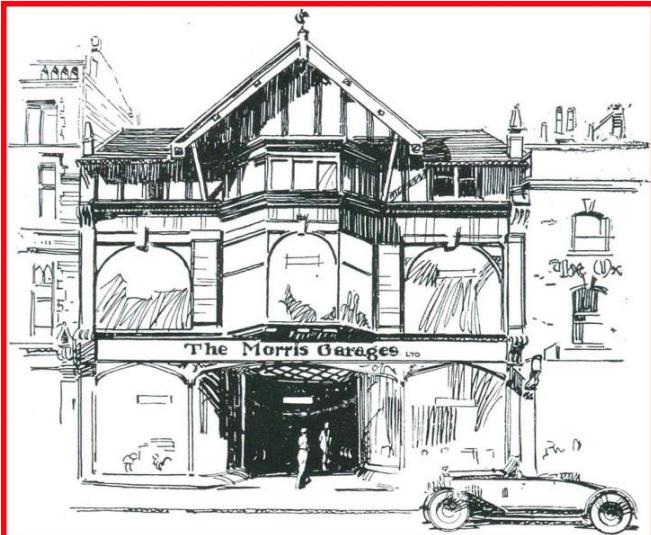


AUGUST 2019 EDITION



This Oxford shop is where the MG story began. Cecil Kimber started working for the car tycoon William Morris (later Lord Nuffield) in 1921 and was made general manager of Nuffield's profitable Morris Garages chain in Oxford. Kimber quickly realised that turnover could be increased by offering special models, and so launched the £268 "Morris Garages Chummy" in 1923 based on a Morris Oxford or Cowley. Soon Kimber started to refer to his cars as "MGs" (for Morris Garages) in 1924, but only in 1925 was all mention of Morris dropped and the term "MG Super Sports" emblazoned on publicity material. Read 'More from America' to discover why it is featured here.

This Month:

Committee reports
Upcoming events 2019
News snippets
Menhiniot Cherry Fayre

Letter from America & More from America (Moss Motors origins)

Friday supper run report to The Who'd Have Thought It

The Historic Vehicle Gathering at Powderham Castle

Tregrehan Classic Cars and Country Fair in aid of Marie Curie Nurses.



ENJOY YOUR MG MORE WITH TVMGOC



Secretary's Report



Hello Everyone,

I am writing this on an extremely wet Friday. I know I shouldn't be pleased that it is raining, but as I have used up all of my 7 water butts, I am quite grateful for the downpour, hopefully it will fill them all up again. I think blackcurrants must really like the dry weather as I have had about 15lbs of blackcurrants and have made enough jam to feed us for the next 10 years. We were very lucky with the weather for the Powderham show, it was a lovely sunny day with 17 vehicles from the TVMGOC displayed, varying in age from John and Paddie's Magnette, to Ron's new (LPG) ZS, quite a selection of cars, all looking very shiny & well cared for.

We had a great Friday night supper run to the 'Who'd a thought it' at St Dominick. The run was organised by John and Linda, and we definitely travelled down some roads we had never traversed before, even one that wasn't on the instructions. The food was excellent and the local history on the route sheet was very interesting too. Many thanks to John and Linda for organising this for us.

I can't quite believe that it is nearly August, the year seems to be going so quickly. Hopefully we will be able to get to some more shows before the end of the season, but sometimes family commitments do get in the way. Hope to see you all at the 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,

The Friday night supper run to the 'Who'd of Thought It', St Dominick, was superb and we had a lovely top down run to the venue from our meeting point at Carkeel Services.

We were expecting horrendous traffic queues for the Tamar Bridge but surprisingly we only encountered light traffic and arrived at the start rather early. This only gave us all longer to have a chat and we had to be encouraged to get on the road for the run. The conversations resumed in earnest once we arrived and the usual hubbub ensued, certainly advertised that Tamar Valley were on tour.

John and Linda did a fine job on our behalf and I hope that it is the first of many more to come from them now that they have had a taste of organising an event. Thank you!

Well the supper run led nicely into an MG weekend as we had the Powderham Classic Car Show to go to on the Sunday.

