

Newsletter October 2022



King Charles III drove an MGC in his younger days. Prince William was later given the car after his father had happily used it for over three decades



A mural of Queen Elizabeth II in Ukraine

She was seen to represent not only particular values of decency and civilisation, but Britain's outstanding support of Ukraine following the Russian invasion in February.

This Month:

**The classic car world mourns a respected and beloved Monarch
Committee reports & upcoming events
TVMGOC 40th anniversary party photos
Our new club venue
Smart motorways - a shocking story + old tyres warning
LEDs by MGOC technical guru Roger Parker + Lucy's tantrum
Great Trethew
Sunday lunch run to The Jubilee Inn, Pelynt
South Downs Run**



Don't lose focus. There's still time to take that winning image



for our club photo competition please.

The classic car world mourns a respected and beloved Monarch



Within two hours of the announcement that HM Queen Elizabeth II had died, phones started pinging with notifications that there were new posts on various classic car Facebook groups. It is rather touching that all of them were paying homage to the Queen and most reflected on her interest and involvement with cars over the years.

Opposite is the photo that the MGOC featured on their website, and below is a gallery showing just a few of the many pictures that were posted and by whom.



MGOC & MGB Register & MGB Appreciation Society & MG TC TD And TF Owners



Torbay Old Wheels Club & The Forces.net



Car SOS

In 1945, HM The Queen (then Princess Elizabeth) aged 18 joined the Women's Auxiliary Territorial Army as an honorary second subaltern. She trained as a driver and mechanic and is pictured here beside a military Ambulance. It is believed that Her Majesty never had a driving licence, being the only driver in the country not required to have one.



Old British Car Club





The Classic Car Enthusiasts Forum



Evolve Classics (Vauxhall Cresta Estate)



Old British Car Club - the Sovereign driving a Jaguar X Type Sovereign. They also posted the flag picture below.



Land Rover Magazine



*History Extra
(Five-year-old Charles plays in his Austin J40 pedal car whilst the smiling Queen watches)*



See also this gallery of 25 Rare Classic Cars owned by Queen Elizabeth II:
<https://www.hotcars.com/25-rare-classic-cars-owned-by-queen-elizabeth-ii/>





Secretary's Report



I normally like to enthuse with sunny tales from around our area, but with the change of weather I am reminded that we don't need unremitting sunshine to enjoy ourselves. Our coastal and riverine position surrounding the 'Ocean City', where the English Channel broadens into the open Atlantic, with unbroken water west to North America does render us susceptible to the odd gale, but equally the fresh weather that usually follows is exactly the time to get the top down and make the most of our cars.

Our club run last month, planned by Bill and Sue, was a very picturesque meander through the Cornish side of our area to the characterful pub at Pelynt, the popular Jubilee Inn. We had a great turn out, with enjoyment on the roads and the odd mechanical issue, which in the finest traditions of the Club was fixed at the roadside with the support of friends. The crossing of the ford was a bit of fun, giving a freshwater wash down to the underside of cars, while the views across Cornwall were splendid. With tales to tell under our belts, we settled into a most convivial lunch which drew praise from all.

I'm glad to have taken part because we can't make the next one, as Charlie and I are in Portsmouth at a Charity Dinner where I am the Chairman - so I can't really get out of it - but we will be with you in spirit.

This evening we will have our first meeting at our new venue, the Manadon Sports Hub, which Howard covers in more detail later in this newsletter. We enjoyed our time at the friendly Moorland Hotel, and we wish them well after their fire damage, but parking was so often an issue, and with the change of management there was a natural break. We hope that the new facilities work better for the club, particularly for those travelling from the edges of our area who should find that the drive is much easier in the winter months.

We have also reviewed our meeting format, aiming for an even more relaxed and sociable time together – or that's the plan. Please keep your feedback coming so that we can get the club as close to that which you want as we can.

