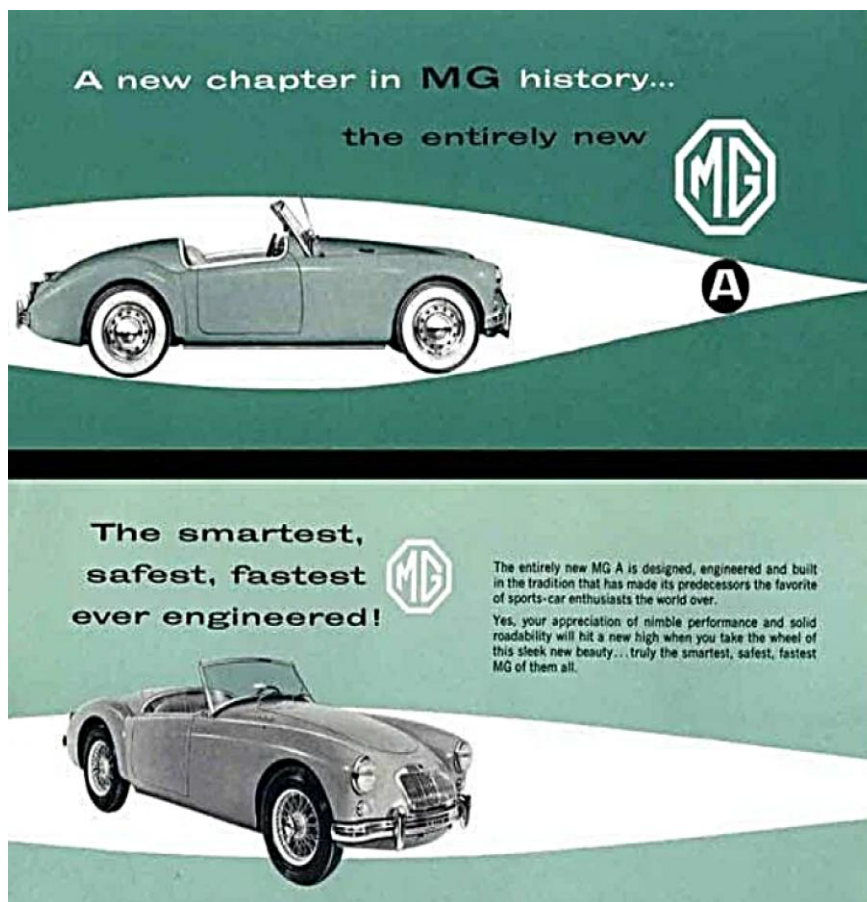


Newsletter September 2025



Have you received your free club rally plaque? No?
That's because you haven't been to a meeting recently!



The MGA was
first introduced
70 years ago on
20 September
1955 and
consequently
all was well in
the MG world!

This Month

Committee reports & upcoming events
August picnic run to Dartmoor Gliding Club
Harrowbeer Vintage Weekend
Fowey Car Show, Parade & Tunnel Drive



Get more smiles to the gallon with TVMGOC



Secretary's Report



Dear Motorneers,

First, on behalf of all of us I'd like to welcome **new members** to our club. We have Steve C.* who drives a silver MGB GT, Paul & Philippa E. with a newly restored green Midget, Chris & Lyn H. with their vermilion (that's orange to you!) Midget, and Phil & Sue R. with a white MGB Roadster. I hope membership will help you get a lot of enjoyment out of your MG and make a bunch of friends too. So everyone, if you see an unfamiliar face at a meeting or lunch run, go over and say hello.

On Sunday (assuming you read this before 7th September) it's our **People & Places Run**. Just for you I will accept extremely late entries on Saturday 6th or Friday as we have one or two goodie bags left over spare. Email or call me urgently. If you don't enter PP8 it will be two years before you can enter the next one!

A word of warning from Fowey

Fowey was better than ever. However, some cars broke down during the parade causing long queues and delays. Whilst there was much praise for the organisers, someone posted on Facebook that the reason some cars had been tampered with. More on this in the report later.

*FYI we don't usually mention family names in our newsletters as they are posted on our website and it's a data protection issue. More about Steve later in the newsletter but suffice for now to say he's already an exemplary club member!

Happy MGing!