The convoy of club MGs was a magnificent sight as it snaked up the A38 to the show and the route from the top of Haldon Hill to Starcross was still just as lovely in the bright sunshine as we wended our way through the tree-lined lanes.

Upon arrival, we found we had a large triangular plot to fill and that caused a bit of head scratching as to the best way to display. Fortunately, Ade soon knocked us into shape, and before long we were looking like a club which knew what it was doing.

With 17 cars on display we managed to fill the Event Shelter with chairs and people as shade was sought. The show was as good as ever and we were blessed with a sunny day once again. Well done to all members who attended and added to a great day out.

The Riviera Classic Car Show at Paignton on the 28th July is another show that Alison and I both enjoy, and we have everything crossed for good weather. As previously mentioned, our club entries are certainly down this year. Hopefully this year's lack of numbers is only a blip and we can return to a much more usual attendance next 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,

It's another packed newsletter! As well as five run and show reports - thanks to John H., Sue and Ian C. in Virginia for their contributions this month - there's lots of news too, starting with...

September

As this is not a People & Places year, with input from Ade and Val, Jan and I have instead organised 'I-Spy A Cornish Day Out'. Though we have the upcoming Friday supper run on August 16, next month there won't be one. In its place on Sunday 15th September we have booked us in for a 2pm carvery lunch at the Lanhydrock Golf Club & Hotel.

Now you have choices and there are two start points. The run begins in Plymouth in the Park & Ride car park at the Argyle ground. However, route mileages re-start at the entrance to Antony House near Torpoint. So, if you are coming from Cornwall you can skip the Plymouth start and ferry crossing and join at Antony. If this is your choice, I need to know so that I can email you the route instructions in advance.

There will be time for a coffee stop on the beach at Seaton (so you could also join us there mid-morning) and/or a stop at the lovely Duchy Nursery/Shop near Lostwithiel.

Our route is not attempting to break new ground, although there are lanes that were new to us. Instead it's intended to be a drive with lovely views, time for natters, a bit of shopping perhaps, and things for the navigator to I-Spy along the way. Remembering our enjoyable fancy-dress evening at Lanhydrock during last year's Bluebell run, Hawaiian shirts/shorts are encouraged. After lunch there is a choice of routes home.

Note: entry closes at the September club meeting on the 4th, and this month's Friday supper runs closes at the August meeting.



Ireland

I have emailed all members a first draft of our proposed tour of Ireland, leaving on Friday June 5th 2020 to avoid the May Bank Holiday Week and school holidays. This is also timed to avoid our club weekend away next year which is likely to be to the Cotswolds in July. We have eight couples interested in Ireland so far, so if you might be interested in coming along, please let us know. Jan's and my next task is to begin finding accommodation along the route.

Happy MGing!

Howard

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



First aid talk in September



At the meeting on 4th September I have arranged for a volunteer from the Red Cross to give an interactive talk on first aid.

This will include the type of injuries pertinent to a road traffic accident, and the use of alternatives to medical supplies. I did a similar course to this in Scotland many years ago and have found the tips and advice very useful on a number of occasions

As the volunteer does not usually work in the evening, and is making an exception for us, it would be appreciated if everyone could be seated in the downstairs meeting room for 8pm for a prompt start to the talk. The formal meeting agenda will follow.

Many thanks

Janis

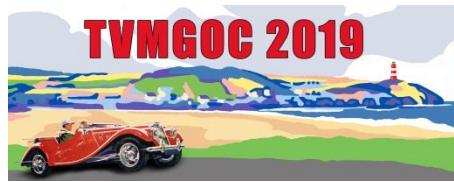


Club logo embroidery



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



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

Events you can/may still be able to enter after our August 7 club meeting. This list does not include events that are now closed for entries. * newly announced