Simon

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

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Notes from your Chairman



Hello everyone,

As I sit here and write my report on a miserable rainy day, my fingers are firmly crossed that the weather will improve by the weekend, particularly as on Sunday we are taking part in the 'Exmoor Rut Touring Assembly' along with a few other club stalwarts. A fine day driving over Exmoor cannot be beaten, on the other hand a wet one could be a bit of a trial.

I have spent a lot of time recently helping our son decorate the outside of his house. This has entailed climbing up and down three levels of scaffolding and developing a head for heights. Trying to rectify a good few years of neglect was never going to be a quick lick of paint so my help will be needed for some while yet. Still, it is keeping me busy and fit!

One thing I have now sorted is our MGB's starting problem. I have now fitted a new starter motor which Andrew L had kindly given away to a deserving club member...me. Unbelievably, once fitted the thing didn't work as anticipated and after further checks I had to splash out on a new set of 6 volt batteries. The car is now reliably starting once again. Even though it looks as if the original starter motor wasn't the problem, the car has now lost weight. The old starter motor weighs a ton. Thank you for your generosity Andrew.

Since my report last month as regards our meeting venue, things have certainly moved along quite quickly. As you will now be aware the club is on its travels once again having found a new venue at the 'Manadon Sports & Community Hub'. Hopefully, this will prove to be popular as it should address the negative issues of parking and the moorland drive to get to club meetings.

Leading on from the success of the 40th Anniversary Cheese and Wine evening and the recent members' survey, the club meetings will be adopting a new format and hopefully giving you all a chance to socialise and chat for longer before we start any club communications. A couple of you have mentioned that the current format of meetings was too formal. So we will try to make them more informal for you and see how they go.

Thank you for your continued support of our club. Looking forward to seeing you all at our new venue.

Alan



Event Secretary - keeping it wheel

Dear Motorneers,

As well as our classics, most of us also have 'daily drivers'. For many years I was one of those with the opinion that buying a new car was financially pretty foolish. The depreciation in the first year or two is horrific and you might as well pour thousands of pounds down the drain. So, why have Jan and I just ordered a brand-new car? You may find the answer interesting as it illustrates the current state of the UK car market for new and used cars.

To keep this short, after keeping our previous Audi A4 Quattro Avant for 13 years because in the last half of its life it was worth virtually nothing, I decided to get back in the rhythm of changing our main car every three or four years, while it still has some value.

When we bought our current Mercedes c220d estate three years or so ago it was six months old and yet had depreciated by £15k. That made it a relative bargain. As it's easily the best non-classic car we've ever had, we'll go for the same again, we thought.

We were invited by the Merc dealer to view a 22-plate demonstrator which had just 3,900 miles on the clock. However, when we went through the figures this car hadn't depreciated very much at all. So, we then went through the figures again, this time for a brand-new car, it turned out that we could have the colour of our choice, silver, with a higher spec and a Tesla-like screen display for not a lot more. So that's what we have ordered, but we are not sure how long we will have to wait for it, though it has been built.

Lately the press reports seem correct that a scarcity of parts, especially electronic items such as micro-chips, are suppressing the new car market across all manufactures. In response, the value of young and good used cars have increased, narrowing the gap dramatically between new and used prices.

Please forgive me for going off piste again but this is an issue close my heart and perhaps yours too. My former employer, the BBC, doesn't get everything right but, given that they televise something over 42,000 hours of programmes a year and many times that on radio, I have always been amazed that it gets so little wrong, and I too can be highly critical, over for example Hutton, Jimmy Saville.

But watching the Corporation's coverage of the funeral of the Queen: my word, they got that right. Its reflection of the emotional tableaux was perfection, a technical and artistic tour de force. Hours melted into hours for the long goodbye, a masterclass in how to present and explain ceremony and also know when to be silent, to allow pomp its own voice. What a send-off!

I'd love to know how many BBC cameras and microphones were in action, each one perfectly placed, operated and presented with sensitivity and knowledge. And all that kit wouldn't have been just lying around waiting for the big day. Many other outside broadcasts would have been cancelled and millions of pounds worth of equipment and staff quickly redeployed to a detailed plan.

