

**TVMGOC Newsletter
October 2023
as MGOC celebrates
its anniversary**



People & Places special

**Cue the Dambusters theme ♪ Daah, Daah, Daah, Daah, Du Du Daah, Daah...♪
Evoking the spirit of Dunkirk and the Battle of Britain, the People & Places army waged
war against the weather armed only with a few cherished classics...and won!**



John and Vanessa followed by Nigel & Francesco on the tidal road to Aveton Gifford

This Month

**Committee reports
Upcoming events
Enjoying MG article
about our Hereford trip**

**Great Trethew
Which shows next year?**



Secretary's Report



Depending on your viewpoint, the shedding of the mantle of Summer, with its thrum of bees (*See Alan's horrific hornet story!*), al fresco dining, and endless days, can be a rather dispiriting thing. We have even coined a term – Seasonal Affective Disorder - to describe those more affected, but we MG driving types are clearly made of more sterling stuff, especially those of us with hoods in good condition.

As our Tamar Valley MGOC People and Places run approached, the promised 105 miles through beautiful countryside was increasingly going to rely on the latter spirit. The week before, we were bathed in late summer sunshine, but on the day of course the heavens opened. Comments in the route book suggesting that participants could see all the way to Plymouth Sound from moorland vantage points were sadly unrealisable on the day. The picturesque but narrow South Hams section in particular appeared under a thunderstorm of biblical proportion, with MGAs coughing through tsunamis of muddy water as they heroically fought their way from Dartmouth to Totnes. None of this seemed to dent the enthusiasm of the participants from either the Tamar Valley or further away.

Positive smiles were in evidence all round, brushing off the storm with comments such as 'we will certainly remember this one'. People were appreciative of the route, with many suggesting that they would return and do it again in good weather. Even Robin from the New Forest, who started his run by locking his keys in his TF160 and had to smash his way into the boot to get them, kept smiling, not least because John had gone home to get him a spare light cluster from his garage. He ended up joining at Dartington.

The Cream Tea at the picturesque Two Bridges Hotel on Dartmoor was a welcome reward for our happy band, and the day felt genuinely successful. Thank you to all who braved the conditions, and a special mention to our marshals, who braved the absolute deluge with equanimity.

For the club, we have a committee meeting shortly, so do pass thoughts through to Andy or Jill if you want them discussed. For the future, those of you who have read *Enjoying MG* this month will have a good idea of how much fun can be had on our mini-breaks, as Howard's excellent article attests. (*See later in this newsletter*)

We do of course have our monthly runs as well as chat and talks at the meetings. Thanks again to Clive for his highly amusing and (mostly) factual talk on life in the Royal Yacht, which we all really enjoyed. Finally, welcome to Edward and Willa Bailey with their MGCGT, who joined after People and Places. Edward won't be able to come to many meetings but hopes to join us on some of the runs.

See you on Monday evening,

Simon

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

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clubsecretarytvmgoc@gmail.com



Notes from your Chairman



Hello everyone.

Sitting here at my computer as I am about to do my piece for the newsletter, I am nursing a rather painful injury that I sustained earlier this morning.

After enjoying a rather perfect early morning dog walk with Alison and returning along the canal path at Plymbridge back to the car, I was attacked by a large hornet, which proceeded to sting me on the back of my head. I have to say that this was one of the most painful stings that I have ever experienced and can only advise you all to avoid hornets at all cost. Once home, Alison administered first aid and brought me in a cup of tea and a biscuit. This made me feel marginally better but nevertheless, the lump on my head and the pain remains. Poor little soldier!

As expected, Clive D gave a wonderful talk and presentation at the September meeting about his naval service on the Royal Yacht Britannia. Some of his anecdotes were very amusing and gave us all a good insight into what life was like for the Royal family and crew on board the Royal Yacht.

The start of the club's People and Places run took place on a rather damp day, and no one would have anticipated that later on we would find ourselves driving through rain and flooded roads of biblical proportions. Torrents of gushing water were pouring down some of the roads and the red topsoil being washed away turned the water into rivers of blood.

Some of the flooded roads were indeed on the verge of becoming impassable but the MGs stood up well to all this abuse. Fortunately, we all seemed to survive this test of endurance and will remember this year's People and Places run for some time to come. Great route and organisation and well worthy of us doing the run again on a fine day! Alison and I intend to do so, along with Richard and Kathryn for company.