Date	Event	Info	Closes
16 Aug	Friday Supper	To the Cheesewring, Minions	7 Aug
25 Aug	Tour de Torbay Pasty Run	Organised by Torbay MGOC	No date given
25 Aug	*East Pool Mine CCS	Not happening	
25 Aug	Aveton Gifford CS	See the link on our website	No date given
25Aug	*95 MG Anniversary	Organised by Solent MGOC at Beaulieu	No date given
8 Sept	Bristol MGOC	Autumn run	18 Aug
15 Sept	Sunday Lunch	I-Spy A Cornish Day Out Lanhydrock Hotel & Golf Club	4 Sept
21 Sept	Sidmouth CCS	See the Event Diary for details	2 Sept
13 Oct	*The Rut	Entry form is on our website	30 Sept
20 Oct	TVMGOC Tulip Trophy run	Menus and list are circulating at club meetings	2 Oct
17 Nov	Sunday Lunch	TBA by John & B	6 Nov



News snippets



Fuelling the fire



Last month we reported on Nigel's fuel pump failure on the New Forest run. While repairing it he also discovered perished and thus potentially dangerous fuel lines. These were immediately replaced with new ones Peter S. carried as spares.

Nigel had recently bought the car in good faith with reassurances that all was well, but it just goes to show that sometimes you don't really know what you have until something goes wrong.

That was not the first time that the club has highlighted the need to check your fuel lines as ethanol in modern petrol can corrode them. So if a further reminder is needed, this picture of an MGBGT ablaze was posted in the British Classic Car Facebook group captioned '*Please make certain that ALL of your rubber fuel hoses have been upgraded to real 30R9 or higher ethanol proof rubber before this happens to you!*'

The ethanol percentage will soon be increased from 5% to 10%. Many drivers of older vehicles are very concerned that their engines will suffer poor running and perhaps even damage using a petrol mix they were not designed for. Motoring organisations are trying to negotiate that a 98 octane 'classic' fuel will continue to be available. However, if this plea does succeed, is it likely every garage will stock it?

B pleased

According to Classic Car Weekly, trade experts say MGB values are on the up, but only for the very best. A ready supply of parts, a strong club scene and a new generation of younger enthusiasts - that includes you James! - are helping the price surge. A factory GT V8 was recently hammered down for an unheard-of £33,600.

MGC values are also strengthening, with both B and C roadsters commanding more than GTs. And the news gets even better as the stigma (not my word) against rubber bumpers is dissipating. A "fabulous" snowberry white C GT sold for £25,300. I see dealer Barry Carter has an immaculate MGC GT for sale at £27,500. However, prices for "run of the mill" Bs remain static as there are so many around.

Getting carried away



I am not the first classic car owner to have spent more on their pride and joy than it's worth. In the case of my MGA, I'm probably in too deep by a couple of grand, but if that's offset that by the time and pleasure we get from it then we're quids in.

However, someone had an awful lot of cash to spare. This super rare 1959 Facel Vega was recently put up for auction with a sale estimate of £110,000 to £130,000.

The car received a body-off restoration over the last 18 years costing...wait for it...£300,000! It's easy to get carried away but this is ridiculous.

MGF/TF Silver Jubilee

The MGCC is planning a major celebration of MGF/TFs to mark the car's 25th anniversary. It will be held at the British Motor Museum, Gaydon, Warwickshire on 1-2 August 2020. As an MGCC event, hopefully non-members will also be invited to attend. However, there may be other silver jubilee events as well. Any information revived will be passed on via our newsletters.

MGCC MGA Register 50th Anniversary

The MGA Register came into being in October 1970 and in recognition of this anniversary, they are planning a four-day Autumn Weekend Tour in October 2020. The location will be the East Riding of Yorkshire.

Bangers & Cash

My new favourite car show has proved so popular that another two series have been commissioned even before the first finishes. If you haven't seen it, Bangers & Cash is a charming and gentle portrait of life at the family-run Mathewson auction house oop north in Yorkshire. As cars come in to be sold, we discover the stories behind them. Unlike other testosterone-fuelled, fix 'em up quick restoration programmes, this tells stories about people, their love affair with cars and why the time has come to sell them or buy another.



I like that the blokeyness of the men is tempered by no-nonsense asides from office manager Sarah. The series is on Yesterday Channel. Set your box to record repeats and new shows.

Good news about Tamar Valley Motoring Centre

We received this message from Colin Bird which is worth sharing.