I directed plenty of Outside Broadcasts and countless live studio programmes in my time, but this was off the scale, way out of my league. Once again, viewing figures reveal on occasions like this that the nation, joined by much of the world, turns to the BBC for authority and quality.

We have a lot to be proud of in the UK and that includes the BBC. As even Margaret Thatcher came to realise - eventually - meddle with its editorial freedom and finances at our peril. Just as we mourn the passing of HM Queen Elizabeth II, we will mourn Auntie Beeb if she's ever fatally undermined.

When I was at school I dreaded the last lesson on a Friday because we ended the week with a spelling test. I suffered from what we called back then 'word blindness' and was castigated for it too. Today it has a fancy Latin name, dyslexia, incorporating the word 'dys', which translates to 'difficult'.

Then, as now, my brain often confused similar looking words – e.g. here and hear. Even when I know how a word should be spelled, often I'm simply not able to see when the letters are missed out or wrong. Only once it's pointed out can I sometimes see errors and being a terrible two-fingered typist doesn't help either, so you'll understand why the apposite poke appalled two be.

Happy MGing!
Howard

My teacher told me not to worry about spelling because in the future there will be autocorrect. And for that I am eternally grapefruit.



Upcoming events

The most up to date and detailed information on all 2022/23 events can be found and downloaded on the Event Diary Page and the Entry Forms page. See: www.tvmgoc.org.uk

The local event list, complete with the names of which members are taking part in various events, has been emailed to you along with the monthly newsletter.

The more complete Event Diary is on our club website but for data protection reasons does not list the event participants. You'll also find entry forms there.

Our wine and cheese party to celebrate the club's 40th anniversary was a great success. All who attended this informal gathering enjoyed themselves and the spread put on by the Moorland Hotel was lovely, as were the cakes made by Alison and Janis. The announcement that we were moving our meetings to a new venue and weeknight seemed universally welcomed, and so this was to be our last meeting here.



Our new venue for club meetings at Manadon Sports & Community Hub

As announced at our last meeting, we have a new venue in which to hold our monthly meetings. Finding somewhere that is both conveniently located and free from a hire cost has proved an almost impossible task, but with Janis' perseverance we have one.



Most of the committee did a site visit and we immediately felt the club had found its new home. On the first floor of this modern building, which can be accessed by lift, the room we will use is large and light.

Tables and chairs can be arranged to suit our needs and in the summer the bi-fold doors open to allow socialising on the patio overlooking the sports field. The room also has a huge TV set which we can use for presentations of various sorts. Outside there is a very large car park.

Apart from snacks, food is not available unless a special arrangement is made. The bar will be open and there is one small proviso. The deal is that as long as each time we collectively spend £100 the room will be free of charge. Given the average attendance at meetings, we expect this figure to be reached comfortably. If not, club funds will have to top up the overall spend each time. Equally we only got the rooms at the Moorland Garden and Morland Hotel for free because of our spend in their bars.

However, the room is not available on Wednesdays and so, as this place seemed so ideal, the committee have taken the decision to move **club meetings to the second Monday of the month**. We hope this is convenient for everyone – it avoids bank holiday Mondays – and Monday night was the only option available to secure this space.

You will see from the map that the location is as convenient as possible from all directions. The address is **Manadon Sports & Community Hub, St Peters Rd, Plymouth PL5 3FD**. The address is also on our website.





News snippets



Smart Motorways – a shocking story

Prompted by warnings in Classic Car Weekly, our September newsletter carried a piece about so-called 'smart' motorways and the danger they pose to all motorists, but with particular emphasis on classic cars without hazard warning lights and with relatively dim tail lights.

In response, a week later CCW published this letter from a reader in Cumbria. Even using hazard lights after a breakdown, this contributor's experience ended in catastrophe.