Speaking of fine days, the forecast for this coming weekend is supposed to be sunny and dry, with temperatures of 21 degrees. If true, this Sunday's 'Exmoor Rut' on 8th October, should be rather enjoyable. Exmoor is such a delightful place to be on a warm sunny day and to be able to share the experience with other club members (5 cars in total), enhances the enjoyment.

This month we can also look forward to joining in with Sally and Keith's Sunday lunch and the Tulip Trophy Run on Sunday 15th October. Hopefully the weather will be kind to us.
Happy MG motoring,

Alan



Event Secretary - keeping it wheel

Dear Motorneers,

I'm going to take up a bit more space than I usually do here, as I have a few things worth sharing.

Firstly, I make no apologies for a long report on our People & Places Run later in this newsletter. As this is the biggest event in our club calendar it is worthy of record, especially as it turned out to be a truly extraordinary day for all the wrong and right reasons.

Roy & Sonia, Jan & I recently took part in the MGCC MGA Register Autumn tour around Oxfordshire, the Thames and the Cotswolds. What a lovely part of the world this is. Gorgeous villages, picture-perfect cottages and rolling farmland portray a nostalgic snapshot of times past. The impression the area gives is that England is a lovely, comfortable, middle-class, trouble-free, wealthy and almost entirely white society. This, as we all know, is far from the whole truth.

As MGOC celebrates its 50th anniversary, whilst not being disloyal to our mother club I'll explain why I am also a member of the MGCC; what the MGCC has that MGOC doesn't is their Registers. These are dedicated to each type of MG, and each has its own model-specific newsletters, members and contact lists of cars and their owners worldwide.

Each year the MGA Register organises a Spring and Autumn gathering of the clan. The spring weekend saw 72 MGAs come together in Lancaster and the recent autumn tour 44 cars. By taking part in these we get yet more pleasure from our MG, meet another circle of like-minded yet diverse people, and explore interesting parts of the UK. MGOC have a group holiday each year but that is very different and low-key by comparison. Although I'll not report on our recent Register tour in any detail, there are just two places we visited on the Register run that I'd like to share with you and that are worth a detour if you are in the area.



Nuffield Place in Oxfordshire is a modest yet charming mid-20th century home in the Arts & Crafts style which tells the captivating story of William Morris aka Lord Nuffield. A jar on display there carries Lord Nuffield's image and MG logos.

The pipe-smoking Lordship was the founder of Morris Motors Limited, but I didn't realise how much of a philanthropist he was.

For a very rich man he lived very humbly, and during his lifetime gave away the equivalent in today's money of £11billion, mainly to medical charities. Nuffield Hospitals were founded with his money.

I also had no idea that he put his factory to work making iron lungs.



During the late 1940s and 1950s, polio was cutting its way across the UK and the rest of the world and vaccines were still years away. As an infectious disease affecting the central nervous system, some people experienced temporary or permanent paralysis of the limbs, or of the chest muscles. For the latter, the only treatment option was an iron lung. Few hospitals were able to afford the £1000 each machine cost.

Nuffield began his mission to spread iron lungs across the world in 1938 after hearing a plea on the radio for an iron lung for a child and offered a part of his factory to manufacture them.

In total, he donated over 5000 iron lungs. One is on display at Nuffield Place. Many of the lung's components look like they were modelled on car parts.



The second place I recommend you visiting is The Classic Motor Hub near the former MG HQ which is now the MGCC Offices at Abingdon.

We lined up our MGAs outside the Hub and inside was an incredible display of top-class classics.



Alongside a trio of Aston Martins (the DB5 was for sale at over £600k), E-types, Porsches and Triumphs to name but a few, were some interesting MGs. There was a prototype MGB GT V8, a lovely old TF (£18.5k), which, as it was left-hand-drive, would be perfect for me to buy and take to Mallorca (sadly we have nowhere to store it there, otherwise I'd be seriously tempted!) and this Midget. Roy and I stared at it and for the life of us we couldn't work out why it was for sale at the mind-boggling price of £95k! Yes you read that right. It was ex-works built by the MG Competitions Department, but even so!



Jan and I have already signed up for the 2024 MGA Register Spring weekend based in Bury St Edmunds, a part of the country we don't know. So, if you want to get even more fun out of your MG, and why wouldn't you, then joining the MGCC and a specific Register is another good way to do so.