Howard

To contact our club secretary,
call +44 7801 055128 or email
clubsecretarytvmgoc@gmail.com



Chairman's Report



Greetings from the far side of the world, where I am trying not to enjoy myself too much. What a month it has been – sun where it mattered and two excellent shows which were very well attended. Their diversity was evidence of the variety on offer in our classic car world. The Second World War themed evocation of 1940s RAF Harrowbeer worked really well – thank you Andy for the preparations and Nigel for the support on the day. I should also thank all of you who helped my Mother in setting up her doomed U3A gazebo - for which the wind was always going to be too strong – I can only hope that it survived its brief take-off and landing...at least it was an airfield. Anyway, the sun brought the crowds and new members, and it was a great day out on both days.

Fowey was, again, a wonderful show. Fitting in with their famous regatta there is a sense of holiday from start to finish. It's not a long show, and the parade was, if a little slow this year, a great highlight with the entire town turning out to wish us well. I will finish by echoing the very warm welcome to our new joiners – the people make this club!

Warmest Regards

Simon



Event Secretary – The show must go on

Greetings to all.

Wow, what a month of shows August has been!

It all began for me on the 3rd with the Grade Ruan car show at Ruan Minor, just south of Helston.

My personal highlight was RAF Harrowbeer show on 16th/17th, where the club members made a great display on both days. The show was a complete success, and I have been asked to run it next year on 22nd/23rd August 2026.

Fowey on 21st was excellent, as always. A report is included in this newsletter.

On 23rd I visited Penryn Fair Day. A small street display but plenty of interest from the public.

24th was the Lizard Car Show, held at the Lizard Argyle football ground. (Who?!) Over 100 cars of all types were on display.

Finally, 25th was Great Trethew show, which was fairly dull on the Monday. Those who went on Saturday or Sunday had a busier day.

I'm now almost "all showed out" and looking forward to our PP8 run on 7th September, praying to the weather gods for sunshine.

Also, 13th/14th Sept is the Lanlivery show which I hope to attend this year.

Andy

| <div> <div>2025</div> <div> Upcoming events – for the most up to date and detailed information see: www.tvmgoc.org.uk OTHER SHOWS YOU MAY WISH TO ENTER AS AN INDIVIDUAL ARE ALSO LISTED ON OUR WEBSITE </div> </div> | | |
|---|--|---------|
| Sept | Club 2 nd Monday meeting at The Hunting Lodge – possible music quiz | 8 |
| | Lanlivery Show https://www.steamheritage.co.uk/steam-rallies-and-events/event/lanlivery-vintage-rally | 13 & 14 |
| Oct | The Exmoor Rut – D&C MGCC. | 5 |
| | Club 2 nd Monday meeting at The Hunting Lodge | 13 |
| | The John Hunt Tulip Trophy Run – organised by Nick Clegg | 26 |
| Nov | Club 2 nd Monday meeting at The Hunting Lodge | 10 |
| Dec | Club Christmas lunch at Yelverton Golf Club (there is no meeting this month) | Fri 12 |



News snippets



Jaguar XK8 up for auction

Anyone who peruses classic car sale and auction adverts will be familiar with the case of a car that someone has lavished ridiculous amounts of money on only to lose most of it when it's later sold. But this Jaguar takes such folly to a whole new level. Iconic auctioneers say:

One man's dream realised, a no expense spared restoration of his cherished XK8, with nearly £140,000 invested to return the car to 'as-new' condition.

Auction Guide price: £10,000 - £20,000 + buyer's premium of 12.5% plus VAT (15% incl. VAT)

Doesn't he scrub up well!

Yes, this is our very own Roger in all his finery looking dapper. The occasion was for the commemoration of Victory over Japan Day (V-J Day) on August 15th in Saltash. Sally and Keith spotted him and snapped these pictures of him riding his 'Harley Davidson/MG' scooter.

We miss you, Roger!



Will it be a new record for a Ferrari 250 GTO?

Nothing has quite captivated rich car collectors' imaginations more than a Ferrari 250 GTO. Back in June some of us visited Pink Floyd drummer Nick Mason's Middlewich House when he displayed some of his car collection. We could only ogle at his red 250 GTO here which was then worth around £34 million! It might be worth even more now, especially after this white one is auctioned and drags up values. It is a 1962 model and is known as the *Bianco Speciale*, the only one delivered in white livery making it the most exclusive and unique version. It also comes with an impeccable race history.

The highest price paid two years ago for a GTO was £42 million but this car could reach £70 million. It will be auctioned early next year so start saving!



