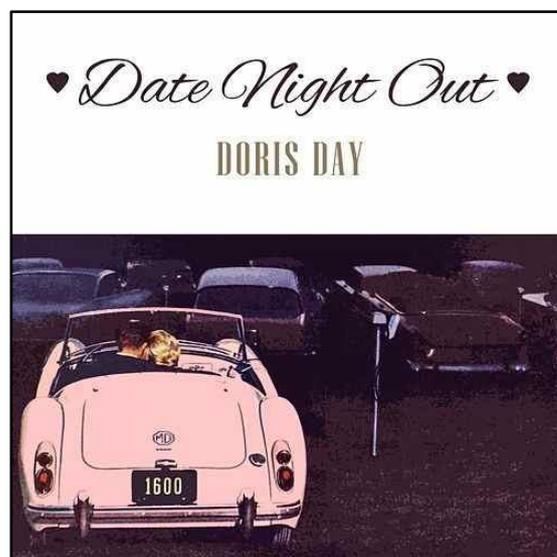


**June 2019  
EDITION**



**RIP Doris Day  
1922 - 2019  
the singer and actress  
whose 'Secret Love'  
was her MGA,  
as featured on an album cover.**



**This Month:**

**Committee reports inc. North Coast 500 + Upcoming events 2019  
News snippets – car safety features  
Drive It Day and Tulip Trophy Run report  
Killerton Show report  
Friday supper run report to The Cuddy Shack report  
ACE run report  
Caption competition**



**ENJOY YOUR MG MORE WITH TVMGOC**



## Secretary's Report



Hello Everyone,

We have had some very lovely weather during May. The gardens are full of colour and the bees, both honey and bumble, are very busy collecting pollen and nectar. My hive was very full of bees and honey, so hopefully I may get some honey this year.

Drive it Day went off very well. The weather wasn't great, but everyone was enthusiastic and the cream tea was plentiful. Alan has very kindly written a full report.

The 1<sup>st</sup> Friday night supper run of the year went well with a scenic run to the Cuddy Shack and excellent food. As usual a lot of chatting occurred.

Killerton Classic Car Show is very enjoyable and we always seem to have nice weather. It never ceases to amaze me how much effort people put in to keeping these classic vehicles looking so fabulous. The displays in the house are interesting and informative, and the gardens are a pleasure to doze off in after an ice cream, (when you can locate an empty bench). I usually start my Christmas shopping at Killerton as the craft marquee has some beautiful individual items for sale (I know, I'm a bit sad starting so early, but I have no stress in December).

I am now looking forward to the New Forest Run. Neil and I have never been on this one before, but we are reliably informed that it is a great weekend. Looking forward to seeing you all at the June meeting.

Best Wishes & Happy Driving

*Pam*

1 Buena Vista Close, Glenholt, Plymouth, PL6 7JH 01752 651216 [clubsecretarytvmgoc@gmail.com](mailto:clubsecretarytvmgoc@gmail.com)



## Notes from your Chairman



Hello everyone,

Since the last club meeting we have had a couple of outings, with a Friday Night Supper Run to the Cuddy Shack and then on the Sunday an early start as we headed up the A38/M5 to Killerton's Classic Car Day.

We were down in numbers for the Cuddy Shack but nevertheless it was a good evening for a run and the fish and chips were still as good as ever. The threatened rain never materialised so that was an extra bonus.

As for the car show at Killerton, we had an absolutely glorious day out and 11 club cars were able to display on the club stand. The gardens were stunning with glorious colours from the rhododendrons and azaleas in evidence. This show is in my opinion one of the best, with something to please everyone.

This coming Sunday (19th May) is the ACE Run and we have at least two couples from the club taking part. It always surprises me that more of you do not enter this event as one of the reasons we bought our MGB was to enjoy driving it at every opportunity. This type of run certainly ticks all the boxes.

Having said that, with the recent loss of our elderly dog Jack on 4th May, we now find ourselves with the chance to perhaps do other things, which had been put on hold. The opportunity to visit family, particularly our granddaughters, more often is hard to resist.

So with that in mind we will not be attending so many shows this year but have at least entered Powderham and Paignton.

