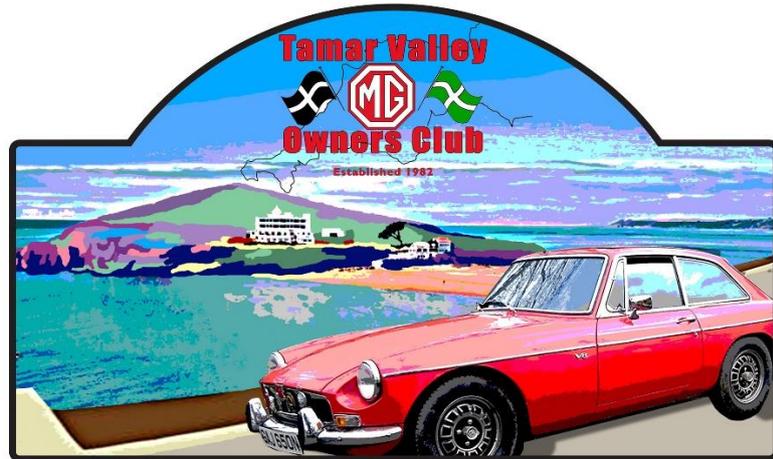
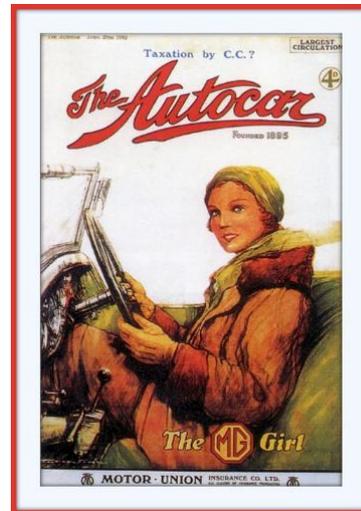


# Newsletter September 2021 Edition



**This Month:**  
**Committee reports**  
**Upcoming events**  
**Rosemoor Vintage**  
**& Classic Weekend**  
**Electric cars past and future**  
**Converting to EV - an expert view**  
**MOTs again**  
**Much ado about petrol**  
**E10 – now at a pump near you**



**One day God was looking down at Earth and saw all the evil that was going on.  
He decided to send down an angel to check it out.  
When she returned she told God, "Yes, the earth is in decline.  
95% of the people are bad, but 5% are good."  
God thought for a while and decided to send an email  
to the five percent who were good.  
He wanted to encourage them to carry on being good to set an example.  
Do you know what the email said? Answer at the end of the newsletter.**



**ENJOY YOUR MG MORE WITH TVMGOC**



## Secretary's Report



Hi Everyone,

Coming off the back off the Cotswold Caper, where the weather was better than expected, we had a distinctly iffy start to the August 'holiday' month. Wife Charlie, who is an avid weather watcher, informs me that August is known to have a greater chance of rain and poor weather than other summer months. Perhaps I was at sea too long in fair weather, but the first few weeks seemed a bit ropey to me.

A highlight was the opportunity to get together at our new base, the Moorland Hotel. The staff were very helpful and the view over the Sound was very good indeed. I am told that the steaks are excellent, so we will try these at some stage in the future. The car parking was a bit of a fuff as we largely had to park down the middle because the hotel was full of guests. I feared that we were going to be constantly up and down moving the MGs but, as the residents' cars were set for the evening, we only actually had to move to let each other out. There are other places to park – the road is not busy; it has a reasonable verge and there is a layby a few yards down from the hotel. We will keep looking at these parking options.

As we move from keeping Covid away to living with Covid, activity in the region is ramping up – not least, it would appear, in the paint shops. I spotted a small patch of bubbling paint on the MGR and had the car booked into the Kelly Bray Bodyshop last month, only to be asked to delay until October as they were swamped with accident damage work. Perhaps people have become worse drivers during the pandemic!

On the positive side, our People and Places Run is proving very popular and is now full, which is very good news for us as a club, particularly given that Exeter MGOC moved their Moor2Sea run to the week before us. Fears of fratricide proved unfounded.

With the weather looking up, don't forget to email either Howard or me with pictures of MGs in scenic places – it allows me to put one in the magazine to show off our cars and countryside.

With that I will sign off – see you this evening at our meeting!

Best Regards

*Simon*

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

01822 852843

[clubsecretarytvmgoc@gmail.com](mailto:clubsecretarytvmgoc@gmail.com)



## Notes from your Chairman



Hello everyone,

Well, here we are just about out of all restrictions for now. It is quite surprising how quickly people have stopped mask wearing and it is rather disconcerting when you go shopping and start mixing outside of your known social circle. I must admit that Alison and I are still putting a mask on out of courtesy and perhaps habit before entering the stores.

It was good to see a good turnout for the August pre-meeting run and perhaps we can do some more next summer, if the demand is still there. Alison and I were going to do our run too but got a bit delayed helping out Andy (a new member) whose MGC decided to play up at the start, after it had been running perfectly. Amazingly, the fault turned out to be a breather hose that had come off the spigot on the air filter. Andy then followed us via a shortened route to the Moorland Hotel.