Happy MGing!
Howard



Upcoming events

The most up to date and detailed information on 2023 events can be found and downloaded on the Event Diary Page and the Entry Forms page

www.tvmgoc.org.uk

NEW DATE AS PREVIOUSLY CANCELLED DUE TO BAD WEATHER

Antique, Salvage & Decorative Fair, Classic & Vintage Vehicle Rally, Port Eliot in St Germans. Details now on our website

Sat 14 & Sun 15 October

TVMGOC CLUB DATES 2023

Run start times and other details are on our website when available

Lunch organiser

Oct	<i>Club 2nd Monday meeting at Manadon – Chat ‘n Chill</i>	9 Oct	
	Sunday lunch including Tulip Trophy to Strawberry Fields, Lifton during their Pumpkin Fest.	15 Oct	Sally & Janis
Nov	<i>Club 2nd Monday meeting at Manadon – TBA</i>	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	<i>Club 2nd Monday meeting at Manadon</i>	11 Dec	
	Thursday Christmas lunch celebration at Yelverton Golf Club with magic! Meet there 1.30 for 2pm lunch.	21 st Dec	Janis

Fowey Classic Car Show and Parade 2024

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

The event itself is on Thursday August 16th.

Idea for Next May

Whilst swanning around away with Roy & Sonia, we hatched (there's two clues) an idea for what could be a spectacular day out in Dorset (that's another clue) next year. More anon.



News snippets



More on UK and European clean air zones

Richard has tipped us off about what looks like a very useful app both for motorists here and for those travelling abroad. The blurb says:

The Green Zones app helps you to keep track of things. With over 200 low emission zones in Europe, you have everything at a glance. Where are there driving bans? Am I affected? When can I drive in and when not? What kind of fines do I face? Is my hotel in a low emission zone? Where can I still drive in with my old vehicle? How is the air quality in my city? You can see all this and much more in the Green Zones app, personalized for your vehicle.

Downloaded onto a phone, it seems to do what it says.

For info see: <https://www.green-zones.eu/en/app>

Get the app from The Apple Store or Google Play



Enjoying MG article about our club mini-break to Hereford

The following two pages contain article Simon mentioned that appears in the October edition of our favourite MG magazine. As it was me who wrote the words and took the photos, I feel at liberty to reproduce the two-page article for you. I hope something comes of the idea I suggested.

Howard



Superb touring venues close to home

The Tamar Valley MGOC mini-break to Hereford, the Welsh Borders and the Wye Valley was a tremendous success, and prompts their Event Secretary Howard Perks to wonder if we should set up a database of successful routes.

I am writing this inspired by the piece in the August *Enjoying MG* by Gloucester MGOC about their visit to Llanerchindda Farm in Wales. The Tamar Valley MGOC has also visited this excellent establishment quite a few times in recent years, and we too recommend other clubs pay a visit. However, as we went to Llanerchindda last year, (and the year before!) we had a hankering for somewhere a little different this summer.

Now, that is easier said than done because as far as I know there are very few hostellers that specialise in catering for the needs of classic car clubs in the same way that Llanerchindda does. They provide detailed and customised

route books so that anyone organising a group visit can relax as far as that is concerned. Elsewhere there are suitable hotels all over the country, but they do not usually provide local touring routes for cars and motorbikes to explore. I'd be very interested to hear of any other hotels that do provide this service, though.

