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VOLUME SIX



MGMOTOR.CO.IN

# WELCOME TO ANOTHER EDITION of SAFETY FAST! INDIA MAGAZINE

## Thank You!

Hello! It gives us immense pleasure to present to you the sixth edition of SafetyFast! India.

Every new year is a time for reflection – of what we have accomplished, what our new goals will be and for what we are grateful. At MG, we are proud of the way we have navigated through 2020, busy with big plans for 2021 and thankful for the support of our entire MG community.

2020 has been challenging and undoubtedly one of the most trying in our lifetimes. But your love and trust has overwhelmed us and definitely pumped up our motivation level for the New Year. We feel the inevitable excitement for new beginnings and are all geared up to renew our commitment to disrupt the Indian automobile industry in 2021.

But at this moment, we want to introduce you to yet another edition of MG's iconic magazine. Despite the pandemic, if we have been able to bring this magazine to you month on month, the credit for this goes to our very dedicated and hardworking editorial team. This issue, again, is a perfect fusion of our glorious past and our evolving present that is eager to take a confident stride towards the future. You will find some wonderful stories about MG's history which you may or not have even been aware of. We hope you will enjoy reading that.

**On behalf of the entire MG team, we wish you and your family a safe, healthy and Happy New Year!**



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# THE YEAR UNLIKE ANY OTHER





The year gone by has been incredibly difficult and it is the year that no one will ever want to revisit. But in the midst of the worst pandemic the world has ever seen, there was resilience, there was courage, there was gratitude, there was kindness—there were people faced with the very worst

rising up to be their very best. Few will recall the year just ending with anything close to fondness. But at MG, we would surely like to recall it with no small measure of pride.

***It is the year when we reinforced our commitment towards disruption and differentiation despite the pandemic,***

***augmented our community support initiatives and found newer and safer ways to connect with our MG community.***

We launched three SUVs for the Indian market, giving the auto enthusiasts choices like never before and setting the motoring world abuzz.







We launched #OneYearTogether with our partners, our employees and our vendors to mark the virtual celebrations. But that was not all! We welcomed a new member to the MG family - the 6 - seater MG Hector Plus - the sibling of the community favourite MG Hector.

MG ZS EV, India's First Pure Electric Internet SUV is our first step towards cleaner and smarter mobility, designed for those who want the advantage of a zero-emission car, without compromising on style, safety, comforts, luxury, and strengths of a SUV. With a low running cost, a 340 km range, and a 44.5 kWh battery, the largest in Passenger Vehicle Segment, ZS EV has busted myths associated with electric vehicles. On top of that our commitment to expand the electric charging infrastructure in the country has empowered us to forge new partnerships with global companies like Tata power, Delta, Fortum, eChargebays and many more to setup charging

stations at every nook and corner. ***With the year this has been, our respect for nature and its resources has increased manifold and reinstated our belief in the philosophy to #ChangeWhatYouCan for a better tomorrow.***

In July, we completed one year of MG Hector on the Indian roads and the encouragement of our first anniversary was felt by all our teams. We launched #OneYearTogether with our partners, our employees and our vendors to mark the virtual celebrations. But that was not all! We welcomed a new member to the MG family – the 6-seater MG Hector Plus – the sibling of the

community favourite MG Hector. Loaded with elegant exteriors, luxurious interiors and a host of exciting smart features, The Hector Plus focused on fulfilling the need of more personal space for our customers.

Our enthusiasm not dimmed by the lockdown, we introduced another first to the Indian market. Designed at the intersection of Auto-Tech and Innovation, the MG Gloster; India's First Autonomous Level I Premium SUV. With Next Gen Technology and first -of-its-kind features, this full-size SUV has been received positively by the MG family and adds to the MG stable. Its level-I autonomous features, towering road presence, space, 4x4 capability has captured the hearts of the SUV enthusiasts, techies, and car critics alike. The Gloster with first-of-its kind features came with a first-of-its-kind service plan. The MG MY Shield. A personalised, flexible and industry-first ownership assurance program that is built and customized around customers. A flexible assurance program that gives the customers over 200 possible combinations to choose from.







“ We partnered with Vadodara based MAX ventilators to augment ventilator production in the country. We helped them with suppliers, technical knowledge to increase production capacity by three times. ”



While most of this year has been spent with a sense of helplessness but the greatest learning **for us at MG this year has been the strength of our people and communities in maintaining a sense of togetherness and for rising to help at the time of need.** With single minded focus of serving our country in the times of crisis, we launched MG SEWA, our community service initiative to contribute to the society in whatever manner we could.

Here are some initiatives in response to the pandemic that we are extremely proud of and did offer hope and support to many.

- We partnered with Vadodara based MAX ventilators to augment ventilator production in the country. We helped them with suppliers, technical knowledge to increase production capacity by three times.
- We provided active on-ground support by sanitising 4000+ police cars, providing 100 + Hector ambulances to frontline workers.
- We donated INR 2 Cr to ensure medical aid and partnered with NGOs in distributing food packets and sanitisation kits around

Gurgaon and Vadodara.

