

Newsletter November 2023



The Exmoor Rut



Andy's RV8 fording Malmsmead
in Exmoor's Doone Valley



Peter & Jan's MGF on the
North Devon coast

This Month

Committee reports

A committee mini reshuffle

New snippets inc. parts suppliers

Condensation & winterisation tips

Heritage certificate for MGTs & TFs

Our People & Places donation to The Mustard Tree charity

Port Eliot



Get more smiles to the gallon with TVMGOC



Secretary's Report



With leaves falling in swirls of Autumn gales, and only the very bravest risking a re-enactment of People and Places 'rivers of mud' in our country lanes, the opportunity to enjoy motoring has been somewhat curtailed this month. Nevertheless, as is most often the case, between tempests we have enjoyed a few days where warm, slanting sunshine has illuminated the crescendo of autumn colours on our trees and hedgerows and reminded us of what a splendid place we live in. Deep hued reds, browns and yellows aside, I have personally been 'about to fix' my overheated MGR since the Fowey show. I say about to fix, because every time I think that I can do it another high priority task come along, whether that be administration for my daughter's wedding next April (known as WedMin) or traipsing up to London in my new charitable activity as a Director of St John Ambulance and Chancellor of the Priory of England and the Islands of Order of St John (and that's the short version!) Like all charities, COVID hit them hard, and times are tough, so if you have a chance – do give generously as these guys really could save your life- either personally or by training someone else.

Back to MG - as the MOT for the MGR approached I succumbed to the inevitable and drove round to Crapstone Garage and let them fit the water pump and fix leaks. While not MG specialists they know what they are doing with old cars, and I would never have made it to Andy Timothy without expiring in a puff of very expensive V8 smoke. As an aside, I have previously suffered a blown head gasket and engine rebuild in the Marlin Roadster which I built, and I was clearly concerned. Charlie can remember the impact on the family finances, and it didn't help when I mentioned that the V8 had two cylinder heads. Much relief all round as they appear intact and with my car back in the fold, I am looking forward to giving her a bit more use in the coming weeks. I am grateful to Howard for penning this month's regional news in 'Enjoying MG' as I had run out of time.

Sadly, this will not improve on Monday, as I am once again in London on a short-notice-but-essential mission and just can't get back in time to see Howard's warmly anticipated movie night. I am jolly annoyed. On the positive side, our new club windscreen stickers have arrived, and they look good (although I haven't put it on the car yet...). I will try to get them to a fellow committee member to bring on the night.

So – apologies for absence, but I look forward to seeing you soon!

Warmest regards,
Simon

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

01822 852843

clubsecretarytvmgoc@gmail.com



Notes from your Chairman



Hello everyone,

Until about a week ago, the hornet's nest on our daily dog walking route was still showing some activity. Thankfully, this cold and wet weather we have been enduring has also meant that there have been no more aggressive attacks by them on unsuspecting walkers.

Mind you, I have still kept a cap on, just in case.

Hopefully Storm Ciaran didn't impact you too much, unlike some of the poor folks (as seen on the news) that had to evacuate their homes due to storm damage and flooding. I think, from a personal point of view, autumn this year seemed to start in August. Hopes of an Indian summer were soon dispelled, although we did get the odd day of sunshine.

The Exmoor Rut was certainly blessed by one of those days, and the forecasters were absolutely spot-on with their predicted fine weather. From the time Alison & I left home in the morning to getting back home in the early evening, our roof stayed down all day.

The view from the top of Porlock Common was simply stunning as we looked across the River Severn estuary into Wales. It was quite special to be able to share this moment with other club members, with our cars crammed into a very small parking area. These views persisted as we continued towards Lynmouth. Certainly a 'Rut' to remember for all the right reasons...Superb!

The Sunday Lunch and Tulip Run to 'Strawberry Fields' at Lifton was yet another good day out, and it was good to see such a strong turnout at Yelverton for the run. However, the church car park where we were meeting needs vital repairs to fill in the gigantic potholes encountered on the day. They could certainly damage your car's suspension!

Congratulations to Gavin and Rachel, who were worthy winners of the Tulip Run trophy.

It was nice to have Paddie and John join us for lunch too, to see the hand-crafted trophy they had donated once again being awarded.

A big thank you must go to Keith and Sally for getting this run organised at such short notice.

Fortunately, we still have John and Bee's November Sunday lunch to look forward to, and yet another excuse to use the MGs before they hibernate for winter.

At long last I have managed to get my MGB's steering column repaired. Since I have owned the car I have had to suffer a rattling column due to worn top and bottom bushes. A visit to Tim Kelly's MG Repair Centre at St Agnes has now sorted out this problem.

What bliss to be able to drive over a rough road surface without hearing the usual rattle!