As to our (Colin and Carolyn Bird) retirement, we are delighted the firm is to continue under the able ownership of Andrew Timothy. Andy is much experienced in the older vehicles, having owned MGs. He has also been involved in motorsport, mainly with Classic Minis, having rebuilt and currently owning several. We hope you will continue to support him in the knowledge that he is well able to look after your pride and joys. The normal telephone number: 01579 383060 will still be the number to ring and there is an answerphone to take any calls that Andy is unable to take. There is a new email address: tamarvalleymc@hotmail.com.

We look forward to Tamar Valley Motoring Centre continuing for many years to come.

Howard



Menheniot Cherry Fayre



This report arrived slightly too late for the July newsletter, and due to my incompetency after buying a new PC, it almost missed this one too! Apologies to John H. who thankfully sent me a reminder. To make up for this, I attempted a bit of research into the origins of the fayre and its name, but both Google and the Menheniot Facebook page failed me. I guess a seasonal clue is in the name! Ed.



A replica of HMS Pickle

The village of Menheniot has a lot going for it. Historically, it was featured in the Guinness Book of Records back in the 1960's as having the tallest village cricket team in the UK, all members in excess of 6 feet.

Two hundred years earlier its churchyard became the last resting place of Captain John Lapenotier RN who, following the dramatic battle of Trafalgar, raced his tiny schooner HMS PICKLE from southern Spain to Falmouth and thence by road to London to inform King George III of the news that Admiral Lord Nelson had secured a famous victory, at the cost of his own life. It is one of only two churches in the country granted a warrant to fly the white ensign on October 22 to mark this event.



Whilst not quite in the same league, a little bit of history was also made recently by members of the 'Saltash branch' of TVMGOC in supporting the village annual Carnival and Cherry Fayre. Roger and Sylvia in their smart TF were the first to turn up, closely followed by my Magnette, with Clive Dunster hot on my heels in his red roadster and finally Sally and Keith in their pristine white one.

We were also joined by an old friend of TVMGOC, John Early, in his rather grand Jaguar XF 4.3 drop-head coupe. Keith offered him a temporary MG logo badge, which he politely refused.

The village green teemed with people, countless children all in fancy dress enjoying a perfect summer's afternoon. Organisers had provided some spectacular activities including the ubiquitous bouncy castle and, more unusually, a huge inflatable dartboard rivalling the London Eye. Sons and dads competed with one another to see how high they could kick footballs which miraculously stuck to the numbers on the target. Music was provided by the Cornish Rumba Band, made up of mostly drummers, who bashed away all afternoon. It amazed me how much expensive kit was on offer for the enjoyment of all. I later learned that the duck race, arranged for earlier in the week, yielded close on £1000 towards the overall kitty.

Following a procession around the village, including several floats, the clouds which had been threatening by mid-afternoon finally let go. Our 'rag tops' scattered like convoy PQ17*, leaving the field slightly bereft. Fortunately there were plenty of marquees to give shelter and the sun emerged once again to complete a near perfect day. Festivities went on until well into the evening.

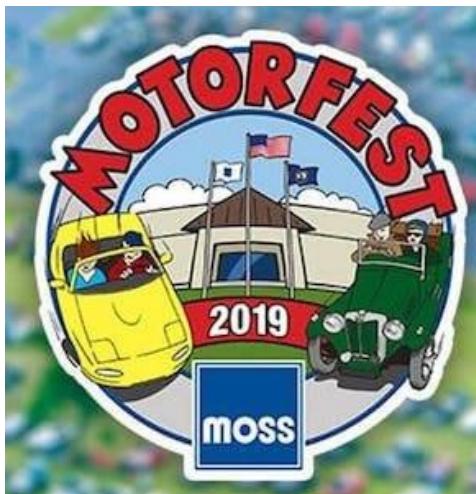
John H.

** For us ignorant non-Naval types, this was a WWII Arctic convoy that was devastated by the Luftwaffe and U-boats in 1942. It's worth Googling for the full sorry story - Ed.*

Letter from America



Facebook classic car and MG groups usually feature some stunning British motors, many from America, Australia and New Zealand, but also from all over the world. Usually these cars are in fantastic condition, and it looks like they also know a thing or two about looking after classics in Virginia.