We provided employment to 21 under privileged women by employing them to make 7000 masks.

- We created a unique learning opportunity for 200+ Indian youth under MG Nurture to work with MG on ventures when most companies had deferred offers and brought back women with gap years to corporate workforce with Drive Her Back.

In order to ensure health and well being of our customers, staff and consumers, we launched MG Shield +, the sanitization and safety roll out which included sanitization at every point of contact, introduction of Medklinn kits, industry first voice guided car demo, MGVPPhy and many more such steps.

Thinking of our customers and their families in lockdown, we introduced Parents First, a unique initiative under which we provided free car sanitization at home to all the parents of our customers irrespective of their car models.





“

While 2020 has been a year that has changed us all but we'll still close this year with a toast- Here's to the entire MG community!

”

While 2020 will forever be marred by the pandemic but we at MG also tried to make this year a little less lonely, less boring and a bit more meaningful.

We extended the world of MG to you via 'SafetyFast! India', a magazine that has been around for 60 years, and has been sought by MG family and motor enthusiasts the world over. It has excited and captured every little nudge, poke, push and leap MG has taken towards innovating the world of auto-tech. We brought this magazine to India as it is an iconic part of the MG as a brand. And the love that poured in made this bleak year a little warmer for us.

To honour the solidarity we saw among our community during the pandemic, we created our solidarity song that put our community at its centre. Featuring our employees, dealer partners, customers, it showcased the Spirit of MG.

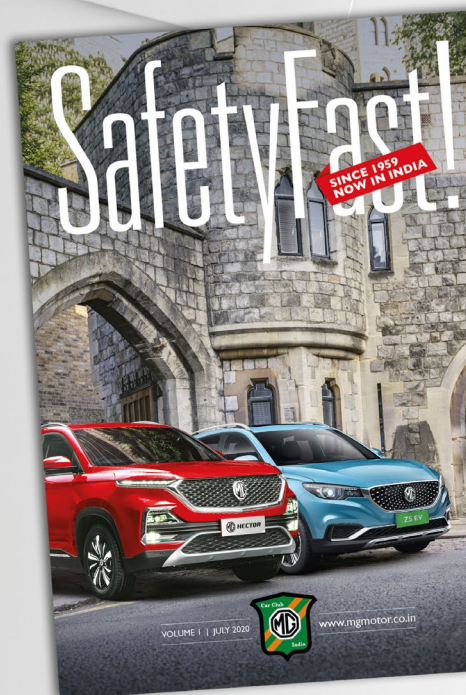
While 2020 has been a year that has changed us all but we'll still close this year with a toast- Here's to the entire MG community!

## 2020

JULY

The iconic **Safety Fast!** magazine was launched in India.

Have you read it yet?



# Raftaar wahi hogi

A Song of Solidarity by MG Motor India

Lyrics: Dr. Rahat Indori

Music Composition: Faridkot

**SONGDEW**

# SHERMAN DECKER

By Edward Vandyk

When I became aware that one of Sherman Decker's Twin Cams had recently been restored in the UK I thought this was something that would be of interest to the MG community and, with the help of the owner, I set about writing an article both about Sherman Decker and his MGAs.







Keene Hill climb MGA 1500



Watkins Glen 15 September 1956, Red 1500 – 1st Collier Cup

Whilst Sherman Decker's name will forever be associated in MG circles with his historic night time session in a 'works' MGA Twin Cam (Race Number 30) in the deluge that beset the Sebring 12 Hour Race in 1959, I very soon became aware how little information about both Sherman, and the MGAs he competed in, was actually easily accessible.

Sherman Decker was born December 13 1929 in Oneonta, New York and died in a tragic car accident in October 1987 at the age of 57 in Delaware County, New York. Married on August 5, 1951 to Joan, who is still very much with us, they had one son, Greg, who has also sadly passed away. As his close friend Dave Nicholas said, it was ironic that such a talented driver should have passed away in a car accident.

Sherman found work with Gordon Morris in his dealership just north of

Oneonta, New York, which takes us conveniently first to 1955 where Sherman competed in an MG TF 1500 in a couple of races, (finishing 9th and 20th) and then on to 1956 and the start of 27-year-old Sherman's eight season history racing MGAs which continued until the 1963 season.

But first a personal anecdote from Dave Nicholas. At the 1965 Watkins Glen USRRC weekend, Dave had entered his MGA in the preliminary races. He had also just

bought a very cool Simpson Indianapolis racing suit, white with yellow stripes on the arms and legs. The weekend was also a NASCAR stock car weekend. A well-known NASCAR driver was Tiny Lund who won the Daytona 500 in 1963. He was named Tiny because he was huge. Tiny was also known for fighting. When he saw Dave in the scrutineering line he immediately started picking on him for my "fairy lookin' suit". Dave knew who he was



Watkins Glen 23 September 1961 White 1500 – 1st



and what he was famous for and was pretty sure he wanted a fight. Out of nowhere, Sherman Decker showed up, put his hand on Dave's shoulder, stared Tiny in the face, complete with cigarette hanging out of Sherman's lips, and said: "Let's go Nicholas". Lund just turned around and walked away. As Dave says: "Nobody would challenge Sherman".