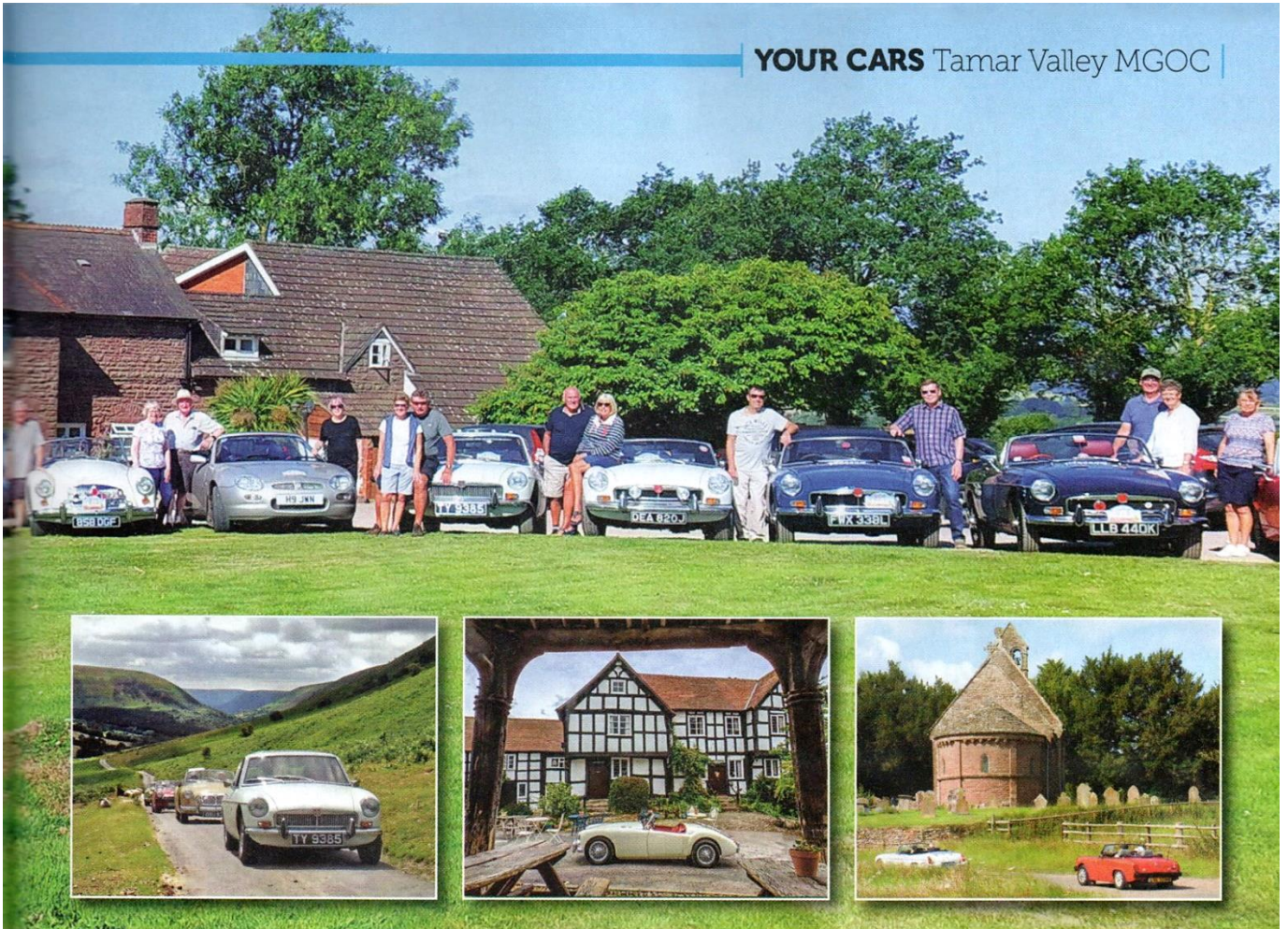
For our club, with members living on either side of the River Tamar, to get out of our region to explore pastures new involves quite a long drive to even begin. Whilst I and a few other club members are perfectly happy to head up north to the Dales or Lakes or even to do the NC500 (thankfully we did this in 2019 pre-Covid and pre the crowds

of campervans), most of the TVMGOC crowd don't want to drive more than about 250 miles in a day to reach a destination. That rules out much of the country for us. So, the task fell to me as our club Event Secretary to come up with an alternative that wasn't too far away and yet ticked all the boxes for a memorable MG car run.

We ended up staying at the Pilgrim Hotel near Hereford for four nights. Now I know that Hereford is perhaps not the most obvious destination, but I had been sitting on a couple of ideas that I thought might work for our members. Firstly, some time ago I had picked up on a road mentioned in a TV programme. This was the Gospel Pass, a narrow road snaking over the Black Mountains. It links the towns of Abergavenny and Hay-on-Wye, and goes past the Llanthony Abbey, taking travellers to an altitude of 549m (1801ft) along the way. The name of the pass derives from the 12th-century crusaders who were travelling in this area to raise funds for their cause. As this is said to be the highest road in Wales and is not far from Hereford, it sounded eminently suitable for an MG driving expedition. So there was one day out decided, though yet to be planned in detail.