DVLA backs classic car industry and driving enthusiasts with updated registration policies

The government say they want to cut the red tape to make owning and maintaining classic cars easier, especially when it comes to registering them.

Like-for-like repairs and restorations no longer need to be reported to the DVLA. Under the new changes, vehicles that have been subject to “significant structural modifications” will be able to keep their original Vehicle Identification Number (VIN) and registration number, but the registered keeper must notify DVLA of the changes.

Vehicles that have been converted to electric will now be able to retain their original identity, but owners will still have to notify the DVLA of the changes.

The changes were driven by lobbying and consultation by the Federation of British Historic Vehicle Clubs (FBHVC) culminating in the Call for Evidence to which Members responded in record numbers. Read all about on their website here: <https://www.fbhvc.co.uk/news/article/dvla-backs-classic-car-industry-and-driving-enthusiasts-with-updated-registration-policies>



August picnic run to Dartmoor Gliding Club

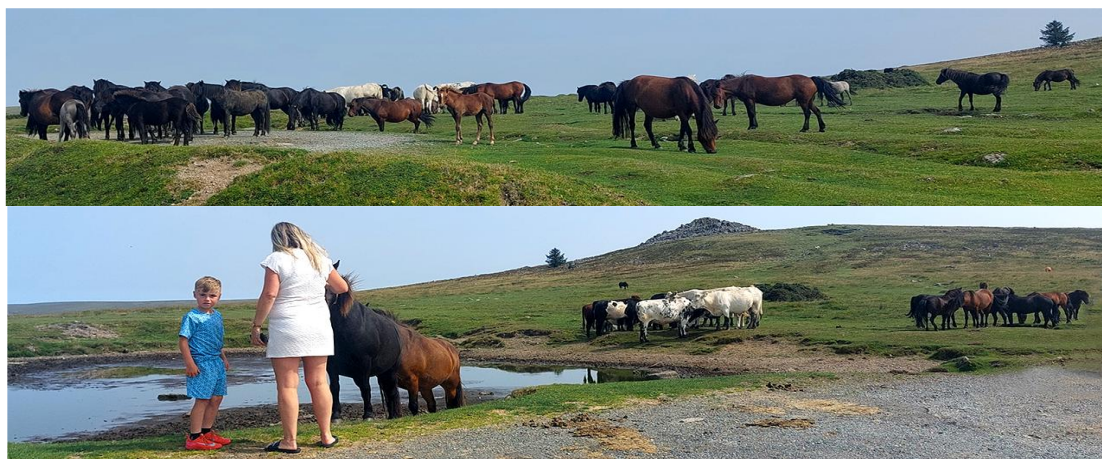
The Met Office forecast for sunshine was correct for a change. As we all met up at the start in Coypool there was confusion as we hadn't got a copy of the simplified route that Noel & Kate had produced, just a previous more complex one that I had hastily printed that morning. As Noel & Kate's written route version was short, we all wrote it out by hand and soon we were away.

I was pleased as the day before Andy at Tamar Valley Motor Centre in Callington had completely rebuilt my twin SU carbs (they hadn't been deep serviced for many a year) and tuned and timed it. The car had started on the button and was running perfectly. My euphoria wasn't to last though.

Our route took us over the moor, and the landscape was looking magnificent. One of the many good things about our club runs is that we get to enjoy these lovely counties of ours in a way and at times that perhaps we wouldn't otherwise.



On the way to Princetown, there is a small shallow pool adjacent to Sharpitor. Ponies and cows drink from it but on this hot day it had been greatly reduced to not much more than a muddy puddle. However, I have never seen so many ponies and cows together here at one time.



From Princetown we swung west towards Tavistock before turning off onto the leafy country lanes that would eventually lead us to the gliding club where Gavin was waiting to welcome us.



For once, it was too hot for Tom to keep his flying jacket on and, more used to downpours, our umbrellas came in useful as sunshades.

As we tucked into our picnic there was a feeling that next year we should time this to have it as lunch rather than mid- afternoon. We must remember that.

Bellies full, it was time to pack up and leave but my newly fettled car wouldn't start! Mechanical brains gathered round with a wide variety of suggestions as to what the fault might be. There was fuel getting through, though with a tiny leak from one of the SU carbs (later fixed with new washers), but no spark. As I leaned over to take off the distributor cap to inspect inside, I discovered that the bottom clip was undone, and the cap was on all wonky. Whether it had been refitted wrongly when it was tuned or if it had come off whilst driving, I can't say, but once the cap was properly secured the car burst into life. The real mystery was how it had got me all the way here without conking.



