

**JULY 2019
EDITION**



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ENJOY YOUR MG MORE WITH TVMGOC



Secretary's Report



Hello Everyone,

At the time of writing June has been pretty dismal weather-wise, but TVMGOC-wise it has been great. What a fabulous weekend we had in the New Forest - lovely hotel, great food, brilliant company and a fabulous day out organised by the Southampton & New Forest MGOC. (The weather was quite good too.) There were 117 vehicles on their list for the run, and I was quite surprised to see that there were only 11 named female drivers on that list. Is it because the ladies are generally better navigators, or is it that the men don't like to relinquish the steering wheel? Who knows??

We then had a great Friday night supper run, which was organised by Peter & Jan. It was a dry evening, if a little chilly, for our very scenic run to Turtley Corn Mill. The directions were interspersed with some local history and information about Peter's ancestors which was very interesting, We will be hearing more about his family at the next meeting. The food at the Mill was exemplary, and we all got home eventually.

Looking forward to seeing you all at the next meeting,

Best Wishes & Happy Driving

Pam

1 Buena Vista Close, Glenholt, Plymouth, PL6 7JH 01752 651216 clubsecretarytvmgoc@gmail.com



Notes from your Chairman



Hello everyone,

Since the last club meeting members have had a couple of events to attend. namely Morwellham Father's Day Car show and a Supper Run to Turtley Mill. Both events were ones that Alison and I were unable to attend as we were in West Sussex using our touring caravan.

The weather really wasn't the best but we did get the chance to have our eldest granddaughter Emily, who is 3 ½ years old, stay over for a couple of nights. It was lovely to see her excitement at being in the caravan but trying to get her to settle down for bedtime was certainly interesting, as she was so wide awake!

Alison and I also enjoyed a lovely days walking along the South Downs but not having a dog with us for the first time in nearly 15 years seemed rather strange. Mind you, I did get to eat all of my packed lunch for once, rather than just eating the crusts.

The show at Powderham is just a couple of weeks away and I believe we will have 17 cars attending, which is really good. Fingers crossed for good weather!

Looking further ahead to the Riviera Classic Car Show at Paignton on the 28th July, our club entries are certainly down and we only have 5 notified entries for the club stand. Less than 5 entries wouldn't even meet their criteria for being allocated a club stand.

I am unsure why this one seems to have lost its appeal for some as it is always a good day out with lots to see and do. A day out by the sea is never a bad thing and perhaps Janis will brave the water for a swim again this year.

It would be great to get a few more active members in the club, so if you do cross paths with other MG owners on your travels, then do try and entice them to come along to a club meeting

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

Happy MG motoring,

Alan



Event Secretary keeping it wheel



Dear all,

After its topside re-spray, just days after collecting our car from having its boot repainted for the second time (long story), ill fate struck again, and this time I was *really* cross. I was driving along Ford Park Road and stopped at some temporary lights. A cyclist came along inside me to get in front. I think he hit his pedal on the kerb causing him to wobble and crash into the rear wing of the MG, gouging a scratch with the handlebars. As I began to get out, the swine sped off and disappeared into the cemetery and Central Park where I couldn't follow. I've no idea who it was – all I saw was the back of a helmet and a grey rucksack - and there's consequently no comeback.

I've temporarily touched up the scratch myself because so far I can't bring myself to take the car back for yet another re-spray.

Talking of problems, during the New Forest Run Nigel V. had a fairly serious, but in the end fixable, mechanical problem. This particular dilemma had a happy ending which you can read about it in the run report. Problems often bring out the worst or the best in people. The way some members rallied round with help and expertise demonstrated our club at its finest. Those involved in tackling the issue displayed a powerful sense of friendship and camaraderie that is something the club as a whole can feel proud of. I certainly do, and I had nothing to do with it.

Ireland 2020

A couple of weeks ago on 18 June I emailed everyone with a proposal to go to Ireland next year. No firm plans have been made yet, but I do need to know who might be interested in taking part to see if it's viable, which I think it probably is. At the time of writing, nine couples have tentatively put their names forward.