I had also heard of the Black & White





Trail, a circular route that takes in numerous pretty villages. The blurb says: 'North Herefordshire's Black and White Villages are an absolute delight. The timber-framed architecture is brimming with character and the villages peppered with cosy pubs and tea rooms, art galleries and village shops. Make time for riverside picnics, country walks and meandering bike rides.' So that was a second day's destination in the offing.

The third day was a bit of a no-brainer as we would be close to the Wye Valley and the Forest of Dean, both well worth a visit. So after securing 14 rooms at the Pilgrim Hotel for the first week of July, now all my wife Jan and I had to do was the detailed route planning. That, though, is easier said than done. As we live in Plymouth, on-the-ground route recs were not really an option. Everything would have to be done working online, including determining accurate mileages and details of each twist and turn.

We began this during the wet days of February using Google Maps and Street View. For anyone taking on route planning in this way, I'd caution that you must have plenty of time to explore different road options, and be prepared for changes on the actual driving day as Google Street View is definitely not up

to date. It took us days to complete and check the three routes.

In spite of us taking great care, there was to be one significant deviation from our carefully crafted plan. We had stipulated a turn at a certain roundabout, but unfortunately, since being photographed for Google Street View the roundabout had been completely removed to create a new road layout. That threw the route details out a bit, but wasn't a major problem. And in the end everything turned out better than we expected - each of the three routes offered something different, while the Black & White Trail really is as lovely as described and showcases English country life at its best and most romantic.

As for the Gospel Pass, the start of this involves a drive along a narrow and often steep walled lane. It's not the most promising of scenic starts, but as you climb higher the landscape opens out until, as you crest the Pass, it suddenly reveals truly incredible panoramic views. I was reminded of the Who song that includes the line: 'I can see for miles and miles and miles and miles and miles... Oh yeah.' Descending on the other side, we had built in time to browse in the impressive array of bookshops in nearby Hay on Wye. I bought a philosophy book about

octopus intelligence - yes you read that right, and very interesting it is too!

The following day, the famous view over the Wye Valley from Symonds Yat lived up to its reputation. However, I burst the bubble somewhat by telling my companions that the River Wye is one of the most polluted in the country due to the presence nearby of enormous poultry farms. Trouble in paradise... We also toured the Royal Forest of Dean Route.

Our four-night trip was a great success, judging by all the kind comments from club members who took part in this MG extravaganza and the thank you gift we received of chocolates and Brecon craft gin. Hic! All this has made me think it would be a good idea if there was a website on which successful routes could be posted to share with other motoring enthusiasts. Perhaps the MGOCC might consider setting this up on the club's website? Should anyone be interested in the routes mentioned here, or indeed others around Devon and Cornwall, feel free to contact me at eventsecretarytvmgoc@gmail.com.

Next year we have booked into the Tyn y Cornel Hotel to tour southern Snowdonia. By then they say they will provide route books. I'll let you know in a year or so how we get on.



Great Trethew Vintage Rally

Saturday 29th, Sunday 30th, Monday 31st August 2020
 Horningtops, between Liskeard and Looe, Cornwall PL14 3PZ
A Great Day Out For All The Family

I'm always a little surprised that the Great Trethew Classic Rally is currently not well supported by our Club. This year the organisers really excelled themselves by attracting well over 100 very diverse classic cars, ranging from 1926 to the early '90s. Situated in a 25-acre field with commanding views, just off the A38 and 8 miles from Saltash, it is very convenient for members living in the greater Plymouth area.

However, six years ago, when we did have a healthy response from members, many nearly expired in the heat, through lack of shade! This year the Bank Holiday was decidedly autumnal.



Over the years I have got to know the Classic car organiser and sown the seed for allowing club stands in future, complete with gazebo and 'feathers', hitherto discouraged. Indeed the Tamar Historic Transport Club took matters into their own hands this year and erected a large 'bubble' for the benefit of their members.



Great Trethew is an excellent day out for families to do 'stuff', rather than just sit in a field and admire the views. Tractor and steam engine rides abound, mini digger operating for the under 12s, cuddling mighty shire horses, arena events, contra flow driving of your classic for the brave at heart; the list is endless.