Dave Nicholas recalls that Sherman would help anyone, a friend or competitor, and also that Sherman often had a cigarette and a beer close by.

### **Sherman Decker's MGAs**

Sherman Decker raced at least seven different MGAs in that eight-season period, starting with the only variant available in 1956, the 'Original MGA', colloquially known as an MGA 1500, which, for purists, I am referring to as simply an 'MGA' in the table setting out Sherman Deckers's MGA races. This is believed to be complete.

From pushrod cars Sherman Decker moved on to the MGA Twin Cam, driving the Hambro 'works' entry in 1959, and subsequently owning and competing in two Twin Cams, firstly a red car followed by the second, a black car, acquired in the summer of 1960 and sold a year later, which has been the subject of the recent restoration. After the Twin Cams Sherman competed in an MGA 1500 again and finally in an MGA 1600 MkII De Luxe.



*Watkins Glen 21 September 1957, black 1500 – 4th Collier Cup*



*Marlboro 16 April 1961 Black Twin Cam*



*Reading 21 October 1962 MGA 1600 MkII De Luxe*



*Watkins Glen 25 June 1960 Black Twin Cam – 1st Watkins Glen Classic*

## Sebring 12 Hour Event, 1959

This event remains probably the context in which Sherman Decker's name is most recognised by MG aficionados worldwide. The MG entry was for three MGA Twin Cams, a high-performance model, and four cars were sent to Sebring, one being for practice. All the MG top brass were there, including John Thornley, Geoffrey Healey and Marcus Chambers. Duggie Watts was the mechanic. The drivers were all drawn from North America in order to attract the best publicity possible for these cars. A credible showing was essential.

## The Collier Cup Rivalry

In 1958 Dave Nicholas, a close friend of Sherman Decker's who indeed was his mentor, together with three other teenagers, Joe Tierno, Steve Vail and Dave Zych, founded the Binghampton Automobile Racing Club (BARC), initially to photograph the East Coast SCCA races and later, in Dave's case, to go racing. The



Watkins Glen 25 June 1960 Black Twin Cam – 1st Watkins Glen Classic

Collier Cup Race was established in 1954 to commemorate a local racer of the time, Sam Collier. Sherman Decker was simply overwhelmed with his amazing car control, starting in his wire-wheeled 1500 and finishing in a 1600 Mk II with a couple of Twin Cams in between. Bob Bucher was equally fast but a polar opposite in style; smooth, calm and efficient to Decker's mercurial manner. In

1956, Sherman Decker won the Collier race in his MGA.

Today The North American MGA Register (NAMGAR) honours the memory of these two racers, competitors and friends, by awarding the Bucher/Decker Memorial Trophy annually to the highest-placed MGA in the annual Collier Cup race. Nowadays the Collier Cup is not necessarily awarded to the race winner but to the driver voted for by his fellows as best demonstrating the "Spirit of MG Vintage Racing". This includes racing skill but also car preparation, all in the MG spirit.

## Sherman Decker wins at Lime Rock in 1960

The fast setup before racing tyres was a set of Michelin X radials. Still quite new in the US, radials had very different handling characteristics. They would stick much better than the Dunlops but when they let go, you had best



Watkins Glen 23 August 1959 Red Twin Cam – 1st Collier Cup



grab a handful of opposite lock or find yourself well off the pavement. Decker was the master of staying in control when the Michelins broke – Bucher was the master of taking the radials to their very limit but rarely going over the line.

In those early days of SCCA racing, modifications to the engine, suspension and brakes were forbidden. What Decker found was that a slight milling of the MGA cast iron head increased compression and power. How did he get away with it? Simple. The competitor blew a head gasket and he was forced to do it because the head was warped. Somehow the blank pull switch on the dash mysteriously had a wire connected to the generator that cut it from charging and added just about 1 hp when you needed it. Heavy oil in the lever dampers, front and rear bumpers off, the tonneau cover taped for aerodynamics and even taking the passenger seat cushion out were all parts of the equation.

When roll over bars became mandatory, Sherman Decker had a friend in upstate New York who made a pattern to create a custom bar to fit the MGA. A simple hoop behind the driver that had one rear-facing brace and the whole thing bolted to the frame with U bolts. The speed secret was that Ray Henley made them from 1.5" electrical conduit not 1.5" .080 wall thickness steel tubing. They used dull drill bits to make the inspection hole that scrutineering looked at to prove wall thickness. The dull drill created a nice burr inside the tubing that looked and measured over .080 while the actual wall thickness was considerably less. Why would they



*Watkins Glen 25 June 1960 Black Twin Cam – 1st Watkins Glen Classic*

use something that clearly would not stand up in a violent roll over? Weight. Their bar weighed about seven pounds while the others were about twenty. Plus they all knew none of them would ever be so incompetent as to lose control and roll over.