This will not be an official TVMGOC a trip - it's Jan and I taking our MG on holiday and you might want to join us. I will work out a route around SW Ireland taking in the Ring of Kerry, the Dingle Peninsula and more. I'll also work out how long it would take without involving exhausting drives each day.

Look at a map of SW Ireland. Our route will probably form a rough circle from the port of Rosslare on the east coast via Cork, Kerry and Limerick. Even if we get up to The Burren and Gort you'll see we will at all times be roughly the same distance away from Rosslare. This means if you don't want to do the entire trip it will be easy to curtail and cut back to the ferry – you can do as much or as little as you like.

Roy & Sonia and Jan & I learned during our Scotland trip that it's better not to be a convoy slave, but to follow the route, or some of it at least, starting and finishing each day at your own convenience but meeting up for a drink and a meal in the evening. Not everyone wants to do the same things all the time or stay in the same places.

Now for the T&Cs - I have no desire to become a tour operator. The most you might expect from me is suggested ferry times, a series of routes, hotel details of where Jan and I are staying where you may wish join to us. I will see if deals can be struck with ferry and hotels and let you know, but it's your holiday, and the responsibility for booking everything will be yours. Obviously there will be plenty of other accommodation options, B&B etc. which you can seek out if you prefer. Late May or June is the most likely time.

If all that's ok so far, please confirm or express your interest. If you feel up to helping Jan and me with some of the planning and bookings, then that would be great.

Happy MGing!

Howard

Send submissions to eventsecretarytvmgoc@gmail.com or mediatvmgoc@gmail.com



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

This is a list of local events. At the time of writing I have no internet access at home for a week - thanks Virgin! However, I have done my best using my phone and I think this is up to date.

| | | |
|------------|---|--|
| 14 July | Devon & Cornwall event | Powderham shoe – 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 – closed 30 June |
| 26-29 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 Edgumbe – enter online - link on our website |
| 8 Aug | Devon & Cornwall event | Okehampton Show – entry form on our website – no closing date given |
| 25 August | Devon & Cornwall event | Tour de Torbay Pasty Run organised by Torbay MGOC. No closing date given. Tickets on sale £25 per car from https://www.torbaymgownersclub.co.uk/ |
| 14-26 Aug | Devon & Cornwall event | Great Trethew - closes 16 July entry form on our website |
| 25 Aug | Devon & Cornwall event | Aveton Gifford Show – enter online - link on our website |
| 13 OCT | Devon & Cornwall event | The Rut – this year organised by D&C MGCC No information available yet |
| 12 July | SUNDAY LUNCH RUN & FRIDAY SUPPER RUNS | |
| 16 Aug | organised by John I. – to the Who'd have thought it, St Dominick, Cornwall, PL12 6TG | |
| 15 Sept | organised by Vanessa – to The Cheesewring, Minions, Liskeard PL14 5LE | |
| 20 Oct | Sunday lunch run organised by Howard & Jan – through SE Cornwall, probably to Llanhydrock Golf Club TBC | |
| 17 Nov | Club Tulip Trophy run organised by Keat & Peter - details TBA | |
| | 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@pmotifs.force9.co.uk



News snippets



Tyresome

While out on an MG adventure, don't assume you can just pop into any tyre shop and get a flat fixed - you may be bitterly frustrated as I was. Without going into the full story of how this came about, I have discovered that most tyre fitters will no longer patch inner tubes, as fitted to almost all historic classic cars and many later models. They do not carry the necessary inner tube repair patches or stock replacement tubes which would have to be ordered, taking days to arrive.



Car tyre repair kits are available on Amazon and eBay but even if you were capable of removing a tyre to glue a patch onto the inner tube, a kit is not going to help you much while away from home on a trip – and that's even if you have space to carry one for what will be a rare event.

Fortunately, I carry a spare inner tube and so was able to persuade one fitter to remove the tyre and simply swap the tubes over. I suggest you carry a spare tube too as this is the easiest way to keep on the move, confident you have a good chance of getting a flat fixed. I keep mine tucked inside the spare tyre.