The club weekend away to the New Forest Run is now just around the corner and to get away with other club members is always a joy. So we are really looking forward to it!

At the May club meeting we welcomed a new member Simon who, along with his partner Charlie, drives an MGR V8. I hope Simon's report back to Charlie was positive and we look forward to seeing you both soon and that you will enjoy being members of our friendly club.

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

Happy MG motoring,

*Alan*



## Event Secretary keeping it wheel



Dear all,

If you Google 'best driving roads in the UK', lists will include the Old Military Road through the Cairngorms and the North Coast 500 circular route around the top of Scotland that starts in Inverness and encompasses John O'Groats, and the length of the Western Highlands.

I am writing this on our detour to the Isle of Skye, the final leg of completing both of the above with Sonia and Roy, and words can't express how lovely it has been. Suffice to say the tour has exceeded our expectations and then some.



After crossing the border, as we headed further and further north, we found ourselves driving through bitterly cold snowstorms and icy winds to John O'Groats (not the most attractive of places but a 'must do' all the same). However, a week later we were in glorious sunshine, slapping on the sun cream. Along the way, we marvelled at world class scenery, making us fall in love with Scotland – Janis is right to be proud of her native land – and we vow to return. Our wee cars seemed to love every mile of our long, long trip, purring along like contented cats on the type of roads they were built for. As so often happens they brought smiles to all who noticed them along the way. We avoided midges by going early season, though I got stung by a huge bumble bee whilst waving to thank another motorist for letting us past on a single-track road.

I will not write a run report because this trip has been so long and encompassed so many different places it is hard to know which bits to rave about first. However, we are a car club and so I will take this opportunity to encourage other members to consider embarking on the long trek up here.



*In Glen Nevis with Ben Nevis in the background*

I know that not everyone has the time, confidence or resources to take on an extended trip like this in an historic car – for us it will be a total of 20 days as ours was a leisurely timetable to allow for visits and walks, and in addition Jan and I will be a stopping off for a weekend in North Wales as well - but if you can, trust me it's worth it. If you fancy doing the NC500 there are some things you should know first.

The idea for this trip was hatched last year when some of us did the Llandudno MGOC Snowdonia run. I did consider seeing if anyone else wanted to come up to Scotland with us - until Jan and I started researching accommodation last November.

That turned out to be a real headache. The vast majority of places were already fully booked, and this was six months in advance! We were looking for two rooms in the same place – a different location each night for over two weeks - and that literally doubled the difficulty. The prospect of trying to book perhaps half a dozen rooms was a non-starter for me I'm afraid. I have no ambition to become a stressed-out tour operator.

Only a fortnight before setting off we came across a second logistical problem. Not only was virtually all the accommodation already pre-booked but so were places to eat in the evening. Jan and I then embarked on a second round of Googling and phone calls to book restaurants in each place we were staying.

So, our advice is - do come up here, even if you don't do all of the NC500 as some parts are more beautiful than others and we could suggest which sections to focus on. Overall it's the best MG motoring country you are likely to find anywhere, but make all your bookings as far in advance as possible if you want the pick of accommodation and eateries. Oh, and do give your car a good service first!

*From Glasgow we parted company with Sonia and Roy, who had been wonderful travel companions. Sometime later...*



I am writing this part back home in Plymouth after yet another MG adventure. With our trip counter reading 2300 since leaving home on the first of the month, we arrived seventeen days later at the Royal Victoria Hotel in Llanberis. We had timed our Scottish journey so that Jan and I could join the MGCC MGA Register Spring weekend in Snowdonia and Anglesey – well, we were 'passing' Wales on the way home anyway! Here we joined some friends we had made last October whilst touring the Picos de Europa (see the November 2018 newsletter). Over 60 MGAs turned up, and together we made quite a sight.

By the time you read this our third spring-time odyssey would have been the New Forest run (with Jan and I arriving via Center Parcs at Woburn, followed by a week of child-minding duties in Cambridge before heading Southampton way, so in all yet another long trip for our MG). I expect there will be a run report about that next month.

