldn't leave it behind. The bloody steward proceeded to empty the ashtray and the arm went overboard with all the other rubbish, somewhere in the English Channel or the Bay of Biscay. They say that the worst things happen at sea.*

*The ship docked back at Southampton on a Sunday afternoon, and I had to be back at work at Landsend Radio on Monday morning. I had to call the RAC to get them to bring a rotor arm. Lesson learned! Cheers, Tom."*

## Buying British

Until this month, if you wanted to buy a new truly British car, defined as one where the company is wholly British owned with manufacture in the UK, you had the choice of three; Caterham, McLaren or the evergreen Morgan. Now that choice is down to two.

After 110 years of family ownership, Morgan has sold a majority share to Italian venture capitalists for an undisclosed sum. Morgan's marketing manager, Toby Blyth, says the company will be staying in Malvern and that, "Morgan is a passion project for the Italians."

Now forgive me for a spot of editorialising here, but doesn't that suggest that Morgan wasn't also a British passion project? Surely Morgan would have died a death many years ago if it wasn't for the devotion, enthusiasm and passion of British motorists for hand built sports cars.

## Prince Charles and Camilla fly the Flag in Cuba and enjoy some immaculate MGs.

The Prince of Wales and Duchess of Cornwall have been touring around Havana in a beautiful restored 66-year-old MG TD - a rare sight on an island where many still drive old American Cadillacs, Chevrolets and Dodges. The TD used to belong to the British Ambassador to Cuba and was discovered in a barn years later by a local restaurant owner.

Price Charles drove it through Havana's John Lennon Park to the sounds of the Beatles ringing out of the nearby Yellow Submarine bar. Charles told onlookers, "The one I was driving is the most beautiful car. It has an incredibly powerful accelerator. It is incredibly close to the brake so you have to be careful you don't press the wrong one."

Turning to look at the range of cars on show, Camilla laughed and said: "I remember most of these cars. Shows how old I am!" As Charles became absorbed in the vehicles on display, his wife joked: "He's never going to leave, he loves his cars. He's really rather in his element."



### If you've got it, flaunt it!

As a member of various classic car Facebook groups, I sometimes chat online to other owners within the global MG and classic car community and see lots of photos of wonderful cars. Facebook has rightly received a lot of flak of late but, probably because I am careful what information about myself I reveal, I have never had any problems with unsolicited posts. I find interacting with people who have similar interests very rewarding and enriching (though there are a few idiots, but that's also true of everyday life!). My interest is mainly in MGAs but if anyone else finds stories about other MG models that are worth sharing do let me know.