You might know other local fitters who will repair tubes, but I have been using Tyresmiths at Boons Place, Plymouth PL1 5DW for many years. Neil also goes there now. Ask for Paul who has just changed all my MGs tyres as they were dated 2008. Tyres over a decade old are illegal on commercial vehicles and this is likely to be introduced for all vehicles. Even if there's plenty of tread left, the rubber deteriorates over time making them lose grip when stopping and stability when cornering. This picture shows how to tell a tyre's age.



Show info

Classic Car Weekly featured a letter that makes a point about displaying your car at shows. With our large club display at Powderham looming, the letter makes a timely point worth sharing.

It's a request for exhibitors to display some information about their pride and joy. The correspondent says, "I don't know if other people feel short-changed, as I do when I've paid a sizable entrance fee, only to be faced with no information [about a car] whatsoever.

"I've mentioned this to one or two exhibitors only to be told that I only have to ask; however not everyone wants to have to do this, and besides many vehicles are unattended...surely all owners must be enthusiasts and proud of their exhibits. We're enthusiasts as well and want to know about them - otherwise we wouldn't be there."

Should you agree with the above and produce a written A4 sized potted history of your car, it probably should be laminated. I can do this for you if you email me the page.

MoT again!

At the last meeting Clive pointed out that some breakdown and recovery firms may not go out to historic cars that do not have a valid MOT certificate. If this applies to you then it may be a good idea to check your terms and conditions. Better still get your car tested.

Clive also raised the point that not all police officers and other officials fully understand the situation regarding MoT tests and historic vehicles. What's more, when checking on their automatic number plate recognition system it may show up a car as being illegally without a MoT when it may actually be exempt.

What follows is a section of an article in a recent *Safety Fast!* that I'm sure the MGCC wouldn't mind me quoting:

As DVLA keep no record that a vehicle has been declared exempt, police cannot confirm that it is the case when they see a vehicle on the road. FBHVC were informed that the police were told to assume a car was exempt unless there was evidence otherwise, but there have been press reports to the contrary, and FBHVC have sought assurances from the National Police Chiefs Council. It might be worthwhile to keep the V112 form, stamped by the Post Office, or a screen grab if submitted online, and a copy letter from DfT, available from FBHVC, in the vehicle.

One year on from the changes to MoT exemptions, the May edition of *Enjoying MG* features a lengthy article that clarifies much of the confusion surrounding this issue.

Meanwhile, the DofT say they have no concerns about the 50% drop in classic cars no longer having an MOT test due to the relatively few vehicles affected. However, owners' clubs and the Federation of British Historic Vehicle Clubs urge owners to put their cars through this independent test.

In spite of what the DofT says, apply a modicum of common sense to your thinking to see if you feel your car will be safe and roadworthy long term without an expert and fresh pair of eyes examining it yearly. You may be one of the few who have the skill, experience and a hydraulic lift to assess every aspect of your car's condition, but most of us are not quite so blessed.

FBHVC survey reveals that more historic vehicles are on our roads and they're travelling further, according to a 'mid-term' report announced by the Federation of British Historic Vehicle Clubs.

Having now thoroughly digested the results of their 2016 survey of owners, and after more recent research, the FBHVC found an increase of 201,913 historic vehicles registered with the DVLA over the 2016 figures, resulting in a total of 1,241,863 – a 19% rise.

The average distance an historic vehicle is driven has also increased to 2214 miles per year*. The estimated average spend per historic vehicle is now £1489 per annum. Together, we spend £1.85 billion on them! Three million people attend historic vehicle events each year.

Time to get your hanky out, because there's more heart-warming evidence - 60 per cent of owners say that owning an historic vehicle is one of the most important things in their life. Sniff.

Ten percent of adults, mainly younger adults, say that one day they'd like to own a classic vehicle of their own. But here's an interesting detail: whilst 38% think that historic vehicles should be maintained in a state which is as original as possible, the figure hides an age disparity: more than half of over-55s are in favour of maintaining originality, but only 21 per cent of 16-24 year olds are. This would seem to confirm a greater interest in modified classics amongst younger generations,

The overall message, then, is very promising, but we shouldn't rest on our laurels if such positivity is to continue. The above is just a precis. To view the full findings of the research document, download it here: www.fbhvc.co.uk/research

** Last year my MGA did getting on for three times that mileage and we have a similar mileage planned for this year. I have had to increase the insurance because the 5000 miles per year my previous policy restricted me to wasn't enough. The point here is that on a restricted mileage classic car policy it's vital to log your annual mileage so that you don't go over your limit.*

Howard

PS. My Virgin internet connection is currently celebrating almost a full week of not working due to what the company says not a fault of their making. Prior to that, I had a catastrophic problem with my home PC. Fortunately, all my files are automatically backed up onto an external drive so nothing was lost. If you don't do backups already, you should.