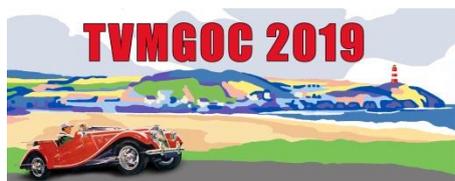
I can only echo Alan's point when he encourages more members to take part in organised runs, even if they are just for a day or two. Epic expeditions like our Scottish and Welsh trip aren't for everyone, but though it's a cliché to say 'the more you put into something the more you get out of it', that is certainly a truism for us and our plucky little MGA. (The total mileage for our trip was 2753).

Happy MGing!

*Howard*

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

PS. Through no fault of our own, the trip got off to a very bad and a potentially very dangerous start. I won't put down what happened here but twist my arm and I'll tell you about it at a meeting.



## Upcoming events

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

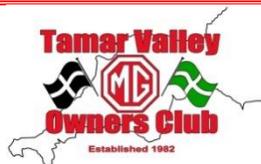
### New in this month

**Tregrehan Gardens Classic Cars & Country Show - 21 July** – entry form on our website

**Okehampton Show - 8 August** – entry form on our website

As I have been away I may have missed a name or two from our list of all of show and run attendees. Please check if your name is noted against any event you are attending.

31 May to 3 June	TVMGOC weekend away	<i>Southampton &amp; New Forest MGOE New Forest Run</i> <i>Friday 31<sup>st</sup> May - Travel</i> <i>Saturday 1<sup>st</sup> June - club run with a skittles competition in the eve.</i> <i>2<sup>nd</sup> June - New Forest Run</i> <i>3<sup>rd</sup> June - return home</i>
2 June	Devon & Cornwall event	Saltram Rotary Show – enter online - link on our website
2 June	Devon & Cornwall event	Tavistock Show – closed for entries
16 June	Devon & Cornwall event	Morwellham – enter online - link on our website
14 July	Devon & Cornwall event	Powderham – closed for entries
14 July	Devon & Cornwall event	Wadebridge Wheels – enter online - link on our website
21 July	Devon & Cornwall event	Tregrehan Classic Cars & Country Show – entry form on our website – closes 30 June
26-28 July	Devon & Cornwall event	Boconnoc Steam Fair – entry form on our website – closes 10 July
3 & 4 Aug	Devon & Cornwall event	RHS Rosemoor Gardens Vintage and Classic Weekend – at Great Torrington – entry link on our website
4 Aug	Devon & Cornwall event	Mt Edgecumbe – enter online - link on our website
8 Aug	Devon & Cornwall event	Okehampton Show – entry form on our website – no closing date
25 Aug	Devon & Cornwall event	Aveton Gifford Show – enter online - link on our website
14 June	<b>FRIDAY SUPPER RUNS &amp; SEPTEMBER SUNDAY LUNCH RUN</b>	
12 July	organised by Peter & Jan - details TBA	
16 Aug	organised by Vanessa - details TBA	
15 Sept	Sunday lunch run organised by Howard & Jan - details TBA	
20 Oct	Club Tulip Trophy run organised by Keat & Peter - details TBA	
17 Nov	Friday supper organised by John & B - details TBA	



## Club logo embroidery



A reminder that the club logo can be embroidered onto any garment you wish. This company already have our approved artwork. Just take your garment along and ask for the club logo to be embroidered. It usually takes a couple of days.

Personalised Motifs - Barry Ashton, 50 Embankment Rd, PL4 9HY. Email: [enquiries@p motifs.force9.co.uk](mailto:enquiries@p motifs.force9.co.uk)



## News snippets



### Safety fast!

No, not a reference to the MGCC magazine, but this is about safety issues for classic cars. Insurers Footman James carried out a survey that revealed that just over half of those polled agreed 'you should install modern safety devices to your classic'. The remaining 48% said they are happy to forgo their safety for the sake of keeping their cars original. A spokesperson said, "Footman James is not surprised...because many classic owners look for authenticity...rather than modifying it when it is not necessary."

So what are these modifications that so many owners feel are "not necessary" and abhorrent? They include fitting seat belts, brake servos, running on radial tyres, rear-view wing mirrors and fitting turning indicators.

