

**FEBRUARY  
2019  
EDITION**



*To The Victor, by James Dietz  
(MG TA, RAF airfield, England, summer 1940)*



64 A gorgeous morning. Frosty, still, not a bump in the sky. All the ammunition's gone. It's done good work. And what a get-away! Left those Messerschmidts standing??

*It reminds me of my M.G.*

There are still a few genuine pre-war M.G. cars in distributors' and dealers' stocks.

★ SAFETY FAST

THE M.G. CAR COMPANY LTD. Abingdon-on-Thames



## **This Month:**

**Committee reports**

**Upcoming events 2019**

**News snippets**

**January lunch run report**

**For sale – wire wheels and an MG TF 135**

**How MG helped save Britain Pt. 2**



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## Secretary's Report



Hello Everyone,

It was nice to see so many of you at the January meeting. Howard's film show was brilliant and probably brought back lots of memories for some members.

Thirty eight TVMGOC members went on the Sunday lunch run to the Church House Inn, which was organised by Peter & Jenny. It was a very scenic run with delicious food at the end. What's not to like! Many thanks to them for organising the event. The next Sunday lunch run is being organised by Sally and Keith to the Little Fox Hotel at Tregantle, which we have visited before. It has some lovely views and the food was great. If you want to join in, make sure you get your name down at the February meeting, or e-mail Sally & Keith ASAP.

The weather hasn't been too bad for us in the South West, hopefully it will continue, however I was a bit concerned about the bees, two of the hives that I have been looking after seem to think that it is spring, and they were extremely busy when I went up to check on them and put some food in. It is very unusual for them to be so busy in January, and they don't normally come out of the hive unless the temperature is above 15c. If they are producing brood this early in the year, they will quickly run out of food, so it was lucky that I went up to feed them. One hive had the Apicandy that I had bought, and the other hive had the fondant icing that Janis gave me, so hopefully they will have enough food to get them through a cold spell if we have one.

Don't forget, the AGM is on the 6<sup>th</sup> March, we look forward to seeing you all there, and your membership fee will be due.

Best Wishes & Happy Driving

*Pam*

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



## Notes from your Chairman



Hi everyone,

Well here we are nearing the end of January and we seemed to have missed the ravages of winter so far. This mild weather certainly helps to lift spirits and look ahead to a beckoning spring. Even the flowers in the garden are putting in an unseasonal appearance and are probably as confused as the rest of us.

Peter and Jenny's January Sunday lunch run to the Church House Inn at Rattery was excellent and there was a good turn-out by members for this. The actual run itself was a fairly clean one and any dirt was easily cleaned off once home.

With our numbers for these lunches approaching the 40 mark, it can be difficult to find new venues that can easily accommodate our lunch runs. It certainly makes sense to re-visit the venues which have proved popular in the past.

I am still putting off a few jobs on our MGB as working in an unheated garage doesn't really hold any appeal. A slight leak on one of the front lever arm dampers is top of my list of things to be done. Probably they are original ones too, which is annoying when they are only about 46 years old!

With the club's AGM not too far away (March meeting, which will be in the lower Ballroom), I really hope that you will be able to come along and oversee the club's due processes. One of those processes is the election of a new committee for the new club year, March 2019 to March 2020.

At the January committee meeting all the current members with the exception of one of our members' reps were willing to stand for re-election. This means that for most of them it will mean that they are entering their 4<sup>th</sup> year of being a committee member. This commitment is rather exceptional and I am so thankful to have had their support for so long.

However, this support will not continue indefinitely and if you wish for our club to continue into the future, then by this time next year you will certainly have to think about getting involved yourselves and help to take this superb club forward.

Currently we are seeking a nomination for a new members' rep. This is a good post to take up and find your feet on the committee, without being too onerous.

Alison and I are looking forward to Sally and Keith's February Sunday lunch and we are now also planning our run for the Sunday lunch in March when we go to the Moorland Hotel, Wotter. Places are still available so get in touch with me if you wish to come along.