Alan



Event Secretary - keeping it wheel

Dear Motorneers,

We have just one more Sunday lunch run to look forward to this year then, I guess, most of our MGs will be put into semi-hibernation. But locking them away for months on end, forgotten and forlorn, does these cars no good whatsoever.

Later in the newsletter there is a piece from *Enjoying MG* about mitigating against condensation, and it prompted me to think about overwintering my MGA. I don't know if anyone will find it useful, but I've also produced an aide memoir for overwintering cars.

After John & Bee's November lunch run, my love/hate relationship with chrome wire wheels will get revived. I love 'em when they're sparkling, hate the time it takes to get them looking that way. Note to self: stop begrudging having to do all this. You know it's worth it.

I also need to keep the car in tip-top mechanical condition because it has to be as reliable as possible next year. Jan & I have a lot planned already.

Last month I reproduced here an article from *Enjoying MG* where I suggested the MGOC might create a page on their website for members to post and swap great driving routes around the UK and beyond. As they made a point of highlighting my suggestion, I half hoped MGOC would action it, or more likely ask for further thoughts on this in the November issue.

Well, perhaps it has fallen on deaf ears. There is no response from MGOC itself.

I am not in the least bit surprised about this but at least I tried. Ho hum.

Instead, I have had five requests from people in other clubs asking if I would share with them my Hereford routes, with which I complied, and another couple of emails saying what a good idea a route database would be. The only reciprocal offers were invitations to join in with the Notts MGOC for their equivalent People & Places run, and the Cotswold Caper. Kind suggestions, but not what I was asking for.

On a more positive note, I hope lots of you can come to the November meeting which is...cue the lion's roar...cue that bloke who bangs the big gong...**Movie Night!!!**

I'll be giving a behind-the-scenes introduction to Stephen Spielberg's amazing first feature movie, *Duel*. The plot is a battle to the death between the driver of a humble family car and the most evil-looking, homicidal truck you have ever seen.

Then we'll settle down to watch the last 45 minutes of this incredible piece of automotive film making.

Strap in for a terrifying ride,
and bring your own popcorn!

Happy MGing!
Howard.





Upcoming events

The most up to date and detailed information on future events can be found and downloaded on the Event Diary Page and the Entry Forms page www.tvmgoc.org.uk

TVMGOC CLUB DATES 2023/2024			Lunch/run organiser
Run start times and other details are on our website when available			
Nov	Club 2nd Monday meeting at Manadon – Movie Night	13 Nov	
	Sunday lunch at Bovey Tracy Golf Club NOTE NEW START POINT - 9.45 FOR 10.45, Ivybridge Park & Ride which is off the Exeter Road out of Ivybridge.	26 Nov	Janis/ John & Bee
Dec	No club meeting this month		
	Thursday Christmas lunch celebration at Yelverton Golf Club with magic! Meet there 1.30 for 2pm lunch.	21 Dec	Janis
Jan	Club 2nd Monday meeting at Manadon - Chat 'n Chill	8 Jan	
	NEW Sunday lunch Meeting point: The Dartmoor Diner 10:30 for tea & coffee before the start at 11.30ish. Then drive to Dartmoor Lodge, Pear Tree Cross, Ashburton TQ13 7JW. Meal served from 1:30	21 Jan	Run – Howard Lunch - Janis
Feb	Club 2nd Monday meeting at Manadon – Annual quiz night	12 Feb	
	Sunday lunch to Trethew Manor - details to follow	18 Feb	John & Vanessa
March	Club 2nd Monday Meeting & AGM	11 Mar	
April	Club 2nd Monday Talk by Tim Hipwell, MGOC regional Rep.	8 April	
	Drive It Day	21 April	
May	Club 2nd Monday meeting at Manadon - Photo competition winners	13 May	
June	National Cream Tea Day	28 June	

Fowey Classic Car Show and Parade Thursday August 22nd, 2024

Make a note that the entry list for next year's event will be available from January 5th.

MG & Triumph Spares Day

Sunday 11 February Stoneleigh Park near Kenilworth. Alongside the UK's largest MG & Triumph clubs there will be a plethora of trade stands, auto jumblers and specialists.

Club mini-break to southern Snowdonia 24 – 28 June

Following the aforementioned article in *Enjoying MG*, a chap called Renton from Stafford MG Enthusiasts contacted me as his club has stayed at the lakeside Tyn y Cornel Hotel where we have booked. He had this to say: "The hotel was excellent, comfortable, and homely. Rooms varied in size and structure, i.e. some had steps within the rooms. Cara, who will look after you well, can supply you with a list of rooms and how they all vary (in price as well). Food was excellent. We had a party of 36 and had the dining room to ourselves for our three-night stay."