I am only tangentially interested in cars as show queens, museum exhibits or investments. My MG is to be used and driven as much as possible, and I'd rather like to stay alive to do that for as long as possible. Consequently, I have every one of the above fitted as well as numerous security features. Each to their own.

*Howard*

## National Drive It Day & Club Treasure Hunt

Sunday 29 April



With our car cleaned and prepared for this event it was a bit disappointing to find the weather being a bit more overcast than hoped for and the odd drizzle shower meant that the hood was going to stay up unless there was a marked improvement.

Our own arrangements meant that Alison was going to stay with our elderly dog Jack (we wanted to limit leaving him on his own too long) whilst I went and displayed with the club outside the Knightstone Tea Rooms on the disused airfield. After which I would shoot off home and pick her up and return to the start and set off for the run albeit well behind the rest of the club cars.

Arriving at Knightstone just after 10.30, I was directed onto the grass by today's marshals and organisers Pam and Neil. Pam's beaming, welcoming smile certainly banished any doubts about the overcast weather.



Neil and Pam's car was flying one of the club feather flags and all the arriving cars were directed to use them as a central point for displaying.

The entry point to the grass had a sign pointing out that it was for 'MGs Cars Only'. Neil's humour made me laugh but thank goodness I hadn't brought the Lotus out to play.

Gerald's arrival with his daughter Lydia in their MGB GT V8 was heralded with a cloud of steam from the engine bay and looked rather ominous.



On inspection it was evident that the bottom hose was leaking, but fortunately Gerald had spare hoses in the boot. With the spare bottom hose and my tool bag put to good use it wasn't too long before the car was fit for the road once more. Help from Ade and Iain in procuring water from the tea rooms and offering advice was most welcome. Ade even supplied a large sheet of cardboard for me to lay on and keep me off the grass and sheep poo.

What with me being somewhat engrossed, I missed quite a few arrivals but I understand that we had 16 club MGs on display.

Whilst we were still meeting and greeting, a convoy of MGs from another club passed by. It did look like they were from Exeter MGOC and were out in numbers risking it in bandit country.

With Alison on board we finally got under way but not before collecting the answer to the first question, discovering that the operational dates for RAF Harrowbeer were 1941 – 1945.

Incidentally the name Harrowbeer was chosen because Yelverton could have been confused with Yeovilton during wartime radio transmissions and communications.

The route gave us a spin around Burrator Reservoir to collect another answer, before heading off to Tavistock.

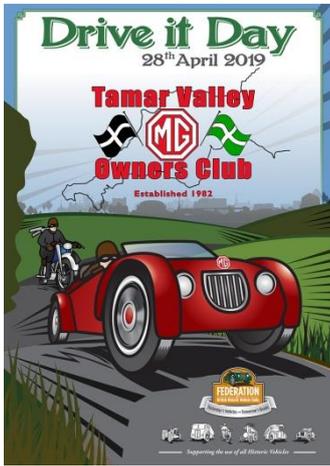
Passing Gem cottage near Grenofen we reminisced about the owner of the shapely legs from the 1976 Morecambe & Wise Show who also used to live there. Angela Rippon was the answer.... Great legs and great TV.

Passing Sir Francis Drake's statue, we then drove through Tavistock and took the open road to Okehampton and the mine chimney of Wheal Betsy on the right as we cleared the village of Mary Tavy.

I mentioned to Alison that perhaps a packed lunch might have been a good idea when she had an even brighter one, suggesting that we seek out hot pasties from the farm shop near Lydford, which we duly did. We also managed to clarify the answer to the size of Dartmoor National Park using the assistant's smart phone. When I was regularly walking deepest Dartmoor the answer would have been 365 square miles however the official answer was now 368. How did that happen?

We detoured through Okehampton having taken the first exit onto the B3260 instead of the second. We thought that the mileage noted on the route sheet was perhaps incorrect. I believe others also did the same. Sorry Pam and Neil, we should have trusted you both!

Clearing Okehampton and now back on route, we now started looking for a suitable place to pull over as it was now pasty time.



We passed John and Bee in Stickle Path who were facing the wrong way but as they didn't appear to be in trouble we continued and found a small layby already occupied by Ade and Val. After the briefest of chats they soon headed off, the wonderful sound of their V8 receding as they disappeared from view.