As years passed, they could use optional cams, lifters and pushrods; high compression pistons, lightened flywheels, balanced and lightened crank and rods. The old cast iron B-Series motor was getting up to 100 hp by the mid to late 60s. The twin cam brought four wheel disc brakes, the Sebring cars brought



*Sebring 21 March 1959 Ash Green Twin Cam – 12 hour race 46th overall, 4th in class*



the close ratio gearboxes and oil coolers and the Magnette gave us the 4.55:1 differential. Every bit of that was necessary if you wanted to win. The Carreras were gone, but the 2.2 litre Triumph TR3s with overdrive could not be caught on long tracks, but the MGA always handled so well that given a tighter course like Lime Rock, Marlboro or Reading it could win. Way back in 1958 Decker did the unthinkable feat of beating all but two of six four cam Carreras at Lime Rock with a brilliant third overall in his 1500, drum brake wire-wheeled MGA.

### **Sherman Decker's Black Twin Can YD3/2319**

Alan Kyson, an MG Club member and MGA racer for over 20 years, has actually owned YD3/2319 twice! Initially in 2009, when he was unaware that it was one of Sherman Decker's race cars, Alan bought the car from Bob West and rebuilt it as a race car for his

own use. This involved fitting a roll bar and all the other modifications to comply with race regulations. The full build also included fitting a Twin Cam belt-driven engine, a close ratio four-speed gearbox and limited slip differential. Intentions change so in 2011, having finished but not raced the car, he sold it back to Bob West, the well-known MGA expert and restorer who rebuilt the body and chassis to his own high standards.

The engine was built in-house with Mass Racing doing the final set ups and dyno tests showing 169 bhp and 138 ft/lb of torque at 6,400 revs. The car now, having been restored to an exceptionally high standard at considerable expense, can be used as either an amazing road-going car or, with some modifications, as a competition car.

Here's the parting words from Sherman Decker himself. When asked in the 1970s why he now refuses to go to motor races

since he quit racing himself he responded: ***"It's in my blood and I'm afraid I'd want to go back into racing." Recalling his days "travelling the circuit," he went on: "Racing is like a high. I don't know of any thrill like it. I've thought of doing other things, like skydiving, but I doubt they could offer the thrills of racing."***

Sherman Decker signed off with ***"It took me two years to get racing out of my blood, and I still think of it. The thrills, the ego-boost when hearing the crowd and the experience of living high each day because you never knew what tomorrow would bring, all kind of remains in your system."***

To conclude, Sherman Decker was one of the greatest in period MGA racers who has not always got the recognition he deserved.



Photographs of Sherman Decker courtesy of the BARCboys Collection



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# THE B THAT FELL TO EARTH

By Burton Hall

In 1973, a couple of MGBs took an 8,000-foot plunge for television. One survived.



Achingly slow, a twin-engine De Havilland Caribou cargo plane lumbered to 8,000 feet above a dry lakebed near Edwards Air Force Base in the high desert north of Los Angeles. In the Caribou's vibrating belly, draped in shroud lines, a brand-new 1973 MGB shook as if foreseeing its fate. A helmeted driver stood close by, poised to push the MG out into space and leap after it.