Southampton & New Forest MGOC Run 2019



Setbacks? We take them in our stride and don't let a small problem or two spoil our fun as you'll soon discover. This was a great trip. We had decided to return to the New Forest for our annual club weekend away. Twelve TVMGOC cars had entered but sadly two couples had to drop out.

Jan and I arrived at our weekend base, the South Lawn Hotel, from Cambridge via the 50-mile-long car park known as the M25. John and Bee came from Wales and the others from Devon.

We have stayed here before and it was a pleasure to return. This was also to be the end point for the Sunday run so it was the ideal choice.



On meeting up, our conversation was dominated by various tales of frustration about how horrendously busy the Friday traffic had been. I don't think anyone had much enjoyed their journey to Milford-on-Sea.



The group's mood soon improved over drinks and dinner and once again I was reminded of how much fun it can be to go way for a few days with a group of lovely friendly people.

The New Forest run was on the Sunday, so we had Saturday to ourselves. The day came with bright sunshine and the promise of high temperatures. Ade and Val had planned a route for us. However, this was not compulsory and not everyone took part, with some deciding to do their own thing. This gave a nice balance to the weekend as not everyone wants to drive all the time.



Jan and I had to deal with a flat tyre first – see my item about this in Snippets – before we could belatedly start on the route via the tyre fitters in Bournemouth. Once properly under way, dodging numerous cyclists we drove in dappled sunlight through green tree-lined avenues ablaze with foxgloves and ferns, past hundreds of grazing ponies, cows and donkeys, some of which were lounging nonchalantly in a shopping street. The wonderful weather really was showing off the New Forest landscape in its best light.



Afterwards Jan and I took a walk along the shingle bank that protects Milford from the sea and offers spectacular views of the Isle of Wight and the Needles.



Alison was awarded a wooden spoon, but I can't remember if it was for the highest or lowest score of the evening.

It's becoming a tradition that when we take part in the New Forest run, on the Saturday night we join our hosts for a skittles competition at The Huntsman in Brockenhurst. This is always great fun, irrespective of how well or how badly we each bowl. Let's just say that our team effort produced mixed results, but high scores or low, each was received with good humour and cheering. One of us managed a score of zero, which is impressive as it would be very hard to achieve deliberately! However, I wouldn't dream of naming names.

Tamar Valley missed out on the team prize by just one point. We woz robbed!

Sunday morning saw us joining 200 or so other MGs for the start. This run is spectacularly well organised with virtually the whole S & NF club turning out to help. The route book was an impressive glossy production, detailed and accurate and adorned with adverts from sponsors.

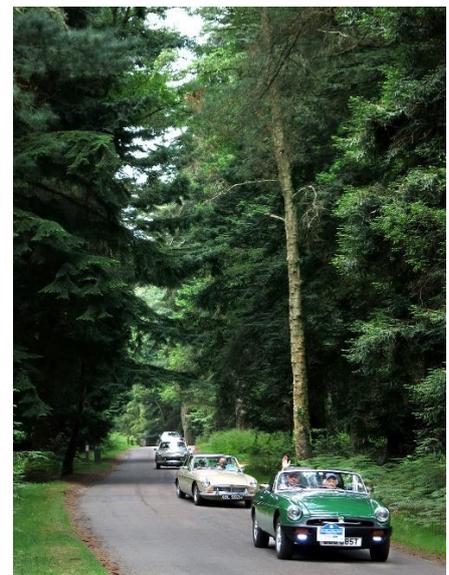
Having recently had our MGA repainted (had you heard?) it was interesting to note amongst the collected cars all the different shades of Old English White. Some are clotted cream colour and some, like ours, a paler shade. Other colours that are supposed to be similar can also vary. So who's to say what's authentic!