Many thanks to our American club member, Ian C., seen here waving the flag for Blighty and wiping raindrops off his otherwise gleaming MGB, for sharing this Moss Motors organised Motorfest show report. You'll read in a moment some background on the Moss company, but it's worth noting how much importance the management put on this event. To ensure they had enough staff on hand for the show, Moss flew in personnel from the Goleta branch in California and also some lucky employees over from Britain. The exercise must, in Ian's words, have "cost them a bomb. There was also a 15% discount on all purchases on the day, of which I took advantage."

For a gallery of photos of this impressive event, see here: <https://mossmotors.com/motorfest/gallery>

Ian writes:

MOTORFEST 2019 was held at the MOSS facility/warehouse in Petersburg, Virginia on June 7th and 8th. I had previously attended the event in 2015 and 2017 but not in my MGB, so this year I decided to take "Muggle" (as my wife calls him).

Previously years had seen glorious sunny weather, so the cars were able to park on the grass by make and model. This year however was totally different and very unkind to us. The rain started about midday on the 7th as I was driving to Petersburg and didn't stop until the 8th when I was on my way home.

Friday evening a three-hour welcome was held in the warehouse where five of MOSS top management attended in order to answer questions from car owners. There was also a super buffet comprising all the usual goodies, pulled pork barbecue, fried chicken, bread rolls, coleslaw, a huge selection of fruit and cupcakes and surprisingly a cash bar serving soft drinks and beer. I was surprised to see and purchase a Newcastle Brown Ale, albeit brewed in California!!! A good start to the event.

Saturday dawned grey and wet. I was pleased that I had decided to fit the hard top to my car, primarily because the soft top has a tendency to leak in all the wrong places. A convoy of cars departed the host hotel around 8 am for the nine-mile drive to the MOSS venue but already there was a long line of vehicles waiting to enter the grounds.



Because of the weather all the cars were parked on the car park but not in order of make/model as previously. Despite this, the event was well attended with over 100 cars, MG, Triumph, Jaguar, Mini, Lotus, Morgan, Austin Healey, a stunning old Rolls Royce and a whole bunch of Mazda Miata's - MOSS carries spares for the Miata in addition to the British cars.



MGBGT



MG TD



MG TF

I saw license plates from Virginia, North and South Carolina, Georgia, New York, Pennsylvania, Ohio, Florida, and a number of stalwarts from Canada. I was the only attendee from West Virginia.

Ian

More from America



Ian also sent us this photo he took of an old stained glass window which, after delving a little, turns out to have a fascinating history. As we know well, here in the UK one of the main sources for MG parts is Moss Motors, but the company's origins are in the USA. So what connects this British window to Moss on the other side of the pond?

For the answer we have to travel back to 1948 when a young chap named Al Moss, a resident of Los Angeles, fell in love with the MG TC and became a devoted enthusiast.

After reading about the successful road rallies being held on the East Coast, Al decided to organize one himself. It was one of the first rallies to be held on the Pacific West Coast.

The race brought Al into contact with a group of fellow MG enthusiasts, and he quickly discovered they all shared a common problem - service and parts for these cars were not widely available. Al saw an opportunity and opened an MG repair shop. Although the company originally specialized in service, a growing demand for spare parts led to an ever-greater emphasis on parts supply. After moving to Goleta near Santa Barbara in 1961, Al published his first MG parts catalogue in 1962.

As enthusiasts embraced the British sports car movement, Moss Motors compiled parts catalogues for the MGA, MGB, Austin-Healey and Jaguar's XK120-140-150 series. In 1977, Al purchased 48 tons of 'obsolete'

parts directly from Standard Triumph in England, a shipment which filled no less than four 40ft containers, and was in fact, the largest single buyout of TR2-3-4 spares ever.

By 1977, Moss Motors was established as an industry leader. It was at this time that Al's long-time friend, Howard Goldman, whose own business was located just across the street, offered to purchase the entire Moss Motors operation. Al eventually took him up on his offer and entered semi-retirement to spend much of his time restoring and racing his collection of British sports cars.