When I last spoke to Clara, she said they still had four rooms available on these dates. Renton also sent me a couple of routes, one of which includes a visit to Portmeirion. So, this all bodes well for us and is something to look forward to.

A committee mini-reshuffle

There are three main types of functions that we as a club take part in.
It's all too much for one person to organise – I should know, I did it for long enough!

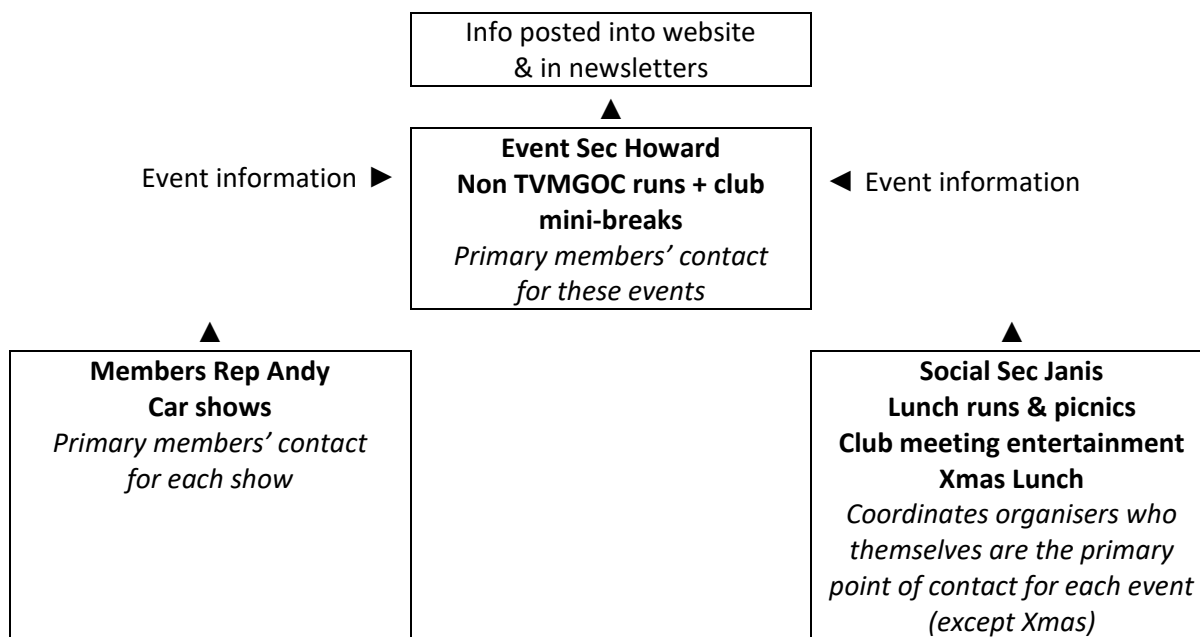
At the last committee meeting we agreed a mini-reshuffle regarding events and who does what. Andy, Members' Rep. 1, will be taking over organising all the car shows - those which we visit as a club and where we have a stand (needing MGOC insurance even to fly the flags), and listing other shows you may wish to enter as individuals. This takes another load off my shoulders and importantly gives Andy a defined function within the club, so I think it's a win-win, especially as Andy seems to visit as many shows as he possibly can and has a broader knowledge of them than I do.

Social Sec Janis continues as before, organising our club lunches etc.

Andy & Janis funnel information to me as Event Secretary, to pass on to you.

I will now just be responsible for organising and listing major runs put on by other clubs, and I will also continue to organise club mini-breaks. Separate from my Event Sec role, I will still be producing the newsletters, and keeping the website up to date with information and forms for everything we might be entering.

So, just to make this even clearer, this is how the organisational structure now looks in schematic form and who you should contact about each kind of event. Simple!



Howard



News snippets



Our People & Places donation to The Mustard Tree charity

One of the objects of our People & Places run, in addition to all the obvious MG ones, is to raise money for our club's chosen charity. This year it was the Mustard Tree Macmillan Cancer Support Centre at Derriford Hospital. They offer help to anyone affected by cancer in a cosy and comfortable environment for patients, relatives and carers where they can share concerns, ask questions and access a range of support. The Mustard Tree centre is staffed by Macmillan professionals and trained volunteers, some of whom have had a personal experience with cancer.

Thanks to all those who took part in People & Places this year and in doing so helped our club contribute £570 to this worthy cause. Well done! There's still time to add your donation. Speak to Janis at Monday's meeting. **We are handing over the cheque this coming Wednesday, 15 November 2pm at Manadon Spots Centre where we'd like some MGs for a photo of the occasion. Please let Janis know if you can come along.**

MG Suppliers

Bob West, world renowned MGA builder, is featured in *Enjoying MG*. He laments the poor quality of some parts that are available these days [*tell me about it! Ed.*] and refers to a list of trusted suppliers on the American MGA Guru website. That list includes UK suppliers and has comments about each one. The article, along with many others, is now in the technical area of our website at item 41.