UK's smart motorways ARE dangerous... and I should know

I have more than 20 classic cars and regularly travel from Penrith to Yorkshire to attend shows. That entails travelling along the A66 and A1. I was taking my daughter's prized show-jumping horse from Cumbria to Gloucester in April 2021. My 7.5 tonne horse box lost drive on the smart motorway in Cheshire. I pulled in as far as I could to the crash barrier to my left, put the hazards on and exited the cab on the near side.

The emergency phone was about 300 metres ahead. I rang the emergency phone and spoke to the operator, who confirmed that they could see me on the cameras and turned the lane closure gantry signs on.

As I turned around a 44-tonne lorry ploughed into the back of my horse box. To cut a long story short, that stretch of the M6 was shut for six hours while they

tried to cut the injured horse out of the mangled horse box. Sadly the horse had to be put down later, something that was obviously devastating for all of us as a family.

The Highways England staff told me something I did not know – there is a drain that runs along the grass verge close to the inside live lane. I could not ease off the motorway for the crash barrier. I was told that if there was no crash barrier and I tried to ease over, my wheels would have sunk into the drain and my horse box would have gone over on its side.

Smart motorways are not, in my opinion, safe for the reasons I state.



An event celebrating 50 years of the MGB GT V8 which was launched in August 1973 is being planned at the British Motor Museum at Gaydon next year on Sunday 23 August.

The event will also celebrate the 30th anniversary of the start of RV8 production in 1993.

LEDs

Following on from my piece last month where I shared that I have fitted hazard warning lights to my MGA, I also expressed an interest in fitting LED lights.

I know that the MGO technical guru Roger Parker had researched this issue. After emailing MGO HQ for his take on the issues, Roger sent me a lot of information which is far too voluminous to reproduce here. For now, I'll say that the issue is not altogether clear cut. If you would like to see what he has to say on the topic email me and I'll send it to you.

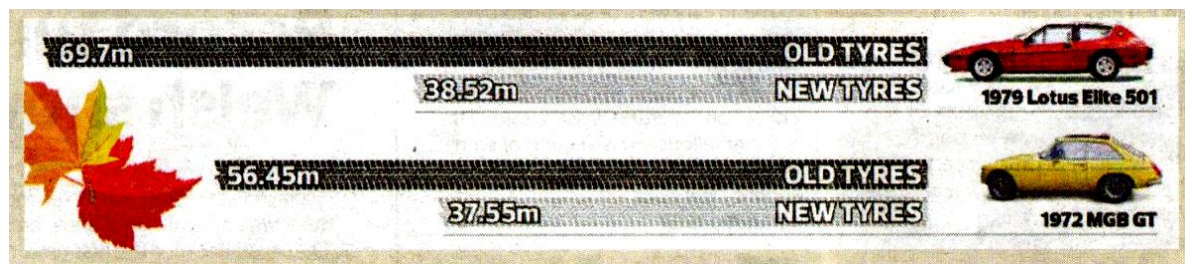
Howard

Old tyres warning

Any owner of a classic vehicle should know that tyres, typically over ten years old, need replacing because they are not safe. Various warnings are being restated due to an increase in unsafe vehicles following the 2018 introduction of MoT exemptions on cars over forty years old. Workshops have seen a decline in the quality of tyres and also corrosion of brake pipes and suspension parts. (*Who'd have thought it, eh? Ed.*) Was this the reason behind the catastrophic suspension failure of this MGA?



Classic Car Weekly carried out controlled tests to highlight the profound difference between fresh rubber and tyres that – despite having legal amounts of tread – were more than five years old. In braking tests from 50mph on a dry surface using a Lotus Elite and an MGB GT, the new tyres shaved a third off the distance needed to stop. The handling and cornering on new tyres was noticeable better too. This graph comparing stopping distances provides a sobering insight.



Lucy's latest tantrum

Just when I think she is beginning to behave herself she throws another tantrum: this time it was getting halfway out of my garage and refusing to change gear. So, there we were about to go out for a run using the last of the summer sunshine, reversing out of the garage on an incline when with no clutch I discovered I couldn't change gear.