The MG themed stained-glass window came from the old Morris Garages in St Aldates, Oxford, as pictured on the first page of this newsletter. After MG vacated the premises, Al figured the windows, for there were two, would likely be damaged or destroyed. He therefore "made arrangements" to have them removed. Today one is on display as part of Al's model collection. Al, who died in 2012, sold the other window to Don Martine, who has it on display at the Martine Inn in Monterey, California. Jan and I are going to Monterey next year. Hmm....

Today Don owns an impressive collection of classic MGs as you can see here on the Inn's website:

<https://www.martineinn.com/classic-mgs>

Don has been interviewed in an MG race car that can be viewed in the video here:

<https://www.youtube.com/watch?v=iTvSc2reS4Q&feature=youtu.be&t=18m45s>

After the interview it is also worth watching from about 31' as a fleet of classic cars line up for a race. Sadly, Don's MG had to be towed off the track.

Howard

Sunday Supper Run to The Who'd Have Thought It



It was a glorious summer evening for a supper run. In the lead up, after dire warnings about awful Friday evening traffic crossing the Tamar Bridge, John I. and I had advised everyone coming from the Plymouth direction to leave early in order to arrive at Saltash services by 6:15 for the start of the run. That's exactly what most people did and guess what – yes, there was virtually no traffic at all!

Still that meant there was plenty of time for a good old chin wag.

After catching up on everyone's news, armed with John and Linda's route, one by one our dozen or so cars set off. We drove through lush lanes, around Kit Hill with views to Bodmin Moor, Dartmoor and the Tamar, and through picturesque, tree-lined valleys with dappled sunshine dotting the road ahead. Some cars missed a turning to Venterdon and so didn't see the geese waiting to greet us passing their pond.

I found we were driving along lanes which were new to Jan and me, and our route instructions also contained interesting snippets about the history of some of the places we passed.



Honk, honk!

With tummies rumbling we arrived at the lovely Who'd Have Thought It Inn at St. Dominick. Of course, this immediately begs the question of how it got its name. Well, by the miracle of the interweb I can tell you (for that, read 'I lifted this next bit off the pub's website').

The Who'd Have Thought It Inn has had a licence since 1860 and was originally built as several cottages, located in the rural village of St Dominick between Saltash and Callington.

In the 1851 census it is noted that Shiffield Cottages had an innkeeper residing there. Locals sometimes still refer to the pub as the 'Sheffield' - probably an evolution of the original name of the cottages themselves. At some point in its early history the pub was named "The Butcher's Arms", and this name remained until the 1960's. Purchased in 1962 by Eddie Potter, who oversaw many of the alterations made to enlarge the pub, the reputation of the "Who'd" started to grow. After a delivery arrived for another "Butcher's Arms", nearby in St Ive, Eddie quoted a common Kentish phrase "Who'd have thought it?" and the new name was born. So now we know.

We all enjoyed a lovely supper there. Jan and I sat with Sonia and Roy to reminisce about our recent Scottish adventure and plan new expeditions.

Then Peter S. came over and whispered an utterly brilliant idea for next year's club weekend away. I immediately tried to pretend it was all my thinking, but no-one was fooled, and anyway it was Jan's idea - that's Jan S., not Jan P.

For now, suffice to say next July and the Cotswolds are in the frame, and regarding this great idea it will involve us all getting in a bit of preparation - training even - but not the kind you might think!

Back to the main plot: after the meal Alan thanked John and Linda for organising a splendid evening and we all left contented and full.

Our drive home was blanketed with the most wonderful blue and pink sunset. Jan and I chose to go along the A388 to Saltash which was deserted for once. Our MGA seemed ecstatic to be let loose on this perfect evening, and we enjoyed the most wonderful wind-in-our-hair B-road blast without once exceeding the speed limit, M'Lord.

Howard

PS In the unlikely event you were wondering about the oil I found in our MGA's coolant when I checked it up in Glasgow, Tim Kelly couldn't find anything wrong, so after a 3000 mile oil change and an all-round lube I'm to carry on regardless. I'll be keeping an eye on it though. Also, I may have fixed my cold starting problems by fitting a different coil that doesn't need a ballast resistor.