Hope to see you all soon, so please do not just be a name on the members' list!

Safe MG motoring,  
*Alan*



## Event Secretary keeping it wheel



Dear all

I've not much to go here, which leaves room for a copy of Pam's email below. Don't fret as there's plenty from me later on.

Happy MGing!

*Howard*

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

*Hello all you TVMGOC Members,*

*Just a reminder about the AGM which is being held on 6th March at the Moorland Garden Hotel, starting at 8pm. At the AGM we will be disbanding the Committee (apart from the Chairman) and electing a new one. Your attendance is sought to oversee and approve the club's processes and administration controls. If you wish to raise something in AOB, then please submit your item in writing to the Chairman by Wednesday 6th February. If any club member feels that they would like to join the Committee, please speak to a committee member by the February meeting or immediately afterwards. New ideas are always welcome, so if you are keen, let us know.*

*Your membership fee of £20.00 is also due at the AGM. A cheque would be preferable to cash if you are able to oblige. You may post the fee to me if you are unable to attend. My address is in the club newsletter.*

*Looking forward to seeing you all.*

*Best Wishes*

*Pam*



## 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)

## Events you can enter now

In addition to the long list of dates in our Event diary, a number of entry forms/details have become available for both runs and shows. See the Entry Forms tab on our website for the latest list. This includes entry details for Morwellham Quay. If you plan to go, please inform the Event Sec. as it is for cars over 25 years old, though 'a couple' of younger cars would be admitted if part of a club display of older classics.

At least part of new event may be of interest to you, organised by a new local company, the Classic Car Coastal Relay Challenge, for Cancer Research UK. All classic and sports car owners are invited to take part in a nationwide fundraising relay starting 30 April. This 22-day epic adventure is to help raise money for Cancer Research UK. The relay is a daily challenge that starts at Westward Ho! and then winds its way around the UK via John O'Groats, ending back at Westward Ho! via Lands End. You can join in for as many sections as you would like, 1, 2, 10 or 22 days. The last three days especially may be convenient for our members. There is a link on our website where you can find the details.

To register your participation in our supper runs, contact these event organisers via email please – not the Event Sec. Please also note the meet and start times.

17 Feb	Club Sunday Lunch	Sally & Keith organising to The Little Fox Hotel at Tregantle Meet 10:30 at Tamar View Nurseries, Carkeel, Saltash PL12 6PA for 11:15 departure <a href="mailto:Sally-and-keiths-adventures@hotmail.co.uk">Sally-and-keiths-adventures@hotmail.co.uk</a>
17 Mar	Club Sunday Lunch	Alan & Alison organising to The Moorland Hotel at Wotter. Meet Knightstone Tea Rooms, near Yelverton PL20 6BT. The tea room opens at 10am but the club meet is scheduled for 11.00am <a href="mailto:chairmantvmgoc@gmail.com">chairmantvmgoc@gmail.com</a>
31 May to 3 June	TVMGOC weekend away Friday 31 <sup>st</sup> May - Travel Saturday 1 <sup>st</sup> June - club run TBA with a skittles competition in the evening 2 <sup>nd</sup> June - New Forest Run 3 <sup>rd</sup> June - return home	Southampton & New Forest MGOC New Forest Run Twelve places are reserved for the Sunday NF run and 12 rooms in the South Lawn Hotel. More can be added if available. See the December newsletter for full hotel booking details which have also been emailed to members in the Event Sec. report on 3 January. Please book soon and inform Event Sec. of your interest. The entry form is now on our website.
We now have 11 or 12 entrants		

## Lunch and supper dates – organisers needed

We now need volunteers for the rest of the year's dining events, starting with the May Friday supper run. There is no need for complex routes and themes unless you so desire.