I also discovered something new about my particular car. Alan had noticed that the coil was really hot, even though the engine hadn't run for a couple of hours. He asked if I'd left the ignition on whilst parked up, but the keys had been in my pocket.

Thinking about this when I got home, on a hunch I did a little experiment and discovered that it is possible to remove the key whilst the ignition switch is still in the 'on' position. I guess that's because the lock is somewhat worn inside. So, perhaps Alan had been right, and the ignition had been on all that time after all. I must be aware of this in the future.

Thanks to Gavin and the gliding club once again.

Howard



RAF Harrowbeer 1940s Weekend



Always a very popular family event to go to, RAF Harrowbeer seemed even busier than last. It is definitely growing in popularity year-on-year! This is the first time that our very own Event Secretary Andy had volunteered to take-over the organising of the entire classic car section of the event, making spaces work much better, with the flow of cars in & out more efficient, and losing any wasteful gaps to ensure more classics could be on view in the main display. The public parking was organised by Yelverton Rotary Club.

The 1940's themed event is held on the site of the old airfield which served to protect Plymouth during the war, with old group photos on display of those who were stationed there!



R.A.F. HARROWBEER - 1942

The Saturday started very windy, and in fact I saw that a few of the exhibitors' more light-weight, 'easy-up' tents that hadn't been secured properly the night before, had either ended-up in a crumpled heap nearby, or had blown across the road. By 10am the majority of the classic cars, including our own Club, had been led into position. There were about 55 in total (including 20 of our own) on the Saturday, and about 70 in total (including 15 of our own) on the Sunday, as our Club day was the Saturday.



*Andy remotely directing the cars.
He should have one with an illuminated
'Follow Me' sign like you sometimes see
leading 'planes at airports.*

As the event is held on Dartmoor (common land) it is free to attend, but typically costs £4,000 to put on, and so relies on public donations to fund. Collection boxes were placed throughout the site, with donations going to the 'RAF Harrowbeer Event Planning Group.'

Men & women re-enactors walking around in WW2 RAF and military uniforms, 'Beverley Girls' type singers on stage in one of the large tents, Glen Miller songs being played over the site tannoy, military vehicles, tents & arsenals bordering our display of classic cars, along with army surplus, craft & food tents meant there was something for everyone, with canteen refreshments not far away. There was even a traction engine with trailer & a red open-top double-decker bus to transport people from one end of the site to the other.



Andy had arranged that all our club's MG's were in a single row impressively facing forwards onto the walkway so that our 'feather flags' would have maximum effect. Other Clubs were advised to arrive together so they could be placed next to each other where possible.



Occasionally the chatter of happy people was disturbed by a scheduled start-up of a static Rolls Royce Merlin aero-engine from a Spitfire within a sectioned-off courtyard, attracting quite a crowd each time! In fact, I couldn't resist saying to one re-enactor, dressed in full (Dad's Army uniform carrying a rifle), 'Don't tell 'em yer name Pike,' triggering a wry smile!



Boys & their toys and they did entertain visitors. But don't they make radio-controlled model MGs?

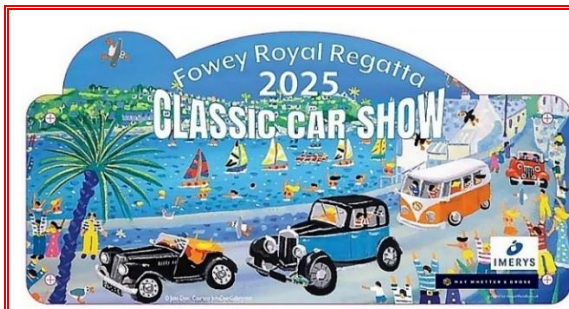
Sunday was the busiest day, and even a fire truck turned up to demonstrate its capabilities to the public.

There were also vintage and veteran Rolls Royces, a very rare Saab (fibreglass bodied) sports car circa 1973, a couple of tractors, a 1959 Austin A55 camper van (with extendable roof), some Rootes Group cars, and a lovely BSA motorbike. The weather was sunny and hot, like the previous day, and the wind was still strong.



The classics on display were varied and great, and there was a very relaxed and enjoyable feeling about just being there! Another firm favourite for our Club's calendar, I think!

Nigel S.