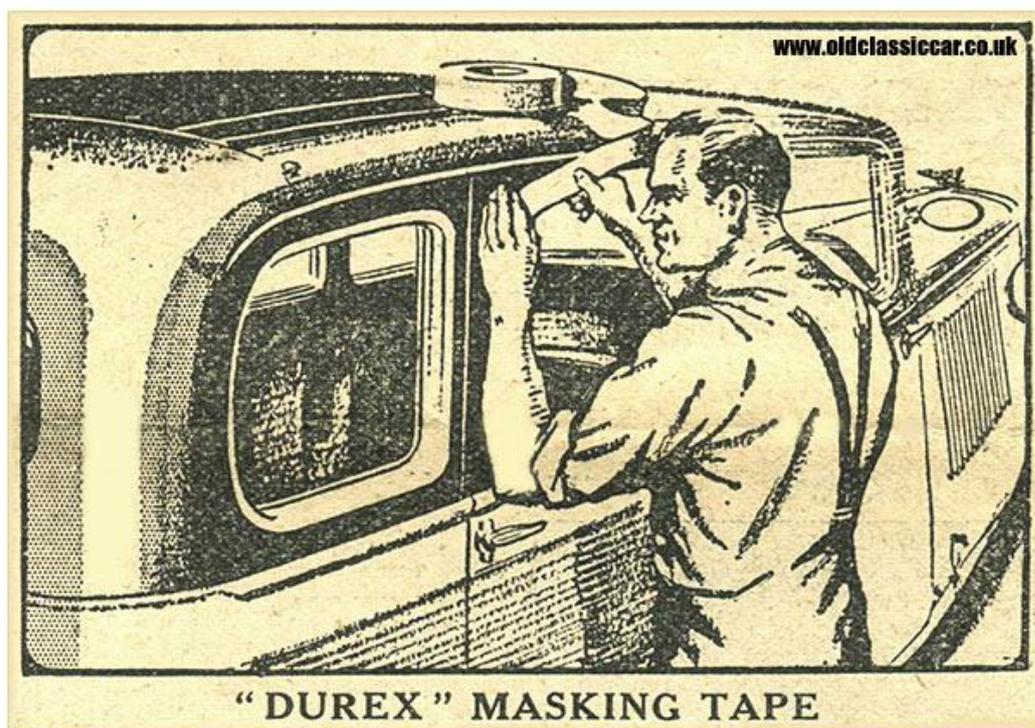
Here's a fine example of an interesting post from the *MGA Appreciation Group* I thought I'd like to share as it's a stunner. Harry Buberniak, a successful (ching!) chiropractor from Ottawa Lake, Michigan, rebuilt this 1960 MGA 1600 which had been in a barn for over 25 years. All he says about it is that he did a rolling restoration on all systems and popped in a Twin-Cam engine and a MKII grill. Some may feel it is not very original and certainly the wheels are a bit modern for my taste, but the whole package does look nice. And then...



...a few days later Harry posted some more pictures showing his amazing, massive Scalextric set featuring a range of classic British sports cars. And there taking the lead from the Triumph TR4? and Jag. E-Type is a model MGA that clearly was the inspiration for his actual car restoration. So lucky Harry has got an impressive Scalextric set in his den and an impressive car in his garage. Respect!

*Howard*

## Pass me the Durex dear.



### Durex masking tape

Although products of this name are known today for other purposes, in the 1930s Durex was a brand of masking tape. Anyone planning to tickle up their scruffy MG's paintwork in the pre-war years would think nothing of popping down to their local motor store and asking for Durex. Listed among the product's attributes was the following: "Very strong and yet so flexible that it will take up the shape of any moulding or angle. Supplied in rolls 36 yards long x 1 inch wide."

*PS: In reading this, notice a lack of smutty innuendos. You can think of those for yourselves!*

### Grand Prix Pride

As well as the above two stories, also on Facebook were these photos of a fleet of MGAs chosen as transport for the Australian Grand Prix Drivers' Parade. Now there's a lifetime of bragging rights for their proud owners: "Well cobber, you'll never guess who I had in my A last week...only Lewis blooming Hamilton!"





# Sunday Lunch Run

to The Moorland Hotel, Wotter  
Organised by Alan and Alison



The group met as pre-arranged at Knightstone Tea Rooms, the site of the RAF station "Harrowbeer" between 1941 and 1945. The weather forecast for the day was mixed but a quantum leap better than it had been over the preceding few days. We received the suggested route to our Luncheon venue from our organiser for the day and departed as rain started to fall.



The route was arranged to take a leisurely passage through parts of "Tamar Valley ANOB" (*surely AONB, but way too funny to correct: ed.*) and the South Western corner of "Dartmoor National Park". The run was well supported with 19 cars taking part and some members joining us at the final destination.

*We had three splendid 'new' cars joining the run. One has a big fat shiny boy-racer exhaust with sound to match (clue - it's not red or grey!)*



Jim & Margaret's ZR 160



James & Dan's MGB GT



Nigel & Libby's MGB GB LE



Crossing Denham Bridge

Thankfully the rain soon passed and the sun made an appearance, brightening our day as we made our way through woodland and winding roads with the occasional magnolia tree in bloom, before crossing the River Tavy and up the 1 in 5 hill then turning right at "Tavistock Cross" and heading north on the pleasantly undulating road with "patchwork quilt" fields to our right in the foreground and Dartmoor moorland in the distance.