May	Supper run – Cuddy Shack?	10 May
June	Supper run	14 June
July	Supper run	12 July
August	Supper run	16 Aug
September	Possible additional Club run*	15 Sept?
October	Lunch on 3 <sup>rd</sup> Sunday inc. Tulip Trophy	20 Oct
November	Lunch on 3 <sup>rd</sup> Sunday	17 Nov
December	No lunch – Christmas dinner	tba

\*Traditionally there is no September run in place of the biennial People & Places. In 2017 Val & Ade organised an extra run that was much appreciated. However, the committee have decided that volunteer organisers need to be found for all the other regular runs above before an additional September run can be contemplated.



### A ferry bad idea?

Last autumn, Brexit cast doubts over our club trip to Brittany proposed for May 2019. Our fear was that with so much uncertainty, any plans we made might be adversely affected. It seems others share the same concerns. Whilst Scenic Car Tours say they have seen no downturn in bookings to travel with them abroad, other professional organisers of foreign tours have said that bookings from March onwards, in the immediate aftermath of the current Brexit deadline, have fallen. This is due to fear of delays, cancellations, surcharges and changes to driving legislation. Many clubs and individuals are playing safe and delaying any plans to take their cars abroad until there is more clarity. John Mercer, director of operations at Classic Grand Touring, told CCW, "A no-deal Brexit remains a huge concern for us and our customers. We can only hope that the additional services laid on by the Government can take the load..."

"Our customers ask, 'Will the Channel Tunnel be open?' and 'Will there be long painful delays at ports?'" He then added that he didn't expect a worse-case scenario would last forever. Fingers crossed eh?

The BBC carried a story about Brittany Ferries. Thousands of their passengers have had their bookings amended to accommodate extra sailings in case of a no-deal Brexit to ensure 'critical goods' could still be transported. Some passengers were told their trips had been cancelled. Brittany Ferries said about 10,000 customers were affected. Perhaps we were wise to be cautious.

P&O Ferries say their ships will no longer fly the Union Jack flag. Justifying its decision, a statement said: "For operational and accounting reasons, we have concluded that the best course of action is to re-flag all ships to be under the Cyprus flag. The Cyprus flag is on the 'white list' of both the Paris and Tokyo Memoranda of Understanding, resulting in fewer inspections and delays, and will result in significantly more favourable tonnage tax arrangements as the ships will be flagged in an EU member state."

Typically of literally everything to do with Brexit, it seems no-one has a clue as to the true state of affairs. Jan and I have booked a ferry crossing for next October for another tour of Northern Spain. Surely by then...?!



**R,S,T** It's great that our membership list of cars contains four MG ZRs and two ZS's. Sadly though, an MGCC study reveals that MG ZR, ZS and ZTs are rapidly disappearing. It says 78% of those cars have been scrapped. The main reason is that values have fallen to such a level that most mechanical and accident repairs are uneconomical.

On the other hand, starting at just a few hundred pounds, they are a great option for young drivers or for a presence in the modern classic MG scene. What cars are left on the road need to be cherished, so if you are one of those owners, keep up the good work!

### MG Metro 6R4

With just 175 miles on the clock this MG Metro 6R4 was among the cars that went under the hammer with Silverstone Auctions at the Autosport International Show at the NEC in Birmingham. Its pre-sale estimate was £180,000 to £200,000.

The car on offer – built in 1985 – was a road-legal version of the famous Group B rally vehicle. Bought by Williams Grand Prix Engineering in 1988, as the iconic F1 team was part of the car's development process, it was then auctioned off in 2005, passing through a handful of owners since then.



On auction day it sold for £168,750 and Silverstone Auctions operations manager Harry Whale said: "In general, these cars are very topical at the moment. They're mad, they're rare." (so was the buyer! Ed)

### A run I'd love to do but probably won't

One of the many the classic car Facebooks groups posted a superb short video of the 2018 L'Alpine Classique weekend. It's a unique event that brings together hundreds of enthusiasts of classic cars, motorcycles, scooters and vintage telemark skiing every year. Skiing is one of the great loves of my life and soon Jan and I will be joining our daughter and her family for a week hurling ourselves down mountains. Frankly, I'm counting the minutes until it's time to go (and Ski Sunday has returned to our screens...yeaaaaah!).