HISTORIC VEHICLE GATHERING

Organised by the Crash Box & Classic Car Club of Devon
POWDERHAM CASTLE ESTATE



Moving in a gainly way and travelling cognito, I was very chalant as we arrived at 08:30 for the run to the show at Tesco Lee Mill. I felt defatigable at that Godly hour, our car was descript and wieldy.

The club had 17 cars booked in for this show and everyone had been busy cleaning and polishing so that all the MGs were in total array. We worked out a back route to Powderham a couple of years ago that is scenic along Haldon Hill and avoids most of the arriving visitors coming the other way. We had been allocated a perfectly nocuous spot and soon all the cars were lined up and our flags were a'flyin'.



Now the fun could begin - setting up our gazebo. While this happens, rather than help out, I like to look busy taking photos - it's much more entertaining to stand back and record the team wrestle with straps, poles and canvas as Ade ~~yells insults at their incompetency~~ offers encouragement and advice as to the best way to erect the thing. With only toward and heard-of behaviour, at one point I counted 12 sets of hands set to the task. By the time the gazebo was up, our club display was looking nicely shevelled.



Ron turned up in a lovely MG ZS 180. It looked a treat once he'd taken off the cling film protecting his newly painted front bumper!

Interestingly, its 6-cylinders are fuelled by LPG, which makes the car much more economical. I was expecting to see a huge gas bottle in the boot, but it's incredibly well hidden beneath the floor where the spare wheel would go. You'd never know it was there.

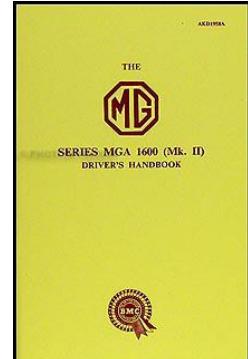
As usual, the range of historic vehicles is vast (though the ‘historic’ criteria is well bent at this show as there are lots of very modern if not new cars here too) from chugging steam engines to the fastest road car, in this case a Ferrari Superleggera that can top 211 mph (why & where?), the fastest road car the company have ever built. Now that’s one sipid car!



While vehicles were in abundance, it looked to me like the number of visitors were down. This could have quite a lot to do with the fact that the run organisers, whom I could see both hide and hair of, had chosen the Sunday that also hosted the British Grand Prix, the Wimbledon men’s singles final and England playing in the Cricket World Cup final. Not great forward planning!

As I sat in our gazebo a chap wearing a Mercedes hat came over asking who owned the MGA MkII. Once I admitted it was mine, he said, “I wonder if you’d like this?” and handed over an original MkII Drivers Handbook.

It so happens that although I have an original service manual, now with pages stuck together due to an encounter with a boot full of petrol (see past newsletters), I didn’t have the Drivers Handbook. “I used to own a MkII coupe,” continued this kind stranger, “and have been looking around various shows for someone to give this to. It’s yours if you’d like it.” Small acts of kindness like this gladden the heart and restore your faith in people. Thanks mate, whoever you are.



Then a tall young chap turned up with an unusual request. He and his dad were thinking of buying an MGBGT but as he was 6’3” tall he didn’t know if he could fit into one. Could he climb inside one of ours and see? he asked. As I was in a domitable mood, and as this chap’s request was something to sneeze at, I had a look at what was available.

Peter L. was away from our pitch, as were Nigel and Libby. However, their car was open, so I took it on myself to let this tall dark stranger climb inside their MGB GT SL. He was delighted that it fitted him fine and so he could report back to his dad that they should start looking for a B of their own. Sadly, they were not from our club’s neck of the woods, so we didn’t recruit a new member or two.

There were a few interesting older MGs at the show too. This pair of 1929 M-Type Midgets caught my eye. They were celebrating their 90th birthday. Nearby was a smart Y-Type built in Abingdon in 1947.



On the way home, Jan watched the news feed on her mobile ‘phone and we were gripped by the nail-biting battle between Federer and Djokovic at Wimbledon, and New Zealand and England at Lords. Keeping strictly to the speed limit (again, M’Lord), I drove home as quickly as possible just in time to catch the end of both matches on TV. Phew!