On reaching Tavistock and passing the statue of Sir Francis Drake we took a turn at the conveniently placed "way point" of the "Market Inn" before heading past Tavistock golf course and onto the open moorland where one of our number felt compelled to offer aid to a sheep entangled in brambles.

Our route then took us through Horrabridge and after negotiating the narrow bridge crossing the River Walkham we made a turn at the next strategic landmark -the "London Inn". The route took us back into open country with good views to our left before passing through Walkhampton and Dousland then turning to cross the dam at the head of Burrator Reservoir.



At this point the road narrowed again as we passed through the picturesque village of Sheepstor with the prominent St Leonard's Church and the "babbling stream" of Sheepstor Brook where one is reminded of the poem "The Brook" by Alfred Lord Tennyson and the words,

*"I come from haunts of coot and tern;  
I make a sudden sally  
And sparkle out among the fern,  
To bicker down a valley..."*

As we headed back up into moorland there were spectacular views of Burrator Reservoir and Sheepstor away to our right with a line of MGB GTs strung out in the distance where those without power steering started to consider if it might be a worthwhile investment.

We crossed the River Plym at Cadover Bridge taking in the spectacular views to the coast and made our way to the Moorland Hotel where we were met cordially and served a very welcome Sunday Lunch in the presence of new and old friends.



*Horsing around in the car park*



*Horsing around in the car park*

*Richard M*



Received entries	From
<i>Eloo, eloo, eloo. You can't park there sir, even if it is cheaper than NCP.</i>	Howard
<i>I fought Jaguars preferred to live in the jungles of Sarf America, not down an 'ole in Sarf Kensington!</i>	Howard
<i>The case of two Policemen who found a car down a hole and were looking into it.</i>	Jan P.
<i>A drop head coupe.</i>	Ian C. in USA
<i>He really has taken 'Off Road Parking' to heart.</i>	Bill & Sue
<i>When I questioned him yesterday he said they have only just bought this house and understood 'Off Road Parking' was available.</i>	Bill & Sue
<i>Perhaps they ought to apply for planning permission for a garage.</i>	Bill & Sue
<i>Look what it has come to, lack of parking space is driving some folk to take drastic measures.</i>	Bill & Sue
<i>Belgravia Town House for rent - all mod cons including basement parking - Jaguar owners need not apply</i>	Peter S.
<i>Two policemen! Haven't they heard budgets are tight...</i>	Peter S.
<i>Investment in British car manufacturer, Jaguar, on the downward slope...</i>	Peter S.
<i>I'm sure this can't be the entrance to the underground car park.</i>	Margaret C.
<i>That's the trouble wiv them Jags Guv, brakes never were that good.</i>	Murray C.
<i>I understand his planning permission for an underground garage was rejected Sarge.</i>	Mary C.
<i>We believe the car belongs to an undercover agent.</i>	Margaret O.
<i>Yeah they said these jags are front heavy!!</i>	Clive D.
<i>He said he only wanted to dip his headlights.</i>	Kate
<i>This Jaguar driver had a fresh approach to the parking problem in London</i>	Noel
<i>My o my, has the frustration got the better of the PM?!</i>	Keat
<i>He said he thought it was a shortcut to the Underground Parking</i>	Christine E.

This month's winner chosen by John I. is Jan P, who gets to choose next month's winner. Well done!



Sticking with the Police theme for next month, here is a photo from the MGA Owners Club of Holland at the 2019 British Cars & Lifestyle exhibition in Rosmalen. But it needs a caption! Send your entries by email by 24<sup>th</sup> of the month to: [mediatvmgoc@gmail.com](mailto:mediatvmgoc@gmail.com)



## And finally...



We've had something similar to this before but these oldies are new to the newsletter.

**OFFICIAL CONVERSION CHART**

**HOW TO INTERPRET**

\* \* \*

**ANTIQUUE CAR ADS**

IF IT SAYS:	IT REALLY MEANS:
Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more