This year TVMGOC was represented by Alan Short in his double prize-winning MGA, Ron Corry in his sparkling MGZS (who also gave a MasterChef demonstration of cooking up a complete full English breakfast in the field) and of course my trusty Magnette, complete with Tamar Bobby snoozing on the back seat. We also welcomed ex TVMGOC members Julia and Terry Harding in their immaculate, resprayed, red MGB Roadster, whom we had not seen for many years.

As far as the Hunt family and friends were concerned, this was an excellent show and highly recommended.

It rounded off a succession of enjoyable local classic car events throughout this season.

John H

Picking up on John's point about us not going to Great Trethew as a club, I think we need to have an overall re-think about which shows we go to together. In the past we have jointly been to Killerton and the English Riviera show but the former is cancelled and the Paignton Show is smaller that it was and won't accept modern classics. Rosemoor is good but it's a bit of a trek to get there. Powderham now insists we attend on both the Saturday and Sunday which dilutes the numbers of cars we show each day, and we have been going there for years. Time for a change? Fowey was very popular, and we had something like 24 cars attending.

Next year is likely to be the same and it seems to me that Fowey will become a fixture.

So, should we try putting on a TVMGOC stand next year at Great Trethew and if so on which of the three days? To be discussed...

Another consideration is that I know not all our partners are happy just to sit in a field all day and look at cars. The bigger shows, including Great Trethew, at least offer a few other diversions.

Event Secretary

Photo competition

I hope many of you have been taking some nice photos of your or others' cars to enter into our 2023 photo competition. If not, there's still time to take a winner!

By way of inspiration perhaps, here's a simple snap of my MG at Hackpen Hill on Dorset's Ridgeway, of the chalk white horses fame. It was the autumnal colours of the trees against the blue sky and the diagonal lines that grabbed my attention.

Howard





It was a roof up day.
We were definitely under the weather.

On arrival at Yelverton Golf Club for the start of our biennial People & Places Run, the colourful wet weather gear of our many plucky marshals braving the elements brightened up the dismal scene in the car park as a variety of classics, mainly MGs, arrived for TVMGOC's big day out, the 7th People & Places Run.



Amongst club members and visitors who were taking part, we were joined by old friends Clive & Wendy, and two friends of Jan's and mine from Bristol whom we had first met on an MG trip to Northern Spain in 2018, Richard & Janet, in their MGA Twin Cam.



One thing that annoys me when attending runs put on by other clubs is that pretty much without exception none of the hosts bother to come over and welcome their visitors.

This is rude and thoughtless.

Not us, though. Inside the golf club everyone was warmly greeted by Bee & Kate, with Janis & Charlie cheerily handing out envelopes containing the food vouchers, rally plaques and route book compiled by Simon & Charlie.

With committee members Alan, Nigel S. and Simon outside in the car park helping the others who had volunteered to be marshals, I made a point of going over to speak to all those who were not familiar to me, to make sure they felt they were among friends.



Now Bee writes:

Robin and Karen decided to have a weekend in Devon and attend the TVMGOC People and Places run on September 17th. They drove from their home in the New Forest in their MGTF and duly arrived at Yelverton Golf Club, the meeting point for the run.

After registering and having a social coffee and chat they made their way out to the car park. Robin opened the car boot for Karen to stow anything unwanted on the journey, put the key safely in his wet jacket pocket and fixed the rally plaque to the front of the car.

So, all ready to go... just needs to get rid of his wet coat and they'll be off. Into the boot goes the coat ...down slams the lid...but where are the car keys??? You got it. In his pocket...in the boot!!!!

I won't repeat what word echoed around the car park, but it got people's attention and a small, helpful group gathered. What to do??? After a discussion it was decided that if one of the back lights was knocked out the coat could be retrieved through the resulting hole. John & I live in Ivybridge and John said he would go home and collect a spare light unit he had that would temporarily fill the hole. The group watched, sadly, as Robin took a borrowed tyre wrench and smashed the rear light of his precious car. John duly returned with the unit which, after the retrieval of the coat and keys, was fitted to Robin & Karen's car. They were then able to join the run part way through and at least got to the cream tea at the end. So...if you have an F or a TF, please remember to...

Make sure you have sight of your keys before you slam the boot lid closed!



After tea or coffee and bacon baps it was time to be on our way, flagged off by Alan. There were no signs that the rain had dampened anyone's spirits.