A new motor museum in Taunton

Opening on November 21st, the Country Classics Motor Museum is housed in an historic department store which dates back to 1836. This is a passion project of Patrick Hawkins who has sunk his life savings into the collection of classic vehicles. The focus is on 'affordable' cars from the 60s to the 90s. Patrick hopes the museum will breathe life back into his home town's centre. As this is in our neck of the woods, it might be ideal for a club visit some time in the near future. First though, if anyone fancies doing an advance recce please report back.

Monsters of the road - are SUVs are stupid?

Apologies if you own such a beast, but The Guardian published a fascinating article explaining why SUVs are an environmental disaster and why they aren't particularly safe either.

Whatever your views are on these XXXL vehicles, it's worth a read:

https://www.theguardian.com/technology/2023/nov/05/monsters-of-the-road-what-should-the-uk-do-about-suvs?utm_source=newsshowcase&utm_medium=gnews&utm_campaign=CDAQkYr5x5fbpsW_ARjc-ZXKicGQ1loBKg4IACoGCAowl6p7MN-zCQ&utm_content=bullets

A break with EVs

Richard spotted a useful piece on the MGOC Member's Forum. It alerts one to the fact that a slowing EV vehicle does not necessarily illuminate brake lights. The significance of this is that you can slow down rapidly when in the regen mode* and the effect is just like braking hard, but the brake lights do not show. Richard's daughter confirmed that her Renault was like that, but their son-in-law's company car (a Tesla) applies brake lights if slowing without braking. It must depend on individual vehicle design. The message is don't necessarily think that when following an EV that you will get a brake light warning when it slows down rapidly. The solution, assuming you are aware the car in front is an EV, is to leave a bigger gap and don't expect brake lights to work as they used to.

**Regenerative brakes work by reversing electric motors that propel a vehicle. It works like a generator and feeds energy back into the batteries to help replenish a little bit of range.*

How to reduce condensation in your garage

Apropos your item on humidity in the February issue and your request for advice, may I offer the following? On purchasing my 1966 MGB Roadster in 2007, I was eminently pleased that I could find not a pinhead of corrosion anywhere on the car. This was due to the fastidious Previous Owner using a Greenhouse Frost Protector under the car in the standard unheated garage for 22 years, ever since it was restored in 1984.

I will explain the concept. It is effectively a heater, but not intended to heat the garage, rather merely to dampen the temperature swings during short periods of time in our temperate but highly humid climate. Imagine a frosty night/morning, say -3°C, and by midday the temperature has risen to say 7°C. The cold metal will condense moisture from the now warmer air, especially in those nooks and crannies which may not be properly painted or may have missed the wax oil spray. By using the frost protector when there is an R in the month, the metal does not get too cold, thus reducing the range of temperature swing and avoiding the condensation.

I have continued the regime with continued zero corrosion as a result. The device the PO gave me with the car resembled a kettle element in a cage with a thermostat. Its replacement in recent years is the tube type heater commonly found in Portacabins, not so much to heat them but rather to prevent pipes bursting. These are cheap to both buy and run. It is also safe if (when) oil drips on it. I fixed the tubes onto planks of wood with silver foil to reflect the heat upwards.

My belief is that unless a room is sealed tight and rarely visited, dehumidifying is a waste of time. In my case it is pudding eaten and proved. I have previously mentioned this in the forum on more than one occasion.

Brian Griffin



Editor's note: Thanks Brian, I had not seen that solution before, but it sounds eminently sensible. My only query would be whether it would work as effectively and cheaply in my garage - I am in the very fortunate position of having extended the garage to take four cars with a small workshop area at one end. What do you think?

I don't think the size of the garage will reduce the effectiveness of the frost protector. You would need one for each car though. (I also have one under my MGA Coupé which I've had since 2018.) The heat rises up under the car and when I enter the garage it doesn't necessarily feel warmer, but if you feel the transmission tunnel, that does.

Brian Griffin

The Carcoon has served me well

You asked in the February issue if members had experience of using a humidity controlled storage chamber. As you probably know, there are numerous different types and makes of storage chamber on the market and they all have their pluses and minuses. Some have a framework so that they stay erect when you take the car out, others rely on air pressure inside the chamber to keep them inflated. I have used the latter type - a Carcoon Evo - for the past 20 years and quite frankly it has been fantastic. If the car gets wet whilst it is out, I can put it into the Carcoon and it is bone dry within 24 hours.