The option of getting into first and going back into the garage wasn't possible, neither was leaving her on the drive as she was halfway out of the door. Chas tried to push her into the garage, not an easy task with a heavy car in reverse gear, but with the help of a neighbour they managed to move her enough to knock her out of gear.

I phoned Andy at Callington* the next morning and discussed the problem, along with the previous time she wouldn't change gear (that was on the day we went to Fowey - we thought at the time it was the clutch plate sticking to the fly wheel). He thinks it is the clutch slave cylinder and recommended that both the slave and master cylinders are changed. This will have to wait until November as I am away for October, and he will need to collect Lucy.

In the course of our conversation, I asked how things were going. The situation isn't good for him. Since the beginning of Covid lockdown he hasn't had as much servicing work, as people haven't been driving much so aren't bothering to get their cars serviced. The worry is that he will have to close down. As he is the nearest MG specialist to us, and the youngest, if he closes the future could be bleak for MG owners. Whilst I know the rising costs are affecting all of us, I don't think many of us will be giving up our cars because of it and the cars still need to be maintained, so the message is use him or lose him.

Janis

**Details of Andy's Tamar Valley Motoring Centre are on our website*

Great Trethew Vintage Rally August Bank Holiday



John H. writes:

For me this was the last static classic car rally of the season and in the event it turned out to be the best. The first tick in the box, it was blessed with perfect weather; wall to wall sunshine, assisted by a moderate breeze to prevent 'cooking'. Based on my record so far this summer, I thought I would be the only TVMGOC representative.



Fortunately, I was delighted to see Ron Corey (a long-time member) in the line-up of cars, relaxing behind his usual newspaper with his MG 1.8 ZS. Ron is famous in the Club for cooking up a mighty full English breakfast, al fresco, at every suitable event over the past 10 years or so.

After our usual catchup chat, I took myself off to see what Great Trethew had to offer.

This was its 3rd year since 2018, interrupted in 2020/21, courtesy of Covid, and takes place in a 50 acre field, a mile south of the A38 near the village of Menheniot.

The first display I came across was Tractor pulling; a totally baffling, certifiable sport requiring beat-up old heavy tractors pulling a 5 ton sled over a measured 100m track in the shortest time. The punters (and there were many) seemed transfixed by the spectacle. 'Whatever floats your boat!' I thought.



Shaking my head in despair, I searched for more pastoral entertainment.



I found it in two matching heavy horses purposefully ploughing an adjacent field. The arrow-straight furrows were a testament to their training and mild temperament. They were put to a real test by copious pats from very young children-in -arms, whilst the plough was reversed for the next run back.

Tearing myself away, I noticed a new development never before seen at any classic event. Three mini diggers, carefully spaced out, excavating a variety of imperfect holes.

To my astonishment members of the public between the ages of 6 and 86 were invited to test their skills in operating these machines. For this little boy it must have been a dream come true.

No cost was involved, and supervisors stood well clear once punters got the hang of it. Any HSW inspectors in the crowd would have been apoplectic!

There were the usual shops of course and a massive beer tent, all doing a reasonable trade despite these uncertain financial times, plus a very large arena to accommodate a variety of displays. The most unusual, and amusing, was round-hay-bale racing.



Six hunky farmers to a bale, they rolled them slightly up hill to the finish line some 200m away. Most contestants ended up flat on their backs, gasping for air and trying to cope with the accumulation of lactic acid, usually associated with victorious Olympic rowers.

At midday, most of the classic cars were invited into the ring to show off their varied lines and history. At the end, marshals set us off at intervals, in opposite directions, in order to form concentric circles; a sort of 'controlled dodgems' at 20mph. It must have been very impressive viewed from the perimeter.

On return to our normal lines, who should turn up but members, Pam and Neil. They had not booked in and so parked their MGZR with the visitors. Nevertheless it was good to see them both, have a chat, and swell our Club's representation by 50%.