This lovely TD was painted dark metallic green - not original but it looked stunning.

Another thing that struck me is, given that the majority of the cars have similar B series engines, they all seem to have a different exhaust note. This is obviously down to the type of silencer used, but I wonder if anyone has actually done a buyer's comparison guide so you could decide tenor, baritone or bass. Hmm...if I were selling exhaust systems, I think I'd classify them thus: trousers too tight Jimmy Summerfield, smooth as a Bailey's Irish Cream Michael Bublé, or gargling with gravel Joe Cocker.

Anyway, off we set on our 70-mile route, mainly through the northern part of the forest. It may be my memory playing a trick, but I felt that this year's run was prettier than the one we did a couple of years ago.



Notice in the photo above how I had to use cable ties to stop my newly fitted mirror falling off!

Porsche owners - an incredible 987 of them (and that's not a typo!) - were meeting at Beaulieu so we had to share the roads with lots of them whizzing past in the opposite direction. They were well behaved, but there's always at least one eejit driver. (I've got Ireland on the brain!). I was half a mile behind Alan & Alison and Roger & Sylvia on a single-track road with lots of passing places. An eejit in a blue 4x4 pickup refused to pull to the side and yelled at Roger that he should be the one to move over off the side of the road. Winding down his window the raged maniac (the other bloke, not Roger!) yelled, "My tyres are worth more than your whole car!" So, there's another example of an off-roader driver who never takes his precious 4x4 onto any terrain more challenging than a Waitrose car park!

I didn't see the above altercation but moments later the same happy soul deliberately refused to stop at a passing place where I could have got past. Instead he purposely came forward and stopped in the middle of the road forcing me to go off to the side to squeeze past. This I did with great care, as many of you will have noticed just how low the exhaust on our car is. I didn't wait long enough for him to hurl abuse at us, but Jan honked our horn, which on an MGA is conveniently placed centrally to allow passenger interaction.



Alan & Alison, Pam & Neil taking care not to spook the 4x4 ponies that are happy on-road or off-road

At this point I'll hand over to Nigel who, with Libby, was doing the NF run in their lovely newly acquired car.

The New Forest Run was to be the first long distance run since acquiring our MGBGT Limited Edition. A long journey up to New Milton on Friday left Libby and me full of confidence, as the car performed very well. On Saturday, we undertook a 160-mile round trip to Guildford in Surrey to visit my sick brother, and the car ran perfectly and only enhanced our faith in the GT.

Full of enthusiasm we set off to the start venue of the New Forest Run on Sunday morning. Half an hour into the run, we found ourselves in a convoy with about twelve other MG's when, just past The Fighting Cocks at Godshill, the engine just stopped. We coasted for a few yards and were very lucky to find a lay-by on the opposite side of the road.

A quick inspection under the bonnet gave no clue, and viewing the instruments showed water temperature and oil pressure all perfectly normal. My first step was to remove the fuel pipe and check for a flow, but there was none. So, the obvious analysis was we had a fuel problem. This was a mystery as the previous owner has just fitted a new electric fuel pump because in his words, "This model was well known to have fuel pump problems". At this point a very nice lady driving a very nice MGB Roadster stopped to see if she could help. Decision was then made to call the AA as we have full breakdown cover. After several attempts we were unable to get through, but just then we were joined by Peter and Jan in their MGBGT Jubilee. Shortly afterwards we were joined by Ade and Val and Iain and Helen.



Val delves deep in search of the part number

Peter, Ade and Iain swung into action. Tools and boiler suits arrived from all directions. All were baffled as to how the original mechanical and the new electric fuel pumps had both failed at the same time. Soon the whole fuel system had been removed, and the components examined. After testing it was found that the old SU fuel pump located underneath in the boot had not worked for years and the centre spigot was completely seized. This pump had not been by-passed when the new in-line electric pump was fitted under the bonnet. As the new pump had to work so hard to suck petrol from the rear and through the seized SU pump it had got very hot and seized up as well. All were of the opinion that we needed a new fuel pump.