Yes, it can be a bit of a fag having to deflate/unzip the Carcoon and fold it up every time you want to take the car out and then do it all again in reverse when you bring the car home, but after a while you work out when you need to put it in and when you don't. Mine sees more use in winter and less in summer.

You don't have the same faffing about with the ones which have a

frame and stay erect, (Carcoon make one of these called the Carcoon Veloce) but the downside to these as far as I'm concerned is that it's like having a frame tent permanently erected in your garage, which can be limiting if space is tight. With the Carcoon Evo, it's only in place when the car is in it.

There's no doubt that it's kept my MG in far better shape than it would have been in had I not had the Carcoon. People still don't believe that it's over 20 years since I had the car restored. The car really is kept bone dry - no smell of damp, the chrome is always shiny, there's not even surface rust on the front discs. In Carcoon's case it is necessary to change the filters on a regular basis - say every 12 months or so, (I assume you have to do the same with other makes) - but at less than £20 for a set of replacement filters, it hardly breaks the bank. If I was to replace mine, I would buy the same one again. Hope this helps.

Roger Schofield

I'd go for a dehumidifier

I think your condensation problem is best solved by draught-proofing your garage and then running a dehumidifier 24/7. I have done this for many years and the water is very useful for things like car washing because it contains no lime-scale. There are two types of machine - compressor or desiccating. The compressor type uses less electricity but does not work well at low temperatures, unlike the desiccating one. On a different topic, I enjoy the magazine but find up to 16 pages of Regional Review very boring and wish it could be reduced in favour of more interesting articles.

John Vine

Editor's note: Thanks to all of you for your suggestions and advice.

Overwintering checklist

First a note that, as always, advice is split regarding whether to keep a car's petrol tank full or empty whilst in hibernation. The argument for a full tank is that it can help avoid water condensation inside. Conversely, as petrol can go off over time, some say the tank should be stored nearly empty. To quote the RAC, "Generally speaking, petrol has a shelf-life of six months if stored in a sealed container at 20 degrees – or just three months if kept at 30 degrees. The more it's exposed to heat, the more quickly it will go off."

As our cars tend to be wintered outside or in a rather cold garage for just a few months, you might feel the full tank method is the way to go.

There is agreement that the petrol needs to be E5 rather than E10, and not to let it stagnate in the fuel pipes and carbs. For further protection, various additives are available including Castrol Classic Valvemaster that includes an ethanol stabilizer.

The checklist below, without getting into dehumidifiers and air-circulation tents, is compiled from a variety of specialist websites.

Task	Check
Full the fuel tank with E5.	
Add ethanol stabilizer.	
Change the engine oil & filter. The clean oil will reduce the risk of harmful contaminants working away at your engine during hibernation — and you'll be ready to go in spring.	
Ensure that any items that have grease nipples are greased.	
Top up the antifreeze.	
Take the handbrake off.	
Disconnect the battery and ideally store it on a battery conditioner.	
Give electrical terminals & plugs a spray over with WD40 to help stop moisture ingress.	
Inflate and occasionally rotate the tyres to stand on a different part of the tread or* (or lift the car onto jack stands to take the weight off them)	
Lift the wipers away from the windscreen.	
Clean the car inside and out including the boot. Any chrome should be cleaned and lightly oiled to protect from the rigours of winter.	
Place moisture traps inside the car and boot.	
Allow air to circulate inside the car and boot.	
Anti-rodent protection - fill entry points such as the exhaust pipe and air filters and/or position pest pellets around the car.	
Fit a car cover.	
Every 30 days	
Don't be tempted to fire up the engine every so often if you're not going to take it for a drive as this creates lingering moisture in the engine and exhaust. *Drive the car for 10 miles or so.	
Check all round for leaks.	

Heritage certificate for modern MGF & TFs

Roger informs us that there's a chap on Facebook who will create a heritage certificate for you just like this one he did for Roger's car.



HERITAGE CERTIFICATE FOR : **D16 MGF**

MGF production ran from 16/08/1995 to 04/12/2001 with 77268 cars built in Longbridge - 3123 MGF's were painted in Solar Red between 01/09/1998 and 27/11/2001 - 698 MGF Mk1's, 2425 MGF Mk2's (of which 112 were Trophy 160's) and a further 1941 MGF's were painted in Solar Red - there were 1210 MGF's finished in the CMU paint / WEW trim combination. Solar Red replaced the earlier COF Flame Red last used on 17/09/1998.