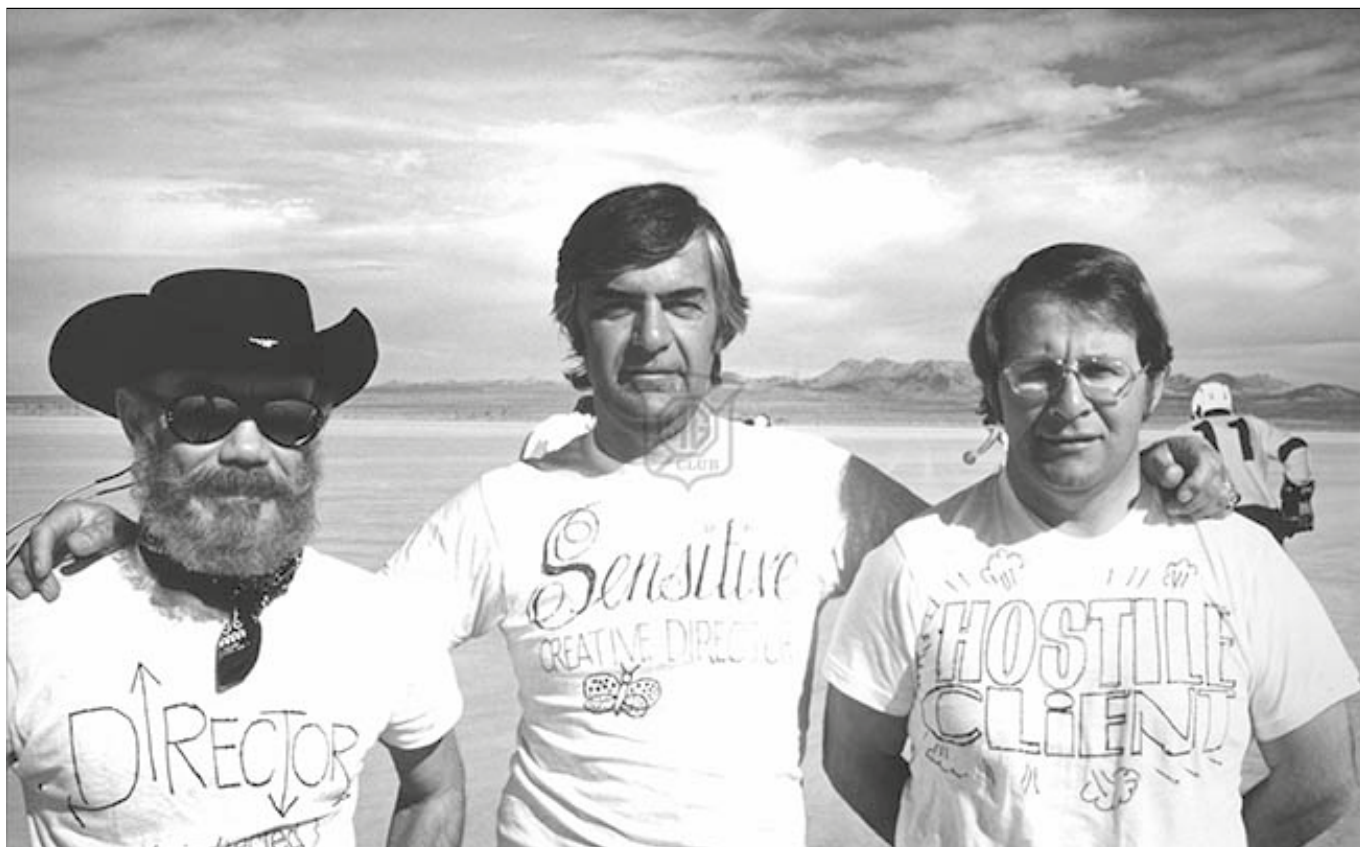
"Do it!" crackled a voice over the walkie-talkie. Below, on the dusty desert floor, the creative

team of British Leyland Motor's US advertising department craned their necks skyward like hungry hatchlings in a nest. Relegated to powerless bystanders afflicted with squinting eyes and clenched sphincters, they watched the drogue chute blossom from the open cargo bay. Once fully unfurled, it pulled the 1973 MGB out into space. This time it would work. It had to work. Oh, God, they prayed, please make it work.

Months earlier, the so-called Parachute television ad, as it would

come to be known, seemed so right. Bob Burden, then British Leyland's advertising manager for MG and Jaguar, needed a "bust out" advertisement for MG, which by 1972 was facing increasingly tougher competition, especially from the Japanese. Dropping a car and a driver separately from a plane, and having them land together on the desert floor and drive off, was the sort of wacko high-concept frolic that could penetrate the fog of what in the 1960s had come to be known as the "vast wasteland" of television.





A robust ad man comfortable with his role in the rough-and-tumble era of mid-century advertising, Burden loved the car business. In addition to possessing an astute feel for the marketplace, he had a great sense of humour and a resonant and ready laugh. After spending four years with the agency that represented Standard Triumph, Burden came to the British Motor Corporation, or BMC, in 1964 as European imports were breaking into the North American market.

Mayhew explained there would be three competitor cars: a Datsun 240Z, a Fiat 124, and a Porsche 914 driving across the desert leaving plumes of dust in their wake. The MGB would land in front of them. A parachutist, who had jumped from the same plane, would land by the MGB, hop in, and drive away ahead of the competitors. Again, Burden asked “What is the selling point?”

“*Mayhew responded: “MG, still one jump ahead.” And with that line, Burden was sold.*”

Mayhew responded: “MG, still one jump ahead.” And with that line, Burden was sold.

After a discussion of costs, Burden met with Mike Dale. Equally excited, Dale set up a meeting with Whitehead, his boss. As a former Royal Air Force pilot and, as Dale said later, “the only RAF pilot in the room,” he reassured Whitehead that the RAF did successful parachute drops all the time with military vehicles. Years later, Dale would confess: “I had absolutely no personal basis for making those assurances.”

Dale’s real source of confidence resided in the experienced advertising team of Burden, Mayhew, and Bozell & Jacobs account executive Tim O’Leary. In speaking of that team, Dale said: “They repeatedly brought fresh ideas to our task of marketing ageing products, doing so in the face of strikes and other innumerable hurdles created by a British Leyland management determined to avoid selling anything at too fast a pace.”

Filming would take place in the Mojave Desert of California over a dry lakebed near Edwards Air Force Base, site of Chuck Yeager’s first blast through the sound barrier in 1947. The area offered an expanse with no distracting backgrounds to detract from the spectacle that Burden and Mayhew sought to capture.