Alison and I enjoyed the peace and solitude on this very quiet road as we tucked into our pasties.....oooh they were so good! We also took this quiet opportunity to ponder over the Classic Car Quiz of 15 questions that Pam and Neil had also provided. These would also help to decide the winner of the Treasure Hunt.

Suitably refreshed we set off once more still pondering on a couple of questions. Amazingly we had a few lightbulb moments as the answers came to us. Whether they were right or not was another matter.

The route was now taking us to Moretonhampstead and back onto Dartmoor where we stopped at the Warren House Inn to try and discover the answer to the pub's height above sea level.

The landlady was very obliging even though I explained that I hadn't got time to buy a drink on this occasion. The answer of 1425 feet tripped off her tongue very easily and I did wonder if she had just grabbed a figure out of thin air.

Reluctantly we took the pledge, leaving all the drinkers and diners behind and continued over a scenic Dartmoor.

As we approached the Powder Mills near Postbridge, we discussed the answer to what powder was made there. Worryingly (apparently women make good poisoners) Alison thought it was arsenic as she thought she had read about it during a visit to the tea rooms. I said the answer was gunpowder. She liked my answer so much that we discovered during the cream tea that she hadn't even written anything down and we couldn't include it in our total score.

Stopping off at Combestone Tor car park, we consulted our Dartmoor map and got the height of the tor above sea level..... 356 metres. We also checked out the Warren House Inn height, this entailed reading off contour lines. After a bit off calculating and converting feet to metres, the landlady's answer was in the ball park.

Yet another stop, this time at Vennford Reservoir car park, saw us searching for the answer to the question of 'How many gallons of water are carried to the Torbay area each day'. No help was found on the notice board so we had to guess. Using fag packet maths, we estimated how many households were in the Torbay area and how many gallons of water each household would use.

Alison thought the final figure was approximately 3 million but I convinced her to go a bit higher at 5 million. Guess what? She was right!

We had another stop at Buckfast Abbey to find out who was the well-known beekeeper who worked at the abbey. Apparently it had been mentioned on the Antiques Road show. The car park attendant furnished us with the name....Brother Adam.



It was only a brief drive now to our final destination and a well-earned cream tea at Badgers Holt, Dartmeet. I had been worrying about parking up in the main car park as it is quite remote from the tea rooms. It was a bit disconcerting to see only Neil and Pam's car in the car park. Surely we were not the first to arrive!

I decided to continue up to the tea rooms and thankfully there were all the cars, safely outside. It was lovely to meet everyone well tucked in to their cream teas and it wasn't long before we too were served with our cream teas complete with very large scones. Superb!

Pam and Neil read out the answers to all the questions as the competitors marked their own papers.

All the hard work had paid off and Alison was declared the winner and was awarded the shield. I am unsure what my role had been in our quest but never mind! We look forward to arranging next year's Drive It Day and Treasure Hunt.

I know that not everyone tries their best to win these events as they are reluctant to organise the following year and I do understand this reluctance. However, we do surely owe it to the organisers to take it seriously after all their hard work.

Alison and I really do miss the competitive battles we had over the years with former members Clive and Wendy who really took some beating.

Congratulations to Pam and Neil for setting such a great route for Drive It Day and giving us a well-planned Treasure Hunt too. We really enjoyed the cream tea so a revisit to Badgers Holt will certainly be in order. All in all it was a great day out.

We saw so many classic and historic vehicles on our travels today and it was a real pleasure and honour to be a part of National Drive It Day.

*Alan and Alison*

## Killerton Classic Car Show - 12 May



8:30a.m on a Sunday morning, yes you read it correctly 8:30a.m. on a Sunday. It does exist, honestly. In Tesco's car park at Lee Mill, nine cars gathered to start the run to Killerton. The cars all looked immaculate; the drivers and passengers looked a bit worse for wear. A bit too early in the morning I expect. There were a few brave folks who'd come in shorts anticipating good weather but at that time in the morning it was rather chilly and there were a few goose bumps in evidence.