Make and model	MGF MK2 MY (Model Year) 2000	Vehicle Identification Number	SARRDWBGJ2D535127
Build number	76830	Original Dealer	Evans Halshaw, Birmingham
Body colour	Solar Red	Build date	21 st November 2001
Body colour code	CMU	First registration date	30 th November 2001 as BD51LWH
Trim colour	Black Mirage	Wheels	15" square spoke alloy
Trim colour code	WEW	Engine type	1.8mpi K series 120bhp
Transmission	ZF VT-1 Ecotronic cvt	Engine number	18K4FM14 480186
Date of issue	27 th September 2023	Body number	00077730

It's probably not official or anything, but one would be nice to have in your car's history folder. He's happy to produce one free of charge to anyone who asks. The chap's name is Adrian Clifford, and he can be found on the MGF & TF Enthusiast page of Facebook.

He can be contacted by messenger on Facebook or his email at tf80le@gmail.com.

You would need to send a good photo of your car and a photo of the body number which can be found behind the trim in the boot on the left side.

He will email you the certificate to print off onto photo paper and then laminate.

Car for sale

Roger is selling the above 2001 MGTf Steptronic.

For further details call him on 07790765675

He's keeping his splendid Gentry.



Goldie – an idea for a Christmas present?

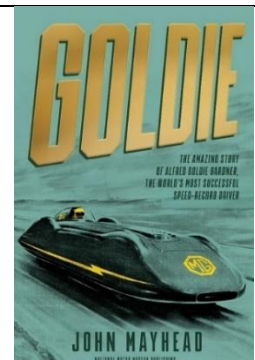
A new book about Lieutenant Colonel Alfred Thomas "Goldie" Gardner, an MG daredevil and hero, and the most prolific speed-record driver ever.

Admirable record breakers of that era were just built differently.

Seemingly they had no fear! Set the record or die trying.

MG EX135, featured on the front cover of this book, is currently being well looked after by the British Motor Museum.

This was from a time when Abingdon ruled the motoring world.





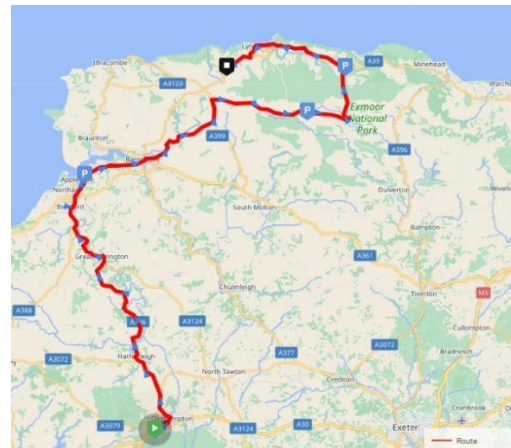
The Exmoor Rut organised by Devon & Cornwall MGCC

This was a really good one. The forecast was for wonderful weekend weather, and so it proved to be. Perhaps this was the best day of the year for an open-top drive, and most likely the last longish run for months to come.

The Rut *is* a long day out but, our club Sunday lunch runs aside, it's always the last big run of the year in the West Country. As always, the Rut started at Betty Cottle's pub near Okehampton and ended on the North Devon coast. The route was only 81 miles, but afterwards it takes a couple of hours or more, depending on which roads are taken, to get back to the Plymouth area. However, some of us have done The Rut quite a few times before and it's well worth it.



We had six of our club cars assembling at the start as the day began to warm up nicely. It's always a pleasure to see some of the older cars as well, including a 1932 MF F-Type Magma and Colin Bird's blue J2. Parked next to them was Andy's red RV8. Soon, with rally plaques in place, we were all off.



This year our route took us up the A386 through Barnstaple. In unusually warm October sunshine, some of us stopped for a picnic on the beach at Instow and this really was an idyllic spot to break our journey.



Onward, ever onward we continued. However, my MGA developed a worrying intermittent rotating noise. The day before, I'd had the car fully lubricated at my local garage which I have been using for 25 years or more. Whilst it was up on the lift, mechanic Rob, who knows my car very well, discovered that two bolts had fallen out of the near side front wishbone assembly where the wishbone pivot is fixed to the spring pan/seat. It was a miracle we hadn't had a rather nasty and potentially catastrophic suspension failure during the hundreds of miles we had driven the previous weekend on the MGA Register runs in the Lake District. Yet the car was handling faultlessly. This is proof, if it were needed, that our aging motors simply must be examined thoroughly up on a lift, ideally by fresh and experienced eyes.

Had I done the lubing myself, which I initially intended to do until time began to run out before The Rut, there is no way I'd have spotted the missing bolt while crawling awkwardly under the car. I try to keep it in top mechanical condition, as it gets used a lot each year. The only way to have confidence in your vehicle is if it's properly looked after.

In my opinion, the very minimum inspection they need is an annual MoT test.

So, after that scare, the appearance of an unfamiliar and unwanted noise from the nearside front during The Rut was a bit worrying. What else might have happened?