Sweet light, golden light, the magic hour. Photographers have different





“  
*Burden concedes that back then, at that moment, “I wished he had.” Years later, Mayhew remembered thinking that, if chromed, the wreckage would have made a magnificent base for a coffee table.*  
 ”

names for the hour after dawn and the hour before dusk when sunlight softens and imparts its greatest cosmetic lustre. All vehicles photograph best in the sweet light, so on that November day in the California desert in 1972, Burden and the MG's crew began to set up for filming around three in the morning to be ready to capture the drop at sunrise.

Two red \$3,695 MGBs from the company's Los Angeles

distributor were prepped to be the hero cars. Interestingly, the distributor, Ernie Rodriguez, had a son, Gary, who had recently graduated from the US Air Force Academy. Rodriguez volunteered Gary, who was home on leave, to be the MG crew's technical adviser.

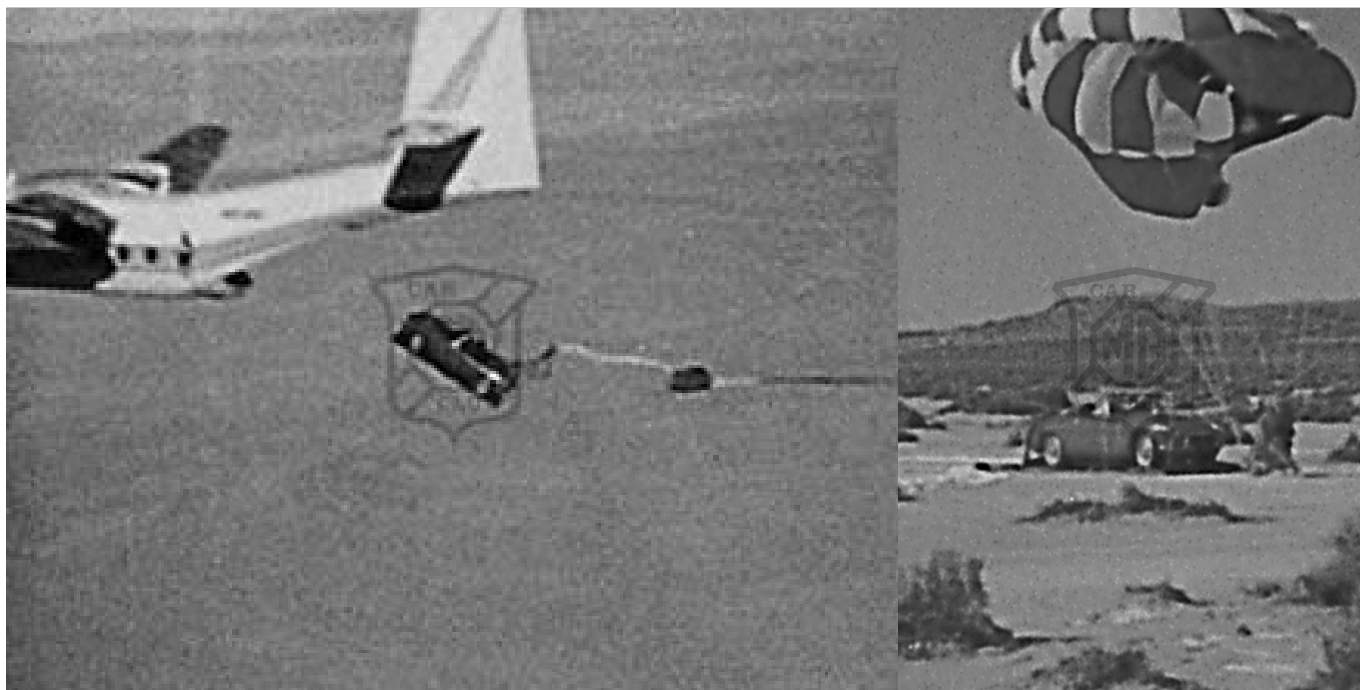
A small air armada gathered: two Cessna chase planes, a helicopter, and the Caribou mother ship. Responsibility for the primary camera belonged to the helicopter;

a second camera was stationed in one of the Cessnas. As for the second Cessna, it would fly above the Caribou. If by chance the actor jumping from the Caribou dived too fast and passed the MGB, a second jumper would leap from the Cessna above to be in the frame with the dropping MGB. He would then become the driver at touchdown. As the sun climbed in the sky, so did the fleet of aircraft. With the red MGB and actor aboard, the Caribou circled above the desolate desert floor completing its slow climb to 8,000 feet.

The car impacted upside down in a cloud of dust on the desert floor. The combined height of the wreckage measured about 30 inches. When Burden reached this metal pancake, crew members, Burden says, “looked for all the world like mourners at the funeral of an old friend.”

Burden recalls that the loadmaster in advance of the drop was so proud of his





rigging that he had volunteered to ride down in the MGB. Burden concedes that back then, at that moment, “I wished he had.” Years later, Mayhew remembered thinking that, if chromed, the wreckage would have made a magnificent base for a coffee table. Upon inspection, blame for the failure was attributed to drogue-chute lines that had snagged bolts on the Caribou bulkhead,

rendering the main chute inoperable.