Upon our early arrival at the hotel, Alison and I were rather taken aback to find the car park already packed. The hotel was apparently fully booked and lots of other people were enjoying an evening meal. As the MGs started to arrive in force, we had to double park in two rows and squeeze in where we could.

This was definitely not the start I had been expecting. However, with Plymouth having just come out of lockdown, I am hoping that things will slow down a bit as the holiday season comes to an end and normal parking can be resumed. Please can I ask for your patience and understanding as we get used to our new meeting venue.

It was wonderful to see our club getting back to normal and being able to hold our meetings once again. We were able to meet our new members properly and also welcome some prospective members who were checking the club out. I am pleased to say that by the end of the evening we had gained a few more members too. Dealing with the new memberships certainly kept Simon (club secretary) busy on the night.

The August picnic run to Leusden, on Dartmoor, was well attended and despite the disappointing weather we still managed to have an indoor picnic, as we made use of the village's Memorial Hall. Thanks must go to Richard and Kathryn for funding the use of the hall and providing us with such a good run.

Our winter programme of Sunday lunches will commence on Sunday 17<sup>th</sup> October. This Sunday lunch will also incorporate the club's **Tulip Trophy Run**. Alison and I have managed to source a lovely venue for lunch and all we have to do now is sort out the run. **Lunch will be held in a private function room at Strawberry Fields, Lifton. PL16 0DE.**

Hopefully, we can accommodate everybody but if not it will be on a first come, first served basis. Priority will also be given to those who wish to participate in the Tulip Run.

In the first instance, all you need to do is put your names down on the Run sheet, which should be available at the next couple of meetings. Names can also be given by emailing me at:

[chairmantvmgoc@gmail.com](mailto:chairmantvmgoc@gmail.com)

Menu, pre-orders and other necessary details will be dealt with by a further email to all members in early September. The important thing to do at this time is get your names on the list.

Alison and I will be unable to attend September's meeting due to me celebrating a rather significant birthday. I will leave you to decide which one!

Please accept my apologies for missing this and I wish you all a good meeting. In the meantime, please continue to stay safe and well.

*Alan*



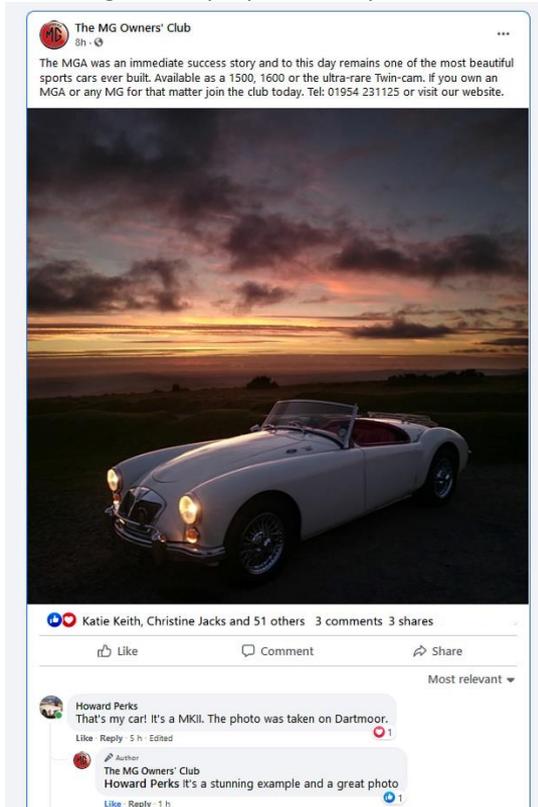
## Event Secretary keeping it wheel



Dear Motorneers,

Jan and I were out with our niece and her husband and planned to have lunch at Seaton Beach Café. Unfortunately, it was closed due to staff shortages – a sad sign of the times. Instead, we tried The Cuddy Shack, and this is better news. The place has been extended and improved, now providing an extra-large, well-ventilated seating area, as well as new toilet facilities. Much less of the 'shack' vibe! Our fish & chip lunch was excellent. I mention all this because we really must do a return supper or lunch trip there some time in the not-too-distant future.

After our local picnic runs, September will at last see some serious miles passing beneath the wheels of our MGA. There's Moor2Sea this coming weekend, followed a week later by our People and Places adventure. Later on, Jan and I are off to Hull for the MGA Register's 50<sup>th</sup> anniversary celebrations. We will be touring the North York Moors and coast, an area we don't know, then extending that trip by a few days to tour the Yorkshire Dales.



*MGOC recently featured a photo of our MGA to promote the club on their Facebook page! It's given me an idea for another time...*

I've done my best to make sure the A is in tip top condition and full of fresh fluids. All motoring experts agree that classic cars should have an annual inspection by an independent specialist, and so Andrew at Tamar Valley Motoring Centre gave it a thorough going over before submitting it for a new MoT. It passed with no advisories, and Andrew said, "It's running beautifully." I hope it stays that way!

What grade of petrol we'll be able to buy on our trips remains a question. This month sees the introduction of E10 petrol, and I have been researching how we can mitigate its adverse effects, as you'll read later.