Off we went, nine MG's in convoy, looking very impressive, on our journey to Killerton. On the way nine became ten as we collected Jenny and Peter at Marley Head. The journey passed without incident and we arrived at Killerton. What? Are we here? But there's no queue, we can't be in the right place. Of course we were in the right place - we'd followed Alan's instructions to the letter so there was no doubt. Either the organisation had improved or we were earlier than usual, but we were being directed to our stand with no fuss at all.



*New member James' MGBGT looking splendid*

The second club mentioned was TVMGOC; that mention made us cheer. As usual people came and went (ensuring that there was always a presence on the stand of course) looking at offerings in the marquees and at the other car stands, according to preference. We were close to the live music stand and we discovered that when there's music playing Janis can't keep still she danced around, making us all feel tired but entertained. She's a great dancer as we all know.

Then it was time to pack up; where did the day go? The entertainment started again - the taking down of the gazebo and the packing away (why do these things never fit easily into the bag they came in?). I couldn't help because I was charged with looking after Loci (Nigel and Libby's Jack Russell terrier who is fast becoming the club mascot I feel). Eventually chairs and picnics were packed away and the gazebo was safely in Neil and Pam's car. At this point I feel that I should say a thank you to Neil and Pam for filling their car with the gazebo each time. Without them we would have a problem, no-one else has enough room in their car. Please you two don't get a small sports car will you? One by one we left the site and made our way home. John and I found yet another way to get around Exeter but that's another story. We'd all had a really lovely day with great weather, great company and I'm told great cars on show.

B

P.S My apologies to anyone who started to read this report expecting to read about the cars at Killerton ...apart from our MG's not my scene I'm afraid ...if you want a car report you'll have to talk to one of the gentlemen who attended. (*gentlemen??? Ed.*)

Our area turned out to be a roped off square (we're usually in a line) and after a short discussion it was decided to put a row of cars at the front (leaving a space for Ian and Helen who were coming straight from home) then another row behind, with the gazebo in one corner. Helen and Ian arrived so with all 11 cars in place the entertainment started, the erection of the gazebo. It always seems to involve a lot of people milling around with nothing happening and all of a sudden, hey-presto, the gazebo is up. This time it was wonderfully supervised by Neil, who protected his manicure with his yellow MG rubber gloves...labelled right and left, honestly!

Everybody's chairs came out and the thermos flasks of coffee were opened as we surveyed the scene. It was a beautiful day and we were in a wonderful position. Close, but not too close to the loos and close to the food stalls which caused temptation for a few people, me included, throughout the day.

The clouds came and went, causing coats to be taken off and put back on, but generally the weather was great. When the interviewer came on the loudspeaker he started by talking about which clubs were attending and saying thank you to those clubs that had been loyal to the Show from the start.



## Friday supper run to The Cuddy Shack



**'CAR WARS'**  
**An epic adventure into a  
galaxy  
far, far away.....  
well, South East Cornwall!**



The adventurers assembled at the agreed rendezvous of the exotically named 'Carkeel Services'.

There was the White Knight, the Mighty Midge, the Green Goblin, the Yellow Peril, the Red Baron and our esteemed commander in Midnight Express!! (I may have missed one or two).

The Mighty Midge and White Knight shot off at the head of our mighty force as we rumbled off to vanquish the universe with a mighty roar of powerful motors, but almost immediately came face to face with a giant snake, of weekend Emmets heading into our world, but we didn't have time to find the head of this hideous monster, so instead took a different route into the unknown, via Notter bridge. Way up high we travelled onward into the evening sky, the Red Baron following the mighty Green Goblin, firing his shrieking lasers (squealing brakes) at any and every foe (sheep mainly) whilst the Yellow peril with his burning eyes acting as tail gunner with the Midnight Express.

'Twas not long before we met another giant foe, a huge foul smelling beast of a machine (Tractor & Dung Spreader) spreading forth... I mean filth, everywhere! It was no match for the Green Goblin who let out an almighty scream from his forward lasers and the beast retreated into the night with a disgusting smell!

Onwards we went, but soon the first casualty of battle, the White Knight had to stop for an adjustment to its defence shield (put its hood up). The rest of us carried on fearlessly and without regard for our own defence.