Burden now faced the unpleasant task of reporting the day’s events to Mike Dale, who was in New Jersey awaiting news. Mayhew and O’Leary spent the ride back to the motel fiercely lobbying Burden for the only solution they felt made sense: Try again with the backup MGB. Burden responded that he

didn’t have a backup job. Mayhew countered that Burden could only be fired once, whether he destroyed one car or two. With that inescapable logic, Mayhew and O’Leary prevailed.

***All eyes gazed skyward. All thoughts the same: Oh, please, work this time. From the Caribou’s open belly, the drogue chute exited, drawing with it the gleaming red MGB followed by the main chute, which blessedly deployed as planned. Burden’s hero car began its slow, controlled descent to the desert floor.***

The Parachute proved to accomplish all that Burden, Mayhew, and Dale desired. At the national MG dealers’ meeting, the Parachute received a standing ovation. It was picked up by media outlets across the country, won a US Television Commercial Festival Award, and was featured in an issue of Reader’s Digest. It elevated MG big-time.



Photos courtesy of Bob Burden; reprinted courtesy of Hagerty magazine.





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# THE TAMAR TRIO TRIALS TEAM

By Alan Davis







*Finish of Derbyshire Trial 1978. (L-R) Jane Barnacott, Julia and Norman McKee, John Barnacott, Harry Oxenham, Colin Bird, Tony Bolt, Pete Moores, Jeff Hearn and Alan Davis*

In the early 1960s, having watched the Annual Land's End Trial run by the Motor Cycling Club every Easter for several years, I was attracted to the challenge of this type of motorsport. 'Sit up and Beg' Ford Populars were a common choice of vehicle. Some local events could attract a class of 30 Ford Pops at the time, making it a very competitive class.

I purchased a suitable 'Ford Pop', carried out some minor modifications allowed by the rules, and entered my first trial. Having cut my teeth on local events I joined the MCC (Motor Cycling Club) and entered the first of many long distance Reliability Trials.

“ We soon made friends with Colin Bird in his J2 and formed the Tamar Trio Trials Team in 1975. ”

The Club runs three major events in a 12 month period:-

- THE EXETER TRIAL IN JANUARY
- THE LAND'S END TRIAL AT EASTER
- THE DERBYSHIRE TRIAL IN OCTOBER.

My friend, Peter Moores, acted as 'bouncer' and navigator until he decided to enter a car himself.

Another Ford Pop was purchased and we began to compete with both cars. Most weekends from September to April were spent competing at various venues throughout the West Country.

The Team enjoyed considerable success in local and national events. About this time David Miller, an avid MG enthusiast, moved to our village.

Inspired by Dave's enthusiasm, Peter Moores and I decided to campaign the MG marque. We joined the MG Car Club where we became friends with Norman McKee who encouraged us further. Pete purchased an MG J2 and I bought an MG TC in a completely dismantled state. The previous owner had taken the car to pieces 'to do it up'. Even the instruments were dismantled and put in separate boxes with all relevant parts.

Eventually, both cars were up and running and Pete and I started to compete in them. We soon made friends with Colin Bird in his J2 and formed the Tamar Trio Trials Team in 1975. Apart from the three major events of



*Waiting to attempt Beggars Roost*



*The Tamar Trio leaving for Derbyshire*



the year, The Exeter, Land's End and Derbyshire Trials, the Team travelled to Gloucestershire to compete in the Cotswold Clouds Trial, (the Cotswolds being a range of hills in that area). The cars were also entered individually in local events organised by the Devon and Cornwall Centre of the MG Car Club, Tavistock Motor Club, Camel Vale Motor Club, Launceston and District Motor Club, Holsworthy Club and North Cornwall Motor Club.

We became friendly with Barry Smith who owned an MG PB and had been competing with it since 1971. When trialling, as each competitor is competing against the course, there is always a great camaraderie. When someone is in trouble you can guarantee there will be many helpers within minutes.

One noteworthy event was the 1976 Derbyshire Trial. A friend of mine owned a large four-wheel trailer which could carry two Jaguars. We thought it would be an adventure to take the team to Derbyshire on this trailer, towed by Pete Moores' Land Rover Safari.

We completed the Trial and



*The Tamar Trio at the summit of Putwell section Derbyshire (L-R) Colin Bird, Harry Oxenham, Alan Davis, Verona Davis, Pete Moores and Ann Moores*



*Tamar Trio in Stroud competing in the Cotswold Clouds event*

caused quite a stir when reloading for the long journey home, over 300 miles.

Alan and his TC dropped out of the team during the early 1980s and Barry Smith in his MG PB joined Colin and Pete to keep the Tamar Trio intact.

They put up very creditable performances all through the 1980s and 1990s, regularly featuring on the results sheet. In 1992 the Tamar Trio beat all other teams entered in the three big MCC trials of that year to become Team Champions.