The idea of combining a classic car run with a ski weekend is my idea of heaven, but realistically my ankles are too weak and too precious to me to don an old pair of ankle-snapping leather ski boots and attempt telemarking, and I'm not sure my MGA would start easily when frozen solid. Instead, I'm content to watch some very stylish people and equally stylish cars. I'm sure you would enjoy the spectacle too, so here are three photos to whet your appetite and encourage you to watch this excellent video: <http://www.alpine-classique.com/> or Google - L'Alpine Classique. The video is at the bottom of the page.



### Nice if it's true

Both AutoCar and Auto Express report that MG confirms the new electric E-Motion sports car is on the horizon. MG UK's sales and marketing boss Matthew Cheyne expects the E-Motion, with a range of 310 miles on a single charge, will go into production around 2020, priced from less than £30,000. By comparison, a 220 mile range Tesla 3 costs £51,000. The electric MGB we recently featured cost £99,000 and an electric MGA £150,000.

It is hoped that the E-Motion will signal the iconic brand's return to the sports car market. The E-Motion is based on the new electric modular architecture from SAIC (MG's parent company). MG claims it to be capable of a blistering 0-62mph in less than four seconds. The model has a 2+2 seating arrangement and butterfly doors. Inside, a central spine running through the car features two large digital displays that give access to the on-board functions. There's also a digital instrument cluster.

Zhang Liang, MG Product portfolio planning director, told Auto Express that the company is now ready to develop a sports car. "This time I want to do it different. A lot of work and research has been done. The next step is to gather audience and customer feedback." Liang added, "We are prepared for production."

Petrol heads may be dismayed that MG's new sports car won't have a 'proper' engine, but it's time to face the fact that the days of the internal combustion engine in new cars are coming to an end.



# FOR SALE



## Get wired

“FREE – a set of 4 wire wheels, ex MGB. The wires are a bit tatty but nothing some paint wouldn't sort out. The tyre tread is ok and very useable.

Four wheels for free, contact Bill P. Tel: 01752 841154

M: 07761 283990

E: [billpym@btinternet.com](mailto:billpym@btinternet.com)



For sale by Jim C.

I am selling my MGTF 135 as after a bout of ill health I am having a job getting in and out of it. I love the car and have had much enjoyment during the time I have owned it. It has lots of mods including a new head gasket, stainless steel water pipes under the car, a new radiator, a new front sub frame, 280mm brake discs (stops quicker now), underneath is wax oiled, it has a low water sensor, new belts, water pump and alternator, new coil packs and plugs and a new exhaust. I also have a hard top which I am including in the sale. The car drives very well. Mileage 62,000.

The price is £2500.00 ovno. Phone 07800 904671 Email [jimmimaggi@gmail.com](mailto:jimmimaggi@gmail.com)



## Sunday Lunch Run to The Church House Inn, Rattery



We all met up at Tesco's at Lee Mill, and lots of chatting ensued. Some of us brought our MG's (Neil and I have nothing else to choose from), but others were a bit worried that it might be a very wet and muddy route, so came in their everyday car. We were very lucky with the weather for the Sunday Lunch run as it was not too cold and the sun even popped through for a little while.

The route was nice and dry with virtually no mud but quite a few potholes (we were pre warned by Peter and Jenny). Unfortunately that seems to be the state of the roads all over the country but despite the potholes it was a lovely run.

With good visibility it was possible to see all the lovely Devon countryside with beautiful green rolling hills and statuesque leafless trees. There were lots of snowdrops at the sides of the roads and sheep grazing in the fields.



*Five of our cars en route to lunch*

Neil and I also saw a buzzard sitting on top of a telegraph pole, obviously looking for his next meal. It made me feel as if spring was just around the corner.