Fowey Classic Car Show, Parade & Tunnel Drive

For many of us perhaps, the event we most look forward to each year is the Fowey Classic Car Show, Parade and Tunnel drive. This year the numbers of vehicles on display was higher than ever and yet again I believe with our 23 cars TVMGOC had the biggest single club display. As the weather was fine, we didn't bother putting up the gazebo and so the organisers asked if they could park a few more single-entry MGs alongside ours, which was fine.



Christine & Tom relaxing. Things would become a bit more tense for them later on!



As usual there was something for everyone to enjoy looking around. Colourful characters livened up the atmosphere. Some vehicles had just two wheels, some three like this Messerschmitt which was being tried for size by ladies dressed as mademoiselles. At the other, four-wheel end of the spectrum, were the gentlemen's tourers such as the Alvis TD 21 which is a personal favourite of mine. (Yes, I know – I'm, no gentleman!).





Fortunately, the Police were out and about keeping an eye on two familiar dodgy-looking boy racers ('boy'? *Ha! Ed.*) who were speeding around the showground. Lock 'em up I say!

The event also featured a range of family entertainment, with hot food, drinks, a bouncy castle, and candy floss available. A few more toilets would have been nice though.

At five o'clock it was time for the parade to begin. This year marshals ensured that cars left in an orderly fashion and the whole TVMGOC contingent was able to parade in convoy, a big improvement on last year when many other cars pushed in between ours. However, almost immediately the parade came to a halt.



The go-slow meant we could enjoy the crowd's attention all the more. I think that the crowds were bigger than ever with hundreds, perhaps thousands, of people waving, cheering, high-5-ing, asking for horn honks and taking photos. The atmosphere was warm and welcoming all the way though this picturesque town.

We all wondered what was causing the delay and discovered that a car had broken down right in the middle of the narrowest part of Fowey and needed a long push before other cars could get past. How embarrassing, but it could have happened to any one of us. Soon it did!

Afterwards, via social media, we learned that some of the cars had been tampered with. Someone had pulled a radiator electric fan fuse on a Ford Escort Cosworth causing it to overheat.

A V12 E-type, I believe it was this one, had two of its HT leads swapped over making it misfire. At least they hadn't taken a pair of wire cutters to it. This was vandalism, pure and simple. The lesson is that it's probably not a good idea to leave your car unattended at a show with the bonnet up because there are some stupid and spiteful people out there.



This is not a problem for me as I don't leave my MGA's bonnet up anyway. That's mainly because any nook or cranny is stuffed with spare oil and coolant and other parts needed on the long trips we do. Mine is not a little-used engine bay polished to admire, it's a place of work!



On the far side of town, we all turned off the main road towards the Pinnock Tunnel that was constructed in 1874 to transport china clay by rail between Fowey and Par. These days it is a single-track road tunnel used by Imerys and they open it especially for the classic car parade. Inside it's drippy wet and a bit mucky but well lit. We were all proceeding nicely when, about halfway through, the procession came to a halt. To our dismay we saw that Tom and Christine's trusty old TF had come to a stop.

Of all the places to break down, one of the last you'd choose would be right in the middle of this narrow tunnel! Their car had lost electrical power. Roy, Steve C. and I rushed over, and it was immediately apparent that the only way to get them out of the tunnel was to push them half a mile or so along. There must have been a couple of hundred cars stuck behind us, so no pressure then! However, every hundred yards we had to keep running back to our own cars to move them further forward as well! At one point Sonia drove their car as Roy pushed. After noticing no cars were coming through the tunnel, one of the Imerys guys in his orange hi-vis jacket came running in and took over.



Outside, after some fiddling the car started. As all looked promising, Jan and I had to go because we had all our family waiting for us, but Steve kindly offered to follow Tom & Christine home.

As Tom's car was running fine on the way back, eventually Steve quite reasonably felt it safe to peel off when they were in reach of home. Unfortunately, the TF conked again soon afterwards. Tom continues the tale below.