After many close skirmishes within the narrow corridors of the South East Quadrant we eventually arrived at the balmy and tranquil seas of Donderry and Seaton, where the inhabitants of this far-flung outpost gazed upon us with puzzled eyes, but there was no time to rest, as we were on a mission!

Our last climb high up into the blue yonder, and eventually our target was in sight, The Cuddy Shack, in all its mysterious glory laid before us, offering all the delights of the universe at our feet, (well Fish 'n' Chips).

Very nice it was too. With all the adventurers satiated it was soon time to thank our wondrous leader (Alan and Alison aka Midnight Express) for arranging such an epic excursion into the wilds of Planet Cornwall, and make our own mini adventures home.

To be continued...

*The Red Baron, Aka Clive D.*



# The Atlantic Coast Express Run

19 May 2019

## The origins of the "ACE"

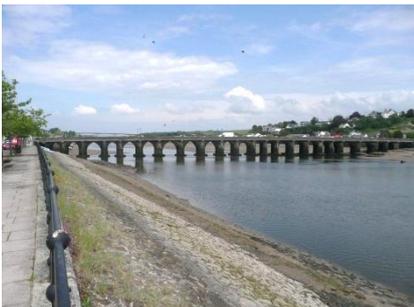
The "North Cornwall & Bude Express" ran from 1907 until, as part of a publicity drive by Southern Railways, the 11 o'clock from Waterloo to the West Country was named the "Atlantic Coast Express" in July 1926. The "Atlantic Coast Express" very soon became affectionately known to many travellers and enthusiasts as the "ACE", the shortened version of its full title.

The last ever "Atlantic Coast Express" left Padstow on the 5th September 1964 and so this famous train that had for so long linked London with the invigorating holiday environment of North Cornwall's Atlantic Coast ceased to exist. Lines south of Okehampton were closed some two years later and the era of steam and rail travel in much of rural Devon and Cornwall came to an end.

Today to commemorate the ACE, the Devon and Cornwall MG Car Club use the name for their annual run in May which starts from the station at Okehampton. On a bright and dry Sunday morning we met Alison & Alan and Jan & Martyn at the station for a pre-run coffee and bacon roll before affixing rally plates and having a look at the variety of MGs and other marques on display in the car park including a nicely restored Austin A35 and a 1972 Ford Capri which is a regular attendee for this event. Experience tells us that before embarking on an MGCC run it is best to have a quick read through the route directions, as they have their own unique style which takes a little getting used to.



While lining up at the start line, a quick review of the directions told us that this year we would be heading North West from Okehampton towards the coast at Bude before looping back to the finish in Tiverton. May is an excellent time for this run as the hedgerows along the route are always well populated with a colourful display of bluebells and campions that complement the bright rhododendrons and azaleas in gardens as you pass through the various villages en route.



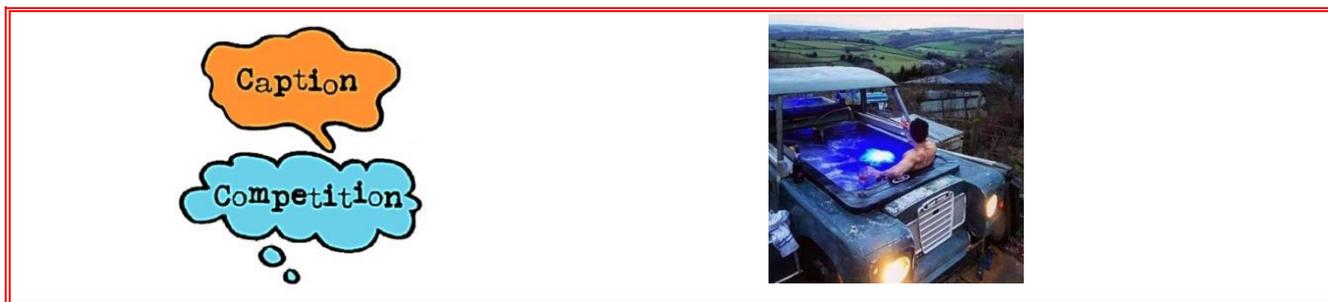
Leaving Okehampton we were soon passing through Northlew and continuing on to Holsworthy on nicely flowing A-roads before turning onto smaller B-roads to cross the Tamar at Bridgerule, which the instructions told us used to have a station on the Okehampton to Bude branch line. Entering the first of many villages with pretty thatched cottages at Marhamchurch we briefly joined the A39 main North Coast road before returning to the B-roads to pass through Lynstone and on into Bude. After crossing the Bude canal, which used to run for 35 miles and only had 2 locks (a canal boaters dream) we took a quick pit stop before crossing the River Neet and leaving the 'bucket & spade' shops behind as we left the town. Passing through Kilkhampton we then stopped at the Upper Tamar Lake which we had decided would be a good place to re-group for our picnic lunch. The local sailing club were racing in a decent breeze, so we found a suitable table overlooking the lake and enjoyed a pleasant lunch break.