Following the display of motor bikes, heavy haulage and military vehicles, and having finished the last of my sandwiches, I decided to draw stumps early. It had been an excellent day in all respects. Hopefully, a few more members next year could make it a 'perfect' outing.

I should point out here that I had been allowed out to play, under special license, whilst Paddie continued to orchestrate the last bit of packing as we prepared to move house. after 40 years!

John H



Another punter wonders if Tamar Bobby is a real dog.

Sunday lunch run to The Jubilee Inn at Pelynt



A bit of an embarrassment of riches regarding this run report. Howard got on with it not knowing that Richard was also writing one, so here we are with two for the price of one. Howard graciously cut his tome down and offers a slightly different perspective. Ed

Richard writes:

We gathered from around 10:00 AM at the usual rendezvous on the west side of the Tamar (Saltash Services) and enjoyed a general chat before departing sometime later on our way to the Jubilee Inn. Initially the run took us northwards to the village of Hatt before proceeding through the typically attractive village of Pillaton complete with St Odulph's church and of course the village pub ~ *The Weary Friar* ~ but with no time to stop we continued onward in the general direction of Blunts, passing along the Lynher Valley where it was difficult not to notice the road had narrowed and the crown of the road was typically growing moss or in some cases grass.

Fortunately your correspondent was following a low slung glossy green machine that kindly brushed the grass clean as we approached and continued to do so for the entire run. The lane was pleasantly wooded and no doubt in a few weeks' time as the leaves turn that lovely golden colour would make a "real picture" and a great setting for the Event Secretary's photo competition.

Passing over the Lynher with its narrow bridge we proceeded with caution and some trepidation as we approached the ford.



I think we got ourselves a convoy.



Iain and Helen followed by John and B in their modern MG.

We need not have worried - it was not that deep and the low-slung item passed with ease. As we proceeded onwards we noticed another MGB parked up with a small to medium sized "sea going" boat in the garden (How that managed to get there down these lanes is certainly a mystery). Our next marker was "Cadson Bury Hill fort" which was clearly visible high up on our left and no doubt it offered good views from its vantage point.

At the A390 we turned left following the sweeping curve before turning toward Pensilva. Unfortunately, the visibility was not good and the Caradon Mast was not seen, at least not by your correspondent. As the route notes stated, there were traffic humps, and slowing for these offered sight of an intriguing metal roofed church complete with bright blue pointed spire. It was also interesting to watch the young cyclist as he watched in fascination and wonderment as the MG procession passed through the village. Soon after this we were rewarded with spectacular views in almost every direction that would have been even better on a good clear day.

Fortunately, by this time we had collected a small convoy and we managed the turn with the post box in the hedge with ease as we just "followed the leader"! As we motored on it was hard not to

notice the very high banks on either side of the road and ponder on the thought of how the heck the road was originally constructed. Further on as we descended the hill and passed the car breakers yard with good views to our right we were kept “on our toes” with the sound of gunfire or was it a car in front “back-firing” ~ perhaps we needed to drop back a little.

Not long after passing through St Cleer your correspondent had that feeling that we have been here before, as we passed over the A38 and negotiated the “roundabout straight-on” left right configuration as we proceeded in the general direction of Duloe and Sandplace where we were definitely following parts of the route enjoyed in People and Places (PP6) and then the estuary down into the centre of Looe from where it was a short drive up to Pelynt and the Jubilee Inn.

It was a shame we could not all fit in one room but that did not detract from the meal itself, preceded on this occasion by a fitting toast to our late Queen proposed by our Club Secretary.



In the bar there were a number of interested members of the public who had observed the range of MGs in the car park, and in particular noted that they had seen an MG Magnet and an MGC.

All in all, we had a good day out so all thanks to Bill and Sue for the arrangements and to Simon and Charlie for the details and co-ordinating the experience.

Richard M

Howard writes:

Firstly, thanks must go to Bill and Sue for planning and organising a really smashing run route and lunch venue. Sadly, they were unable to attend on the day and we wish them well.