Val contacted the organisers to find out if any other MG owners were carrying a spare fuel pump in their spares kit. She was advised to contact Mike, who had a trade stand at the finishing line at the hotel. Mike had three SU pumps in stock but needed to know the part number. At this point Val disappeared headfirst into the MG's boot and emerged with a number which was communicated to Mike. He confirmed that he had a replacement and one of the Southampton Volunteers could deliver it to us.

The wait for the pump was about thirty minutes, so it was decided that Val would team up with Helen and set off for the finish, and Jan accompanied by Libby would pilot the Jubilee. Unfortunately, Peter had left his boot open whilst getting tools in and out and the battery had run low so their car refused to start. A little help from a power pack sorted the problem and the girls went on their way. Iain had parked his MG a little way away and, when he retrieved it, noticed that his car had a flat rear tyre. Soon replaced with the spare from the boot and all was well.

The replacement pump arrived, and we were pleased to see that it was the new electronic type as opposed to the old style points type*. This was efficiently fitted by Iain and Ade while Peter reconnected the plumbing under the bonnet. Once complete we all set off for the hotel. On the way back the car went well but I did get a slight whiff of petrol.



Back at the hotel Ade wanted to check and tidy up the wiring in the boot and while doing this he also smelled petrol. Now the team of mechanics - consisting of Peter, Ade and Iain, joined by our Chairman Alan and a crowd of onlookers - found that the rubber fuel line was in poor condition and leaking. Peter again produced a new pipe and Howard arrived with a cup of hot water to soften the rubber and the repair was soon completed.

While this was going on in the hotel car park another MG owner arrived and said, cheekily thinking we were stripping the car for parts, "If you are having the fuel pump, can I have the battery?"

If this situation occurs to you, you would probably feel as guilty as me for mucking up the other drivers' afternoon, and I am very grateful for all the hard work put in by all concerned. I am so glad we are a part of the Tamar Valley MGOC as our members are superb and always willing to help and advise when needed. Thanks to all for your efforts and the very small bar bill that I incurred that evening was a very humbling reward.

I knew nothing of the above until word got to us at the finish. That was a bit of a pity as I carry a spare modern electric fuel pump in the boot of my car that would be fine to get anyone home. As it happens, Nigel ended up with a new and correct pump and new fuel piping so there was nothing left to do when he got home – the best of all results. However, that made me think that it would be a good idea in the future to share information about what spares each of us carries on runs.

But back to the plot. The New Forest is blessed with an abundance of quaint, roses-round-the-door cottages, and large country inns, all of which were busy with their Sunday lunch trade. Alan and Alison ordered a pizza to share at The Haywain but they were refused a second plate!

After the forest, our route took us to the Solent where scores of colourful beach huts have views of the Isle of Wight, before we finished with a short drive back to the South Lawn Hotel for a cream tea.





TVMGOC won the 'club with the largest entry' award, just as Southampton & NF MGOC won our similar award in last year's People & Places run. As chairman Alan, late back from helping Nigel, was still inside scoffing his cream tea, I pushed Roger forward to collect the award, not least because he was looking a lot more dapper than I was!

Yes it is good to look back on a great trip, but it won't be long before we have to start thinking about next year's weekend away. Any suggestions anyone? The Cotswolds?

*You might recall my own experiences of discovering the hidden difference between a mechanical and electrical SU pump that look the same and share the same part number.

See the August 2017 newsletter for the full story, but the electrical solid-state pumps have this stamped on them and unlike the mechanical ones, don't respond so well to being hit with a hammer to un-jam them!

Howard



Friday supper run to Turtley Corn Mill



The weather was at least dry when we all met in the car park at Mudge Way, Plympton. I had been seduced by a brief showing of the sun into putting my sandals on, so my feet were starting to get a bit chilly while we all were chatting. Del & Tony had returned from their Baltic cruise, which they had thoroughly enjoyed, but they did say it had been, well, 'Baltic'.

It was nice to welcome new members Simon and Charlie on their first TVMGOC run and hopefully they will enjoy many more. Peter gave us a 'pre-run' chat and instructions, the main one being, "Don't arrive at Turtley Mill before 19.30."