We all arrived at the Church House Inn in good spirits (ie lots more chatting). I don't think that I have ever been there before; what a lovely building. With the date 1028 on the front, it looks very traditional on the outside and when you initially enter, the Inn is quite small and dark, but very cosy. We were dining in the conservatory which was very light and airy with doors out to a lovely garden. I should imagine that the view is gorgeous in the summer. All 38 TVMGOC members sat down for a lunch that was very nicely presented, with a good variety of fresh vegetables. Neil and I had the lamb and it was very tender and tasty. We also shared some sticky toffee pudding which was delicious. So, after yet more chatting, we all wended our way home. What a lovely day out it was, and many thanks to Peter and Jenny for organising this for us. Neil and I had a great time.

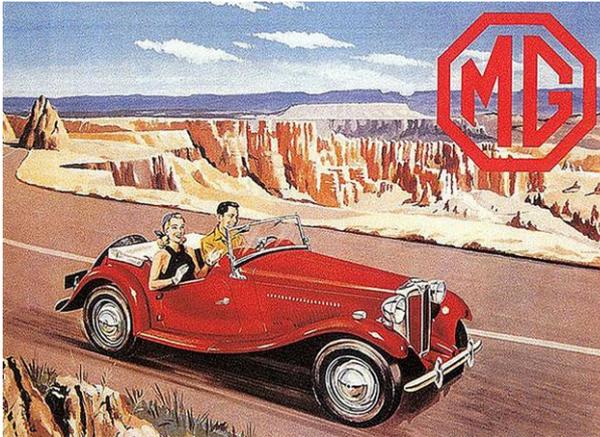
*Best Wishes Pam*

# How MG and other British sports cars saved the nation



Last month I reported on a talk given by American author John Nikas, who wrote *Rule Britannia - When British Sports Cars Saved a Nation*. As it was light on figures, I augmented Nikas' thesis with additional research. In the first of this three-part series we learned how post-war Britain was virtually bankrupt and that car making companies such as MG needed to re-invent themselves for a new world order.

## Part Two – Export or Die



*MGTC at the Grand Canyon*

The September 2018 edition of *MG Enthusiast* carries a long article about MGs in Australia. It says that prior to WWII, Australia was the largest export destination for of TA/TB MG cars and remained important for TC sales. After the war the US became MG's biggest customer.

MGs had been imported in small numbers to the US all the way back to the 1930s, and several other British brands had a foothold there, too. But the close of hostilities in Europe unleashed a torrent of cars that changed the landscape in 1950s America.

The MG TC started a romance between the US public and British sports cars in general, although MG was always 'The Sports Car America Loved First'. This little and inexpensive

car was an antidote to the thirsty, wallowing behemoths that were the norm in the United States. The TC endeared itself to Americans and was to play a vital part in rebuilding Britain.

In 1945 when the war ended there is a very good argument to be made that Britain was much worse off than Germany or Japan. We owed the Americans vast sums for armaments and other essential supplies that were needed during the war effort. In addition the American Marshall Plan would be using their US dollars to resurrect the economies of those defeated nations. Just before the fall of Japan, the United States government told the British government with 72 hours' notice that they were going to suspend all their lease payments on land and facilities they were renting here. The British took this news stoically until the winter of 1945/46, which was the worst winter to have hit Britain in recorded history.



*Post-war rationing*

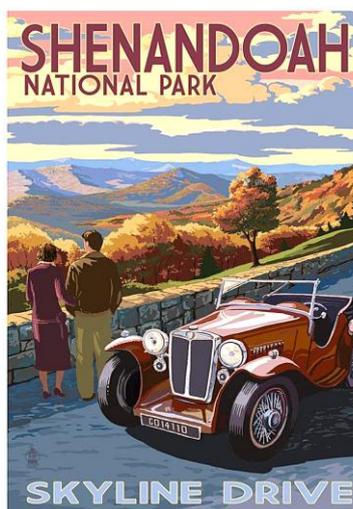
Our Government went back to the Americans and said Britain needed finance. America declined. We said the money was needed not for economic assistance, but for food because people were on the brink of starvation. Consequently, the United States capitulated and gave Britain another loan that was so big that it wasn't paid off until 2006. (It is also the only loan from the wartime era ever to be paid back in full, a point Tony Blair's government revelled in.)