Firstly, we drove from Yelverton, over the moor via Cadover Bridge, passing through Plympton and onto the Kingsbridge road.

From there we turned off to loop round and traverse the tidal road to Aveton Gifford.

The irony here was that this sea-washed road was one of the driest we would encounter all day!



Shortly after leaving Kingsbridge, we crossed the pretty Bowcombe Bridge whose arches forded the tidal torrent below - a bridge over troubled water.

Then, moments later, I learned the hard way that MGAs don't float.

Turning a sharp left-hand blind bend, we immediately drove into what looked like a puddle. Pictured opposite, it turned out to be more like a pond due to a steeply sloping cambered road and a blocked drain. The MGA dived in nose first and water surged over the bonnet and onto the windscreen.

This was much deeper than it looked.

Emerging on the other side of the flood, our car sputtered to a halt. I tried to restart the engine but there was no response from the starter motor.



I immediately put on my hazard lights, installed last year with the help of Neil after Jan & I had previously driven through a similar deluge in Yorkshire. Forgive me for saying this, but if you haven't fitted hazard lights to your MG then you are making a serious mistake. In fact, if I was a legislator I'd make hazard warning lights on classics compulsory. These cars can sometimes conk, and you could be in an exposed and perilous place, just as I was in the middle of this busy main road.

Having failed to bump start the engine in reverse whilst risking a second backwards dunking, I got out to direct traffic around both pond and car. As I did so, my initial feeling of fearful panic slowly turned to faint hope that warmth from the engine might soon dry out any sodden electrics. A few other MG drivers pulled over to see if they could help - thanks - but after about five minutes I tried the starter button again and thankfully the car fired up and we were once more on our way. Phew!

It was raining cats and dogs and I had just driven through a poodle. (*Must you? Ed.*)



The road to Torcross was like driving up a muddy waterfall in conditions that were laughably horrendous, and I feared for homes down the hill which could/would be flooded. We later learned that Harbertonford, Newton Abbot and Dawlish were just some of the areas very badly affected by flash floods that day, so in fact we missed the worst of it. Not that it seemed like it at the time.

Very shortly, Jan & I came across our Bristol friends marooned in their MGA Twin-Cam which was misfiring. I pulled up alongside and once more put on my hazard lights. Fortunately, Richard's electrics also quickly dried out. Apparently Janis driving Lucy also experienced similar problems.

The loo stop at Slapton Ley provided a chance to let the cars dry out a little and compare survival stories. Here are Clive & Wendy with John. On the road again we passed a deserted Blackpool Sands and entered Dartmouth where some of us stopped for a bite to eat.



Next on the route, along pretty lanes, were Dittisham and Tuckenhay, where the Maltsters Arms was once owned by Keith Floyd who had renamed it Floyd's Inn. I have a few personal anecdotes I could share about said chef and my friend his innovative director, but this is neither the time nor the place.

On the main road to Staverton we came upon a 'Beware Mud on Road' sign. Strange place to do a gig I thought, whilst humming *Tiger Feet*. Then I realised it meant the brown wet stuff of which there was actually very little on this spot. Compared with the oozy quagmire we had already driven through, this was an inappropriately placed sign if there ever was one!

As we had had a few stops along the way, some voluntarily, some forced, it was clear to many of us that if we were to arrive at Two Bridges in time for tea, short cuts were needed. So, with sadness, many deviated from the intended roads to head directly to the finish, though at least a couple of dedicated drivers stuck to the route, the whole route and nothing but the route.



On arrival at Two Bridges, yet again we were met by our marshals on duty in the rain. Once inside, more tales of the unexpected were shared before we downed a cuppa or two and tucked into delicious cream teas. Alan gave well deserved thanks to participants and organisers alike before presenting awards to the largest club entry, Southampton & New Forest MGOC, and the farthest travelled entrant (from Leicestershire).





Let us reiterate our thanks to everyone who took part and helped to organise the day. We must especially thank Simon & Charlie for their route and impeccable directions. We received compliments about it. I have a feeling this is one we will do again sometime, but hopefully in much better weather!