At Chez Perks our garages are accessed via a back lane. Before Jan and I set off, I went inside the garage to unleash the MG. Raising the roll-over door, suddenly sand started to slide through the widening gap. By the time the door was fully up I had half a ton piled up behind the car. We had builders relaying a patio and they had dumped a load of sand and cement bags against the outside of the door. Before we could get going, I had to dig a way out and you can imagine that was not enhancing my mood. Words were said next day!

When we finally got under way we met many other Tamar Valley cars at the Saltash Travelodge. After a chinwag and setting off, our route took us into the countryside of East Cornwall. We passed through Pillaton and St Ive heading toward Pensilva followed by St Cleer, encompassing some lovely, wooded lanes that I don't recall driving along very often before.

In spite of a grey and cheerless sky, trees remained green and verdant, only hinting that autumn was approaching. It's not too fanciful to say that sometimes we were driving under a leafy canopy supported by cathedral-like arches of branches. We passed by streams, crossed narrow bridges and splashed through a ford before eventually emerging on high ground along the edge of Bodmin Moor near Minions.



Alan and Alison in their Lotus.



Nigel dares to get his newly restored MGB wet as he follows Andy and Jill.

On the outskirts of Dobwalls, Pam & Neil, Jan & I pulled in as we spotted Nigel & Naomi on the side of the road with their bonnet open. He had clutch problems and couldn't engage the MGB's gears. This was quickly diagnosed as being due to an empty clutch master cylinder and once topped up – Nigel was wisely carrying a bottle of Dot 4 brake and clutch fluid – we were soon on our way again. Afterwards, Alan pointed out that a car doesn't lose brake or clutch fluid without there being a leak somewhere, a point Nigel took on board to investigate.

The road from Duloe is lovely, and after crossing the railway bridge at Sandplace we followed the East Looe River. Crossing Looe Bridge we noticed that the town was fairly quiet, no doubt because most of the holiday makers have left. Perhaps it won't be long before we locals might feel like visiting places such as Padstow, Newquay and St Ives again, now the summer crowds aren't choking them.

Before lunch was served at The Jubilee Inn, Simon raised a toast to Her Majesty Queen Elizabeth II followed by a second toast of "Long live the King!". For those not in the know, I'll risk Simon's blushes by saying that during his highly illustrious Naval career he had the honour of personally serving Her Majesty and other senior members of the Royal Family. He knew, liked, and admired the Queen greatly. He also had a hand in the planning of the Monarch's funeral.

Sitting down to lunch, Jan & I were opposite relatively new members Andy and Jill. One of the great pleasures of being a member of our club is making new friends and I hope this lovely couple come to enjoy our company and excursions as much as I do.



Our traditional Sunday roast was a fitting finale to a really great club day out. Some of us went on to Clive and Liz's beautifully refurbished bungalow for afternoon tea and cake with continued nattering, and that made an already smashing day even better.

Whilst there, I very much enjoyed listening Simon and Clive, who served on the Royal Yacht Britannia, reminiscing about their personal and often very close associations with the Royal Family. I wonder if Clive might be persuaded to give a club talk about the time he spent serving on Britannia. Hmmm. Er, Clive....

Howard



It is great that Peter S. is back in MG action. He and Jan sent us this account.



Peter having had the “all clear” to drive again after 2 eye operations and nearly nine months of recovery, almost on the spur of the moment we booked a place on the South Downs Run organised by the West Sussex Area MG Owners Club planned for Sunday 4th September 2022. The run started near Arundel and finished on the Western Lawns Eastbourne. We have fond memories of Eastbourne having sojourned there while Peter completed a 6-month interim management contract just before he finally retired. The mussels and chips at the Belgian Café on the seafront are to die for!