So after the war Britain was virtually bankrupt. People were starving. Whatever materials had existed in the country had been turned into Spitfires, torpedo boats or tanks. Today, if I look out of my window at the park opposite, I can still see the stubs of iron railings that had been cut and melted down for use in the war effort. Yet our debts had to be paid off and money was needed to rebuild the economy. Britain at this point had a Labour government. After 40 years of Tory rule, Winston Churchill lost the 1945 general election. Although his role in World War II had generated him much support - love even - Churchill also had many opponents. He had expressed contempt for a number of popular socialist ideas, in particular creating a system of national public health care and improving public education.

In this brave new world order, Labour's only hope for extra cash was if the country earned it abroad. One important component of this would be cars. The problem was that the British Motor Industry was made up of small independent companies such as MG that were barely getting by. In order to build their way out of trouble they needed raw materials, but the government had imposed restrictions. Before a new car could be built, permission was needed to obtain the steel, aluminium, rubber, wood etc. that was needed. To get that permission, the finished products could not be sold on the home market. They had to be exported to bring in foreign currency, ideally in US dollars, to begin to pay back our debts and resurrect our economy. The 'Export or Die' policy was created with the mantra, "We must sell the things we like, to buy the things we need", but that is easier said than done. British car companies had never earnestly exploited their products before the war. A few vehicles went to former British colonies, but the Americas were largely an unknown sales territory.

Famously, American airmen and some of the ground troops stationed in Britain during the war had exported their quirky MG TAs and TBs to the USA. GI's had enjoyed zipping along English country lanes seated beside hair-wafted girlfriends visiting country pubs. Now they wanted to relive those happy memories back home.

The first British sport car to be mass factory exported post-war was the MG TC in 1945. It was a high-quality vehicle, with extra demand driven by car races on streets and aerodrome tracks. Like a Model T Ford, the MG was initially only available in black. The TC was by then already an old design, having its roots going back to the P-type Midgets. For the time it was very fast, having a 0 to 60 mph time of 23.6 seconds!



Between 1945 and 1949, 10,000 examples were produced, 6,593 of which were exported. If you could get one, the TC cost £527 on the home market in 1947. Troops from all over the world had been billeted in the UK during the conflict and had fallen in love with MGs and these returning servicemen provided a market, not just in North America but across the British Empire. The TC made a vital contribution to Britain's post-war 'Export or Die' campaign.

In 1948 Jaguar introduced the XK120, which was thought at the time to be the finest car in the world. At first the Jaguars were aluminium bodied because steel was still in very short supply and because it was easier to work in very small numbers, all that Jaguar had intended.

At around this time Cornishman Donald Healey, having failed to buy Triumph, began to build his own cars to fill a gap between the Jaguars and the MGs. It's said one of his first staff was a thief who during the war had managed to pilfer from the American army a huge pile of nuts and bolts (a point I've failed to verify). This stockpile now came in handy as Healey couldn't afford legitimately-bought fixings. That's how bad things were in Britain. Soon the Healey 100 arrived in America alongside Triumph Roadsters – 90% of TR2s and TR3s were exported to the USA - and on the Bonneville Salts of Utah the Healey became a record breaker.

The 'Export or Die' policy was working. By 1950, a year in which 75% of British car production and 60% of its commercial vehicle production was exported, the UK provided 52% of the world's exported vehicles.

Throughout this time MG was still building T-series midgets – the TC being followed by the TD and TF variants. But these were pre-war designs and certainly not the most modern cars in the world - not even the most modern cars in England. Not surprising then that by 1952/53 sales had started to fall. MG needed a new car design, and one was on the cusp of being ready. Sadly it was not to happen, at least not right away.