In spite of everything the rain god threw at us it seems to me that we all had a bloomin' great time. Sure, we could have stayed at home snug and warm in front of Sunday afternoon telly with our MGs safe and dry in the garage, but where's the fun in that and what are these cars for if not to take out, enjoy and, perhaps above all, create fond memories? PP7 was a day I suspect we will never forget, and largely for the right reasons; it was fun, we laughed in the face of adversity, had pride in our old cars that soldiered on through the rain and recovered quickly if they were briefly overwhelmed (well mine did!), and we enjoyed a shared experience. You needed to have been there to understand.

And here's the irony: not only were we still under a hosepipe ban, but the sun came out as we headed home. As Alf Garnett would say, "*Blaady typicull!*"

Various photos of the day are available on the club's Flickr page here where they can be downloaded: <https://www.flickr.com/photos/147775366@N03/albums/72177720311492535>

Howard (thanks to those who sent in extra photos)

Postscript – Gavin drying out his car, boots, feather flags & Hi-Viz jacket.





Last month we asked what you made of Pete A's grandson Archie reading Enjoying MG magazine?

Received entries	From
<i>"Look at this advert, 'Wanted: reliable MG...' Must be a right dummy."</i>	John I.
<i>"I preferred MG for Dummies."</i>	Howard
<i>"They're asking how much for an MGA Twin Cam??? I could buy an E-type for that!"</i>	Howard
<i>"No wonder they gave me this magazine to read: most of the asking prices are fairy tales."</i>	John I.
<i>"Not another restoration! Mum will have a "fit" and throw my toys out of my pram."</i>	Richard M.
<i>"Now I know my ABC, perhaps it's time to buy an MG..."</i>	Peter S
<i>" Just getting genned up in case Grandad leaves me his car."</i>	John & Bee
<i>Just buy an MG dummy.</i>	Simon
<i>"I thought this was Harry Potty and the Chamber pot of secrets..."</i>	John I.
<i>"You'd think by now MGOE editorial team would know how to spell 'Magnet!"</i>	John H
<i>"A supercharger in the classified ads. Hmm. I wonder if it could be fitted to my buggy?"</i>	Howard

And the winner of last month's competition chosen by Simon is John & Bee. Well done!
They will choose next month's winner

In stark contrast to the above picture, this photo simply had to be our next caption competition, if for no other reason than the story as to why he looks this way.

But you'll have to wait until next month to find out the truth.

In the meantime, what explanation can you think of to explain this man's appearance?

(Roy was with me when I found this picture.

I was going to write a caption saying something about

Roy having let himself go of late, but thought I'd better not say that.

(No, you shouldn't. Oh...hang on... Ed.)

PLEASE NOTE

For reasons too boring to explain, we are no longer using the club's media Gmail address.

From now on, please send your caption competition entries to eventsecretarytvmgoc@gmail.com





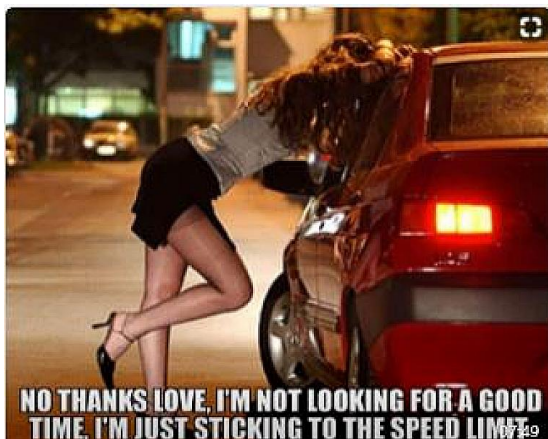
**And finally...
Apologies in advance to our Welsh
contingent but in the name of topicality
some things just can't be avoided...**

**As Wales introduces its new 20mph speed limit
in restricted and built-up areas,
speed awareness courses open for business.**



*'We're going to be late.
I'll get out, run ahead and
tell them you're on your way'*

New car designs set for Wales



CALLING ALL CYCLISTS!



**With the new 20mph speed limit, cyclists
please remember we need 1.5m clearance
when you overtake us in cars.**

Joking aside, national and international studies show that lowering the speed limit from 30mph to 20mph reduces the number of casualties. This is recognized by bodies such as the World Health Organization, and the UN General Assembly recently mandated 20mph as the right speed limit where people and motor vehicles mix. A Welsh government assessment shows that reducing speeds to 20mph can result in an average increase of one minute per journey, 9 lives saved and 98 serious injuries prevented each year.