Peter's briefing with Simon in the beige jacket and Charlie in the white scarf.



Simon and Charlie's splendid RV8



Nine vehicles commenced the run which was about 18 miles long. It was a very scenic route that covered some roads that Neil and I had never been on before, which is always good.

Along the way it was nice to read in Peter's directions about the history of various places and also about his family history. His grandmother's family, The Hurrells, built the steps up to Ugborough church in 1848, and helped to construct Brunel's viaduct in Bittaford, the village where Peter was born.

In addition to Peter S's family connections, it was interesting to know that Peter L's parents were married in Ugborough Church. Neil and I stopped and had a look around the outside of the church and at the war memorial. Sally and Keith stopped to look as well, as she thought her family had a vault in the church yard.

We continued on to Turtley Mill, where Sally and Keith's car conked out just as they were pulling in to a parking space. Neil and I prepared for 'bump starting' post dinner. Our tables were all ready for us and Turtley Mill is very well presented with a lovely ambience. Twenty four people sat down for dinner and the food was fabulous - very tasty and beautifully presented; a treat for both the eyes and the taste buds.



Eventually the food was eaten, the chatting died down and all too soon it was time to go home. A few of us helped bump start Keith and Sally out of the car park, then Neil and I noticed that Howard and Jan were having problems starting their car: the bonnet was raised, the torches were trained on to the engine, and a diagnosis of 'something wrong with the ballast resistor' ** was made. Eventually the car was started with the aid of Neil 'shorting out' the ballast resistor with a screwdriver, hurray!! We followed Howard & Jan back towards Plymouth while keeping an eye out for any hazard lights on the side of the A38 in case Sally & Keith had stopped again, but all was well. It was a great evening, an interesting run, great food & good company. Many thanks to Peter & Jan for arranging this for us, hopefully we will have many more.

Pam

*** Next morning I checked if my particular coil is supposed to have a ballast resistor – it is - and what's more the darned thing fired up first time without me having done anything. This car has a frustrating habit of simply not wanting to start sometimes. It's driving me a bit mad! Pam's right, though. It was a great evening and fab food. Thanks Peter and Jan.*



| Received entries | From |
|--|---------------|
| <i>"Watch the birdie!"</i> | Tom E. |
| <i>The Highways Agency are trialling the new face recognition software for the latest speed cameras...</i> | Peter S. |
| <i>"I wish they would ban these camera-wielding hitch hikers"</i> | Neil. M |
| <i>These speed cameras are getting ridiculous!</i> | John I |
| <i>"You know when I went off at the last corner? I think I picked something up!"</i> | John I |
| <i>Lewis wondered why the front end felt a bit heavy on corners.....</i> | John I |
| <i>"I'm very glad I decided to wear this massive nappy!"</i> | Howard |
| <i>In spite of his broken telephoto lens, the cameraman was determined to somehow get a close-up.</i> | Howard |
| A BBC man through and through - Bound to Bonnet of Car | Howard |
| <i>Driver to cameraman "Is this your first time?"</i> | Peter L |
| <i>An extreme test for the early GoPro Mark 1 !!</i> | Ade |
| <i>"Stirling, when you asked me to make a movie of you driving your new Vanwall, I thought you would at least have a shave first!"</i> | John H. |
| <i>"I ran this photographer over four laps ago but he's still on my bonnet"</i> | Neil M. |
| <i>"What I love is a good close up of my driving style"</i> | Neil M. |

And the winner of last month's competition chosen by Murray is...for the very first time...
meeeee!! Thanks Murray, so I'll be the one to choose next month's winner



Here's next month's canine photo that requires a caption.

Your entries please by 23rd of the month emailed to:

mediatvmgoc@gmail.com



In the May newsletter I included an old photo of myself as a boy in my pedal car. I invited other club members to send in any similar motor-related photos of themselves from the days of black & white or Kodachrome. We all need a bit of a chuckle but I'm still waiting to receive anything! So, before I throw in the towel, I'll have one more go at encouraging submissions with another photo of myself that might make you smile. It's from 1979 in San Francisco and the car we drove was a Chevrolet Camaro. Yes. I was cool once!