**Next time...Mind The Gap!**

*Howard*





Received entries	From
<i>It's alright for you to laugh but this is snow joke!</i>	Howard
<i>And for lunch I'd like an iceburger please.</i>	Howard
<i>Don't make me lose my temper as I'll have a meltdown!</i>	Howard
<i>"All I want for Christmas is a decent garage, preferably heated!"</i>	John H.
<i>My God! Santa is suffering strike problems as well. He's had to use his 'F' instead of Rudolf.</i>	Keat
<i>I am going to need more than my credit card to scrape this lot off!</i>	Tim S.
<i>You have heard of anti-freeze – this is Uncle Snow!</i>	Tim S.
<i>Very funny – who's the idiot with the shaving foam!!!</i>	Tim S.
<i>Santa went one stage further than a personalised number plate.</i>	Jan P
<i>"Just previewing at the Vienna Motorshow - the latest Beast from the East."</i>	Peter S.
<i>This snow is great, I don't have to go out.</i>	John N.
<i>"Just don't get up my b..... nose, ok?"</i>	Tom E
<i>China announced a new car this week the 'Shrek Gti'!</i>	Clive D.
<i>What a great result for Theresa May!</i>	Richard M.
<i>Tehe ....It warmer here than the cross party feelings in Parliament!</i>	Richard M.
<i>I can see clearly now the rain is gone, I can see all obstacles in my way. Gone are the dark clouds that had me blind, It's going to be a bright, bright sun shiny day It's going to be a bright, bright sun shiny day.... If only it was that simple!</i>	Richard M.
<i>I am the beast from the East.</i>	Margaret C.
<i>It's snow face to be, in weather like this!</i>	Neil M.
<i>It's snow joke!</i>	Roy
<i>"Grit your teeth", they said. "What about the roads?"</i>	Margaret H.
<i>Snow Good I'm frozen solid and not going anywhere despite my smile.</i>	Roger G.
<i>Husband was told to put a "brave face" on it when leaving for his commute to work.</i>	Noel

**The winner of January's competition, John I., has chosen this month's winning entry. That honour goes to...last but not least...Noel! Well done! Noel now gets to choose next month's winner.**

**Here's the photo requiring a caption for our March newsletter.**

**Your entries by email to:**  
[mediatvmgoc@gmail.com](mailto:mediatvmgoc@gmail.com)



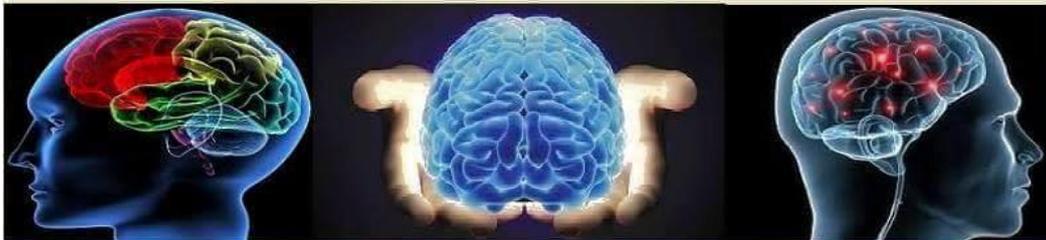


And finally...



And our old friend Julie W., her broken foot now out of plaster and currently with husband Mike building a lovely new home in Australia, posted this on her Facebook page. Dare you try it?...(the test not Facebook!)

**The average person over 50 years of age cannot do it!**



**Check for Alzheimer's - Pretty Amazing**

The following was developed as a mental age assessment by the School of Psychiatry at Harvard University.

Take your time and see if you can read each line aloud without a mistake.

- |                      |                          |
|----------------------|--------------------------|
| 1. This is this cat. | 7. This is old cat.      |
| 2. This is is cat.   | 8. This is fart cat.     |
| 3. This is how cat.  | 9. This is busy cat.     |
| 4. This is to cat.   | 10. This is for cat.     |
| 5. This is keep cat. | 11. This is forty cat.   |
| 6. This is an cat.   | 12. This is seconds cat. |

**Now go back and read the third word in each line from the top down.**