Lunch over we headed off again and were soon passing through Bradworthy whose claim to fame is that it apparently has the largest village square in England, and close by the first



wind turbine in Devon was built in 2005. Leaving Bradworthy behind there were some really nice fast flowing B-roads with some 'big dipper' sections before we reached the A386 and turned for Bideford. Crossing the River Torridge on the Old Town Bridge, which as a result of using the naturally existing and hence randomly spaced large stones in the river during building has a total of 24 unevenly spaced arches, we departed Bideford and continued on through more thatched cottage villages at Huntshaw, Atherington and High Bickington. In Chumleigh the directions pointed out the unusual water pump in the village centre which we passed en route to Chawleigh and then Witheridge. Finally we arrived in Tiverton and our destination at the Petroc College where the traditional end of run cream tea was served, over which we all agreed that the run had been excellent with a great mix of roads ideally suited to MGs coupled with some spectacular scenery. Thanks to Alison & Alan, Jan & Martyn for your company during the day and for those of you who enjoy the driving events as well as the shows that the Club attends we would encourage you to look out for the ACE Run date in May 2020 as it is sure to be another great MG day out.

*Val and Ade*



Received entries	From
<i>How on earth did that jelly fish get in here?</i>	Howard
<i>I've heard of a leaking radiator but this is ridiculous.</i>	Howard
<i>Oi. Frenchie. J'accuse me of turning this into a Jacuzzi?</i>	Howard
<i>It's a Landy with 4-wheel dive.</i>	Howard
<i>The floating island in the water looks exceedingly suspicious!</i>	John I
<i>My new Landrover is going swimmingly.</i>	John I
<i>I think the carb may have flooded.</i>	John I
<i>I have a horrible feeling that I forgot to remove the fan.....</i>	John I
<i>Damn; got to get out, I've left the lights on!</i>	John H
<i>The view is better from here!</i>	Richard M
<i>How many miles to the bubble does this Landry do?</i>	Roger G
<i>Fred thought it a shame to waste hot water, so when the radiator hose burst, he took his annual bath. He hoped the anti-freeze would keep him warm.</i>	Janis
<i>"Land Rover sales plunge!"</i>	Tim P
<i>Although not a mechanic, when I told the garage the carburettor was flooded I spoke with some confidence.</i>	Tim P
<i>Red faces at a Dorset car dealership when a request for marketing material featuring Land Rover in Poole ended up advertising pool in a Land Rover.</i>	Tim P
<b>Ooops, fart...sorry</b>	<b>Murray C</b>
<i>I knew I should have tightened that top hose clip.</i>	Murray C
<i>That last water splash was a bit deeper than I thought.</i>	Murray C
<i>Ade thought that his MGB V8 had high fuel consumption, but Howard's MGA was thirstier.</i>	Ade
<i>After its recent refurbishment Howard's MGA now goes like a bomb!!</i>	Ade
<i>When his faithful Landy failed its MOT, Fred came up with an excellent upcycle plan.</i>	Ade

**And the winner of last month's competition chosen by Peter S. is Murray. Well done, but it's a choice that is bound to kick off a bit of a stink! Murray will choose next month's winner**

Here's next month's photo of a very determined cameraman, but it requires a caption. Your entries by email to: [mediatvmgoc@gmail.com](mailto:mediatvmgoc@gmail.com)



**And finally...**