That night, after the excitement of a great day for classic car viewing and great evening of TV sport, including the Tour de France highlights, I went to bed with a sunburnt nose yet feeling gruntled and very consolate.

Howard



It was a grey start to the day with a fine mist and spits and spots of rain most of the way down from Saltash to Tregrehan (pronounced Tregrain), just east of St Austell, but we kept the hood down and were rewarded with lovely sunshine the rest of the day.

As arranged, at 10.00 we met up with our friends Martyn and Janet in a lay-by just opposite the entrance so that we could park up together. Jenny and Peter had arrived much earlier and had already walked around the stalls and food outlets, so we were not able to join up with them.

This was not your usual classic car show with club gazebos and banners dotted throughout the ranks of cars, instead, there was a mix of cars all jumbled together which gave it a more laid-back feel.



Tregrehan Gardens

The cars, about 100 altogether, were parked in a field just inside the entrance, which meant a longish uphill walk to the stalls selling local crafts and goodies, food outlets and the gardens. There was transport laid on for those who didn't fancy the walk. Marie Curie volunteers in their bright yellow T-shirts were evident everywhere.

We started off wandering around admiring the cars before walking up the hill and around the stalls and gardens before returning to the cars for our picnic. We were then off up the hill again to listen to the choir which was performing on the lawn, and finished with a cream tea. Wherever she went, Janet seemed to bump into someone she knew and even we met our neighbours from just down the road.

The main purpose of this show is to raise money for Marie Curie and the display of cars is just a small part of this. It is not a big event when compared to other shows but my, were there some amazing cars there. I have never seen so many concourse-standard pristine engines and interiors in one place. There were exquisitely beautiful, expensive cars which clearly never get taken out in the rain or down muddy tracks. I should have jotted them down but the makes I recall (no models I'm afraid) were, Chevrolet, Mustang, Ferrari, Porsche, Lamborghini, McLaren, Jaguar, Ford and other exotic ones unknown to me. Despite that, our little MGs still raised interest and several people spoke to us about the cars. Peter had a 'For Sale' sign in his window and he did receive some enquiries.

We had a lovely day and I would recommend this to anyone who may be interested in future years, should it take place again.

Sue P.



Received entries	From
<i>I didn't think my car had a woofer.</i>	Jan P.
<i>The Kennel Club has developed a new breed of dog by crossing a Spaniel with a Boxer. It is called a SpannerBox!</i>	John I.
<i>I just hope he doesn't try to tighten my nuts!</i>	John I.
<i>There have been cutbacks at the AA.</i>	John I.
<i>German engineering – dachshund durch technik</i>	Jan P.
<i>Months of intensive training have finally paid off and the gravy bones have at last been replaced by spanners.</i>	Alan
<i>The Kennel Club refused to recognise the Cocky Spanneriel as the latest breed of working dog.</i>	Alan
<i>The latest mobile tool kit from Yap-On tools!</i>	Clive
<i>Strewth! Those brakes look a bit doggy!!</i>	Clive
<i>Metric or imperial Sir?</i>	Richard
<i>Peter's brakes have stopped squealing...they just bark now and then...</i>	Peter S.
<i>The original ROVER mobile tool kit powered by Doggie Chocs and Bonios.</i>	Ade
<i>A black Spannerel, obviously!</i>	Tom E.
<i>Are these snappy on spanner's?</i>	Roger
<i>It's a dog's life being Howards co-driver!</i>	Keat
<i>Rather a dashing tool roll what!</i>	Janis
"I'm the new mechanic guv, looks like you've been sold a pup!"	Pam
<i>'I like to carry some spanners with me, just in case one of my nuts gets loose'</i>	Neil
<i>Das Spanner Caddy: "OK, yah, just in there under I can just about get. Which nut is trouble giving?"</i>	John H.

And the winner of July's caption competition, chosen by the previous winner, Howard, is Pam (though it was close!). Well done! Pam gets the honour of choosing this month's winner.



Here's August's photo, requiring a caption.

Your entries by email to:
mediatvmgoc@gmail.com



And finally...
sines of the thymes