Colin and Barry were still



*The Tamar Trio on the move. Alan Davis lead car followed by Pete Moores with Tony Bolt passenger, behind Colin Bird and Nigel Wood*



*Alan Davis Mine Shop section, Crackington Haven, Lands End Trial*





*Barry Smith Mineshop Land's End Trial*



*The Tamar Trio Lands End Trial 2012*

campaigning their MGs in 2014, competing in the major National events just as the team cars of the 1930s.

Colin Bird and his J2 has been competing for a longer period than the famous works teams, has covered more miles and has probably won more trophies. An outstanding achievement worthy of recognition.

#### **List of Awards:-**

**Alan Davis MG TC** - 52 Trophies in total, including MCC - Class Win

Edinburgh Trial 1978, four Gold Awards and one Silver Award.

#### **Pete Moores MG J2 - 140**

Trophies in total, including one MCC Triple Award, eight MCC Class Wins, 10 Team Awards, one Team Champions 1986, one Team Champions 1992, 15 Gold Awards, ten Silver Awards, eight Bronze Awards. MCC Trials Champion Trophy, seven times winner of MGCC Slade Trophy. Pete's J2 has competed at Silverstone winning MMM Mary Harris Trophy (Racing), MMM Race 1990 and has

won class wins at Wiscombe Park, Werrington Park and Babbacombe Hill Climb.

#### **Colin Bird MG J2 - Over 200**

Trophies in total, including one MCC Triple Award, ten MCC Class Wins, 20 MCC Gold Awards, 15 MCC Silver Awards, 20 MCC Bronze Awards, two MCC Team Championship Awards. Colin's J2 has also competed and won awards at Silverstone, Wiscombe Park and Werrington Park Hill Climbs. It is regularly used on the road and has been driven to and from events in



*Cars waiting to attempt Putwell section Derbyshire Trial. (R-L) Austin Nippy, Dennis Nicholas, PA John Adams, PB Barry Smith, TA Cream Cracker Norman McKee, HRG David Uglow, TA Cream Cracker John Barnacott, J2 Colin Bird, J2 Pete Moores, TC Alan Davis and TA Nigel Wood*





*Alan and Verona Davis competing in the Rallye International de Charente, France*

Germany and Switzerland. Quite a creditable history, well worthy of recognition.

**Barry Smith** MG PB - 57 Trophies in total, including eight MCC Gold Awards, 16 MCC Silver Awards, three MCC Bronze Awards, four MCC Class Winner Awards, two MCC Team Awards. One MCC Team Championship Award. One MMM Register Championship Award. Barry has also won awards at Wiscombe Park Hill Climb, won the MMM Register Slade Trophy and used the car extensively for pleasure and MG events in the UK and on the Continent. In 2015 Barry with his wife Fiona enjoyed a trip through Spain and France in his PB, calling at Angouleme for the Race of the Ramparts weekend.

Now in 2020, **Colin Bird's** J2 is undergoing a major engine overhaul, as is **Barry Smith's** PB. **Alan Davis** is still enjoying Classic Car events 50 years later in his MGB Roadster. Unfortunately, Pete Moores passed away suddenly in 2012 but his son, Jonathan, still uses his Dad's J2 competitively in MCC Trials and so the story continues.



*Derbyshire Trial. (L-R) Tim Watson with Barry Smith, Tony Bolt and Pete Moores, Colin Bird and Harry Oxenham, Nigel Wood with Brett*



*Jon Moores tackling Simms section Exeter Trial 2016*





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# THE CLASSIC LOVE

By Kieran Reid

When I was quite young, I used to ride my bicycle around where I lived and just around the corner from me there was an MGB GT. It was a Mk1, which had been left to rust away under a bit of tarpaulin outside somebody's house. I found it fascinating and used to visit the car quite regularly. Although it was sad to see it left out in the elements, only to deteriorate over time, I imagine this is where my love for the MGB GT began.

I'm a 20-year-old Student Pilot from Dudley in the West Midlands and since December of last year I've owned my very own 1971 MGB GT. It's in British Racing Green and features the Webasto sunroof, along with Minotaur wheels and its original Mk2 recessed grille. The interior is the tan autumn leaf colour with the Mota Lita steering wheel. Since I've owned the B, it's been a labour of love keeping it clean and healthy, and I'm looking forward to continuing that labour of love in the future.

“

*“I used to have one of these” is a common phrase. The social side of classic car ownership is brilliant, I love listening to people's MG stories, and I'll happily talk cars and planes and everything in between.*

”

Driving the MG is an experience; it evokes feelings that you just don't get in a modern car. Yes, it breaks down, but I learn so much about the car after each and every breakdown – you could almost say it's worthwhile! I've also met some amazing and kind people who have welcomed me into the world of classic motoring. Joining the MGCC Young Members Branch has enabled me to meet fellow MG enthusiasts around the same age as myself, and chatting to people who enjoy the kind of cars I love being around is great. Even when I'm out and about, the car gets so much attention and always seems to put a smile on people's faces. “I used to have one of these” is a common phrase. The social side of classic car ownership is brilliant, I love listening to people's MG stories, and I'll happily talk cars and planes and everything in between.





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