We decided to make a weekend of it and broke our journey on Friday at a delightful boutique hotel, the Railway Hotel in Fordingbridge on the edge of the New Forest. A pleasant run through the forest the next morning took us past the fateful spot where Nigel & Libby’s MGBGT broke down in 2019 when the Club was last in that area. I remember it was a real team effort to get them going again. The afternoon was spent sightseeing in Arundel. A honey trap but the castle is well worth a visit. The seat of the Duke of Norfolk who as the hereditary Earl Marshal is responsible for organising all the great state occasions including the late Queen’s funeral. Saturday night was spent in a truly awful Premier Inn near Arundel but an evening trip to the beach at Littlehampton rounded off what was otherwise a very pleasant day. The MGF performed faultlessly.

Up early the next morning we motored north of Arundel to the start point at Whiteways Lodge. We were given a well-prepared route book with very professional Tulip diagrams to help us navigate the over 80-mile route. 188 cars were expected of which 89 were either MGBs or MGBGTs. We were one of 34 MGFs and TFs but the only car from Devon and Cornwall. We followed the course of the South Downs via secluded wooded valleys, impossibly pretty villages, and high vantage points until at last we reached the splendid outlook from Beachy Head and then the final run in to the Western Lawns at Eastbourne. The parking was very well organised with a live band, and an ice cream van was available to round off the day. However we hot footed it to the Belgian Café for Moules Marinieres and frites but, alas, no Belgian red beer this time. The weather had been top-down splendid all day.

Clive and Wendy*, having seen our names in the list, took the time to seek us out and we spent a pleasant few moments chatting before we had to make an early start back in time for a family funeral on Monday. We managed to get as far as the A303 before a stormy front swept in and the rest of the journey was a nightmare drive for Jan.

We enjoyed the well organised run. The West Sussex Club members were very friendly and although it was a long hike to get there and back, it was worth it.

We will avoid the Premier Inn in future, but the Railway Hotel was a highlight. The MGF did not miss a beat all weekend and purred along the minor roads with ease.

Jan & Peter S.

** For the benefit of new members, Clive and Wendy were very active and popular club members who moved away some years ago.*





Received entries (with apologies to the Yellow Peril!)	From
<i>I've heard of 'hammer finish' paintwork Stanley, but this is ridiculous.</i>	Nigel
<i>I know that yellow is not everyone's choice of colour, but steady on Stanley.</i>	Nigel
<i>I can see that this will be another 'fine mess' you have gotten us in to Stanley.</i>	Nigel
<i>The yellow is in peril</i>	Jan P
<i>The Yellow Peril never gets hammered, so Pam and Neil were relieved when Ollie lent a restraining hand on Stan.</i>	Alan
<i>No Ollie! Don't hit it! If the colour hurts your eyes that much I'll buy you some sunglasses!</i>	Howard
<i>Just like us, this car would look better in black & white!</i>	Howard
<i>"When I said give it a hammering that's not what I meant Ollie!"</i>	Howard
<i>That's another fine Mess you've Gotten me into.</i>	Simon
<i>That's another fine MG you have gotten me into!.</i>	John I.
<i>Ollie, this should make the bugger start.</i>	John I.
<i>Ollie I will just do a bit of panel beating to make it look more like an MG</i>	John I.
<i>That hammer is too big. It's only a pile of rust!</i>	Richard
<i>Not that one, that's the wife's car. It actually works.</i>	Richard
<i>Stan, that's no way to secure the Club's flag to Neil's precious ZR. Try Blue Tac!</i>	John H.

**And the winner of last month's competition chosen blindly by Nigel S. is Howard. Well done!
He will choose next month's winner**

Here's next month's photo that requires a caption.
NEW CLOSING DATE FOR ENTRIES by the end of the month to:

mediatvmgoc@gmail.com
[m](#)





And finally...



I finally did it!
Bought a new pair of shoes with memory foam insoles. No more forgetting why I walked into the kitchen.

I had no idea you could buy this, I've been just using alcohol



Sometimes you have to admit that it's time to retire



"Hey guys. Let's just take one more picture before we get fired!"