We stopped to have a look but could find nothing amiss. We suspected a bit of grit or something inside the brake assembly. The noise disappeared for a while every time I dabbed the brake, and eventually didn't recur.



"Are you sure the round thing goes back on here Roy?" "It's the wheel, Howard."



*Banging my head in frustration.
(Didn't knock any sense into him! Ed's wife)*



Richard & Kathryn's GT, Alan & Alison's MGB, Roy & Sonia's and Jan's & my MGAs

A few miles further down the road, Alan had pulled over with a fuel leak, which he was quickly able to fix. Soon we had left Barnstaple and headed onto Exmoor, passing grazing ponies, deer, and bouquets* of pheasants. The views across the Bristol Channel to Wales were spectacular. It is no wonder that the A39 is usually included in the top driving roads in the UK and, on a day such as this, the landscape and seascape looks at its autumnal best.



Roy & Sonia just before they drop down the steep Countisbury Hill into Lynton & Lynmouth



The end of the journey was at Woody Bay Station where the J2 was one of three MGs on display with the steam engines on the station platform. Outside, a parked-up Triumph Herald had clouds of smoke pouring out of the engine bay. This turned out to be from an electrical fire in the wiring of the car's horns. It seems not much lasting damage was done as the car did start up and head home afterwards.

In the station house we all enjoyed a cream tea (with the thickest clotted cream in the world) before heading for home.

Three of our cars returned via Malmsmead just to drive through the ford there in Doone Valley. If there's a prettier ford in our region I'd love to know about it. This is Sonia's photo of Roy. One for the photo competition methinks.

The Rut isn't for everyone because, as mentioned previously, it is a bit of a long day, but if you do feel up to it, try to take part in 2024 as it is a fitting finale to the MG year.



Howard

Pictures from Howard, Richard & the MGCC D&C Centre Facebook page.

**Collective nouns for pheasants are bouquet, brace, cover or a ride.*

I just hope those particular birds had taken out life insurance! Ed.

Port Eliot Antiques, Salvage, Decorative Goods Fair & Classic Car Show supporting Jeremiah's Journey



Many years ago, Jan and I used to live in St Germans. When I heard last year that a show was to be held which included classic cars in the grounds of Port Eliot Estate I fancied going, but a clash of dates meant I had to wait until this year. I went for two reasons. Firstly to have a look around the lovely estate on the banks of the River Lynher and secondly to see if the car show is worth adding to our club radar. The quick answer to that is no.

On this beautiful sunny afternoon (I was on my own as Jan & Sonia were taking part in a choral workshop) the show was a delightful place to visit, and wandering around the trade stands was interesting. They have a smashing café in the old stable block and so I'd go again sometime, if only to visit the café with Jan.

A walk around the grounds and through the gardens towards St Germans quay is lovely.



At fist sight, there were no classic cars to be seen. They were almost hidden away unter trees a short distance away from the main event. What's more there were only about 25 cars in all, mostly 'modern' classics.

So yes, this show is worth a visit, especially if you are interested in antiques, but don't expect it to be a major car show. However, this could change and grow over the years to come.

Howard



October Tulip Trophy Sunday Lunch Run to Strawberry Fields



It was a lovely dry sunny day when we met at the Yelverton Church car park for the start of the Tulip Run.

This run is presented in an unusual format, with the direction symbols slightly resembling tulips, and there is also a small competitive element in the form of a Treasure Hunt with certain things for the navigators to find out while driving the route. The first time Neil & I did the Tulip Run we did get a bit lost, and I was quite concerned that I would miss my lunch (we were the last to arrive at the venue) but thankfully we were still in time and didn't miss our meal.

When we arrived at the car park, Sonia was very kindly standing in the large, deep pothole at the entrance. We were extremely grateful for this as the hole was quite invisible until you were virtually in it (as can be attested to by Howard & Jan who arrived when Sonia was elsewhere and drove straight into it).



It was quite chilly this Sunday morning, but that did not deter the hardy 'top down' brigade. There was a very good turnout for the run, and after lots of chatting and handing out of route sheets, off we went, looking forward to a great run and a roast dinner.

We initially travelled towards Meavy, the moors looking fabulous in the sunshine. It was a very welcome contrast to the torrential rain and flooding we had for our People & Places run. We travelled through many miles of lush green, sunny Devon countryside and some of the views were spectacular.



Our route questionnaire meant we needed to pause at Brentor church car park seeking answers. Luckily the toilets were open and many of us were able to de-pressurise our bladders.

Some of the questions were able to be answered without leaving the car, but we did have to stop again & get out at Lydford.