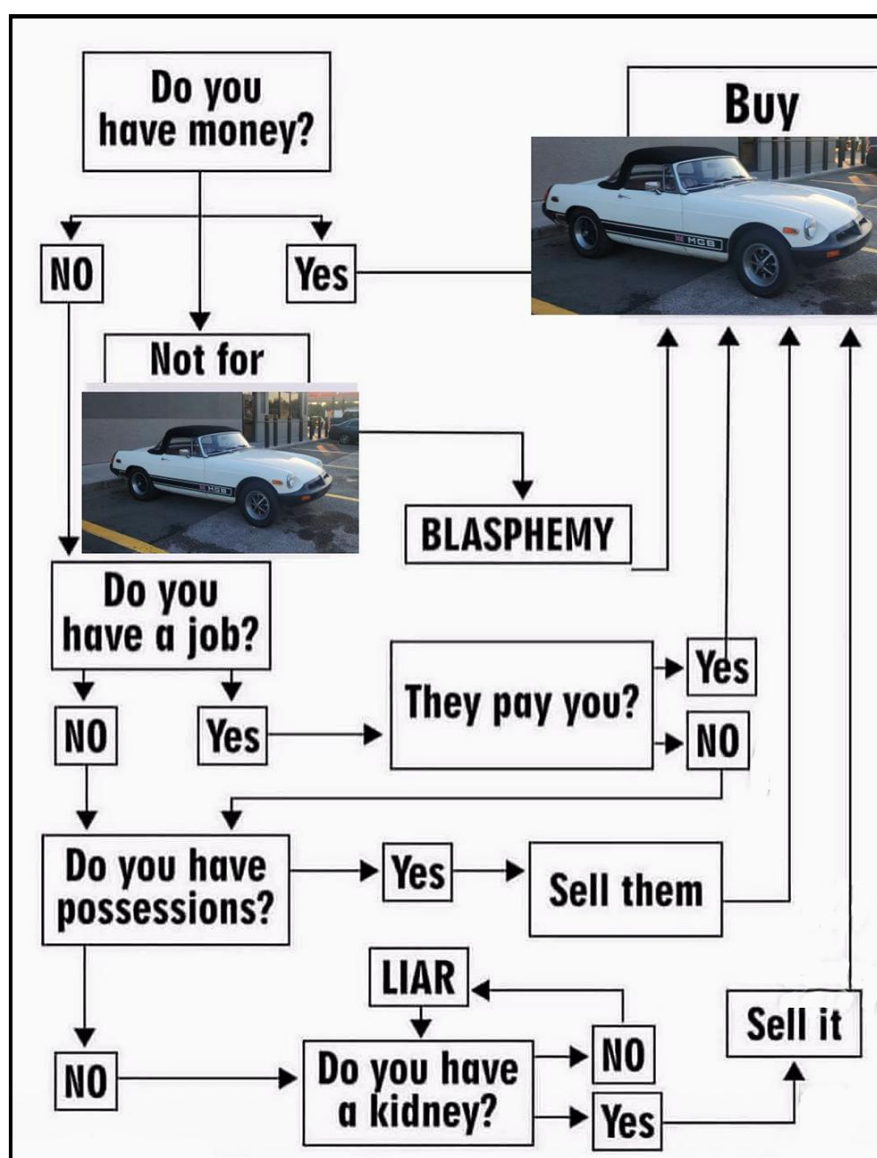
Later, as I'd left a message Tom & Christine's answerphone asking how they were, they called me back asking for Steve's number to thank him. Thanks also from me, Steve – good, selfless help.

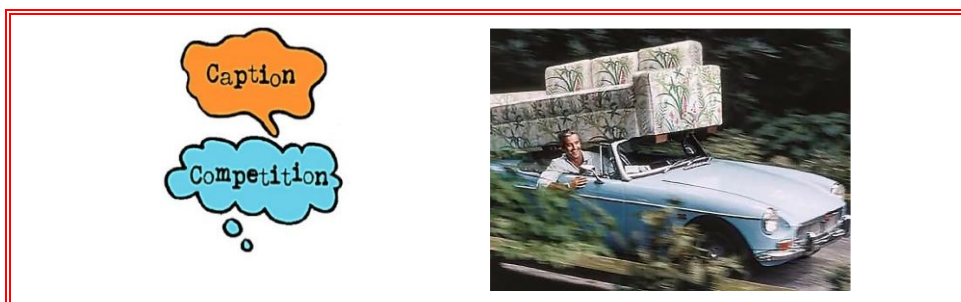
Tom please don't read this bit - Simon in his RV8 and Roy & I in our MGAs had a wonderful 70mph blast home (where legal). I even overtook a rowdy V8 Corvette Stingray. Yeah!