When we arrived at Strawberry Fields it was extremely busy with their Pumpkin Festival. Luckily we had an upstairs room to ourselves, and as we had already pre-ordered our meals we didn't have too long to wait for our food which was hot, tasty and plentiful. Although we had ordered the 'small' meals we still didn't have room for a dessert. (We did! Ed)



While we were eating, Sally and Keith were checking our sheets to find the winners of the Treasure Hunt. Neil & I and Gavin & Rachel got all the questions right, but Gavin & Rachel pipped us at the post by saying that the item in the Meavy school room window was a "Drake's Drum replica" and we had just put "Drum". So well done Gavin & Rachel, who were presented with the trophy, made by John H some years ago, and they will be organising next year's Tulip run.



Many thanks to Sally & Keith for organising this event, and also thanks to Janis for assisting and to Alan & Alison as the run route was a previous one of theirs.

Pam

On the subject of Sunday lunch and other runs, we will need volunteers to organise them in 2024, currently from March onwards.

In the absence of any other offers, January is another repeat run to Dartmoor Lodge for lunch, as the committee needed to sort something out quickly.

In these circumstances grabbing a route and destination off-the-peg was expedient.

We already have an offer from one club member to organise a lunch run next year, but more will be needed, and sooner rather than later please.

It's enough to make you puce

In one of the Facebook MGA groups an owner asked for advice as to what colour he should paint his car. The suggestions ranged from the predictable "factory original only" to "any darn colour you like". Whilst freedom of choice is all very well...what do you make of the MGA opposite?



Or how about this colourful MGB on display at the Barbie Exhibit in Calgary? Surely only Ken would dare to be seen in it.



In the interest of trying to make the classic doll more realistic and easier for children to identify with, a new version is about to be released called "Divorced Barbie". Her set costs \$450. ...mostly because it comes with Ken's house, Ken's car, Ken's boat, and one of Ken's friends.

Thinking of colour, do we like this B with painted rubber bumpers?

**Spot the odd one out**

The Cyberster made an appearance at the Gathering of the clans MG100 event at the Doune Antiques Centre.

Just look at the size of the thing (a wide angle lens makes the MGB GT look wider than it is).



Caption

Competition



There's shitty jobs, then there's really shitty jobs.

This man is a Muck Major, aka a Night Soil Man - a historically used euphemism for someone who collected human excreta from cesspools, privies, pail closets, septic tanks etc. This material was removed, usually at night, to be sold on as a fertilizer. Where there's muck, there's brass!

Received entries	From
<i>The club run route said take the right-hand fork and wait there. That was a year ago.</i>	John I.
<i>The abominable gnome-man.</i>	Jan P
<i>"Did you say you wanted the slurry pit mucked out again, Governor?"</i>	John H
<i>Next time I'll get someone else to do an oil change.</i>	Howard
<i>John was convinced that the 'Magnet' needed some fine tuning!!</i>	Clive
<i>The PP7 marshals had to wait a long time for the last of the MGAs to dry out and make it to the finish at the Two Bridges Hotel.</i>	Gavin
<i>It'll all come out in the wash.</i>	Howard
<i>"I'm in a right forkin' state!"</i>	Howard
<i>So that's why you refit the sump before you pour the oil in!</i>	Howard
<i>The new eco member who dared to join with an EV.</i>	John I.

And the winner of last month's competition chosen by **Bee is John I.** Again!

He will choose next month's winner

Here's next month's photo
requiring a caption.

Send your entries by the end of the month to:

eventsecretarytvmgoc@gmail.com





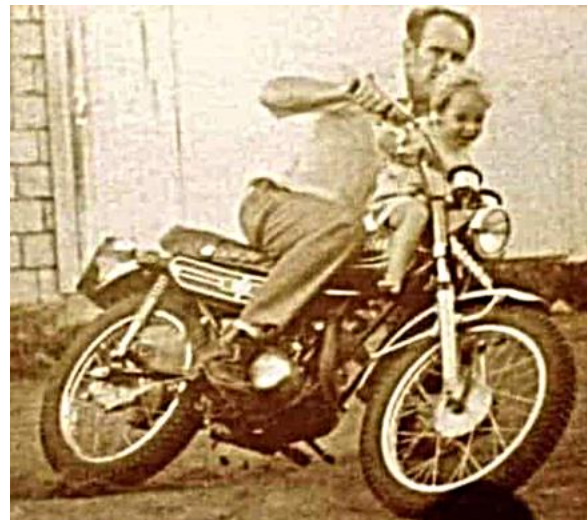
And finally...



If you can't see any oil on your dipstick, REMEMBER it's time to replace your current dipstick with a longer one.



Zebra crossing painted in 3D to encourage drivers to slow down.



I don't know who this man is but I do know that his wife was out of town for the weekend.

NEW FOR DRIVERS