Howard

May I sincerely thank all the members who were making the run through the tunnel on Thursday when my TF broke down. Why it chose that moment and place is a mystery, as it was running well, and had never before suffered in a similar way during the 58 years I've had it. Although it ran well afterwards until we were passing through Liskeard, it then did the same trick and quit right outside Lloyds Bank.

Tom





| Received entries | From |
|---|----------------|
| <i>They said they would furnish me with an MG and sofa, so good!</i> | John I. |
| <i>"Sofar" and so good!</i> | Richard |
| <i>Sofa, so good!</i> | Howard |
| <i>"OMG! SO-FA, SO GOOD!"</i> | Tony |
| <i>This happy B driver, when asked how things were going, replied, "Sofa so good"!</i> | Alan C. |
| <i>Look what I have in case of a breakdown.</i> | Richard |
| <i>Simon didn't appreciate that becoming Chairman was taken literally.</i> | John I. |
| <i>Adapting an IKEA marketing slogan. "Make the smallest car into a home."</i> | Gavin |
| <i>One of their slogans which is directly applicable to MGs "We throw in extra parts just to mess with you".</i> | Gavin |
| <i>When I asked if extra seating could be installed in a MGB I meant behind the seats.</i> | Janis |
| <i>He didn't actually plan to go to the DFS sale, but it was a bargain!</i> | Howard |
| <i>Rick was determined not to give up the pleasures of his MG when he started a family, so converting it to a '5-seater' was the only option!</i> | Nigel S. |
| <i>I need to fit seat belts as the passengers have fallen off.</i> | Howard |
| <i>I don't think this is the usual "soft top" version.</i> | Janis |
| <i>Wish I had a GT instead.</i> | Richard |
| <i>Now I'll have to extend the pedals.</i> | Nick P. |
| <i>Who said I need a roof rack, it'll be fine....</i> | Steve C. |
| <i>Look when I was in India, I saw them carrying stuff like this around on a moped with a wife and 23 kids on board, so this is a doddle!</i> | Howard |
| <i>Couch to 60 in 5 seconds</i> | Maddie |
| <i>Five-seater, that'll "B" nice!</i> | Chris L. |
| <i>One way to add seats for the kids</i> | Maddie |
| <i>Now a family man, he proudly brought home the MGB 5-seater conversion kit!</i> | Tony S. |
| <i>Invitations to tender to improve the MGB's seating capacity provided mixed results</i> | Simon |

**And the winner of last month's competition chosen by Janis deputising for Richard is Tony.
He will choose next month's winner**

Here's Nigel in his pretty polly-ester hi-vis jacket watching the birdie as he has his photo taken.

It needs a caption. Let your entries wing their way in by end of the month and title your email: October Caption Competition

Send to:

clubsecretarytvmgoc@gmail.com

Like the parrots, let's hope you suck seed.

(You just couldn't help yourself, could you! Ed.)





And finally, talking of talking parrots...



A magician was working on a cruise ship in the Caribbean. The audience would be different each week, so the magician did the same tricks over and over again. There was only one problem: the captain's parrot saw the shows each week and began to understand how the magician did every trick. Then he started heckling in the middle of the show: "Look, it's not the same hat" "Look, he is hiding the flowers under the table" "Hey, why are all the cards the Ace of Spades?" The magician was furious but couldn't do anything as it was the captain's parrot. One day the ship had an accident and sank. The magician found himself drifting on a piece of wood in the middle of the ocean with the parrot. They stared at each other with hatred but did not utter a word. This went on day after day. Eventually the parrot said: "OK, I give up. Where's the boat?"

A guy goes into a pet shop and tells the owner that he needs a pet for his mother who lives alone and could really use some company. The pet shop owner says, "I have just what she needs. A parrot that can speak in five languages. She'll have a lot of fun with that bird." The guy says he'll take the parrot for his Mum. A few days pass and the man calls his mother. "Well Mum, how did you like that bird I sent?" She says, "Oh son, he was delicious!" Aghast, the guy says, "You ate that bird? Why? He could speak five languages!" Mum says, "Well, he should've said something."

(Look, that's enough with the parrot stuff. Get back to cars! Ed.)

**I don't know the blue car's
driver but I know what he's
thinking**



My wife forgot to leave me the
car seat when I had to take our
son to the babysitter's. She
called to ask how I'd get him
there so I sent her this picture.



**Wife crashed the car again
today. She told the police
the man she collided with
was on his mobile phone
and drinking a can of
beer! Police said he can do
what he likes in his own
living room!**