Finally, thanks to all those who knew about and subsequently sent good wishes and love to Jan. She recently had a third (and hopefully final) operation. Though now full of holes, Jan should soon be fighting fit again (heaven help me!).

*Happy MGing!  
Howard*



### Upcoming events

The most up to date and detailed information on all 2021 events can be found and downloaded on the **Event Diary Page** and the **Entry Forms page**.

See: [www.tvmgoc.org.uk](http://www.tvmgoc.org.uk)

You could go to the **Rotary Club show at Saltram** this Sunday 5th September, while a handful of us are doing Moor2Sea. Details of the former on our website – the latter is closed.

Other than that, this month there is something called **People & Places run on Sunday 12<sup>th</sup>**. I'm told by those in the know that it's a lovely route aimed to showcase, especially to our many guest participants, some of the best views we have in our part of the Westcountry. It encompasses rivers and reservoirs, moorland, woodlands, estuaries and seascapes, while we'll learn something about the places we pass through and read stories about interesting, influential or infamous people that lived along the route – "Arrrrggghh so we will me 'hearties" (that's a clue!)

There's even the chance for a pasty by the sea and a paddle (or nude bathing if that's your thing), before finishing with a cream tea at Boringdon Golf Club. If you haven't yet signed up for this extravaganza then, as Simon says, it's now too late.

In October we have our club **Tulip Trophy run on 17<sup>th</sup> October**. More on this after tonight's club meeting and also see what Alan wrote earlier.

### **The A30 Cornwall (The Road) Retro Run, 12th September 2021.**

This clashes with our P&P run so one to look out for next year perhaps.

We have received news about this run organised by the Cornwall Triumph TR group that follows the Cornish A30 starting at the Cornwall / Devon County boundary, Polson Bridge over the River Tamar and finishing at Land's End, aiming to use as much of the original road as possible.

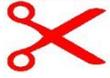
They say:

Remember the halcyon days of the A30? The endless delays, breakdowns, traffic jams, and the era with no bypass at Blackwater, Bodmin, Bolventor, Camborne, Fivelanes, Fraddon, Hayle, Indian Queens, Mitchell, Lanivet, Launceston, Penzance, Plusha, Redruth, Summercourt, Tregadillett and Zelah. Let's reacquaint ourselves with these places on the coach road.

- On Sunday 12th September 2021 meet at Strawberry Fields Garden Centre Restaurant, Lifton PL16 0DE from 9:00am
- Sign in and collect the route instructions at the assembly point. Vehicles setting off on the retro run between 10:00am and 11:00am.
- An entry fee of £30, of which at least £25 will go to Macmillan Cancer Support (up to, but no more than, £5 to cover plaques and prizes).

Entry details for this year are available here:

<https://www.tr-register.co.uk/event/2021/09/2126/Cornwall-Group-A30-Retro-Run>



## News snippets



### **Call to reinstate mandatory MoT tests for classics.**

CCW reports that some historic vehicle specialists are re-igniting the MOT debate after seeing increasing numbers of MoT-exempt classics in an unroadworthy condition.

They say most enthusiasts lack the knowledge and equipment to keep their cars safe and are calling for MoT tests for historic vehicles to be reintroduced by law.

Since the 2012 exemption for pre 1960s cars, followed by the rolling 40 year opt out, some cars have gone for 10 years without a professional examination.

The current test is geared towards modern vehicles. Consequently, the Federation of British Historic Vehicles Clubs as well as other organisations, are calling for an appropriate safety and roadworthiness check, and meanwhile suggest that insurance companies should agree to increase premiums for cars with no MoT certificate.

### **There's nothing new under the sun – the lost history of the electric car**

The Guardian published an interesting article about the history of electric vehicles, which date back to the late 19c and were introduced to alleviate the terrible stench caused by horse-drawn vehicles. It's amazing how the problems of such power back then are exactly the same ones today, even though there have been tremendous advances in battery technology. See:

<https://www.theguardian.com/technology/2021/aug/03/lost-history-electric-car-future-transport>

### **Converting a classic into an EV**

Mike Brewer, he of Wheeler Dealers fame, has been giving his experienced opinion on converting classic cars to use an electric power train. He used an MG as an example saying, "You're talking £40,000 as a realistic minimum spend (for the conversion), plus the cost of the car on top.

"So, if you go and buy yourself an £8k MGB GT and want to put into that car an electric motor...you end up with a £48,000 MGB GT, and you're in a market of one.



"There just isn't a marketplace out there for that sort of car at the moment and, if there was, I wouldn't want to spend £48,000 on it, so I can foresee these cars depreciating quite quickly."

Mike sees a long future for classic cars, though he believes petrol will become a luxury. He feels the classic car industry contributes so much to the UK economy that governments will never ban the sale of petrol.

### MG Cyberstar

Autocar have announced that this car will be going into production (heard that before though). SIAC MG say it will have an approximate EV range of 500 miles and deliver 0-62mph in less than three seconds. Jan and I *might* order one.

Now I know it's not a 'proper' MG so leave your hobby horse tied up. My interest is in the type of car it is and its specs, and I'd still consider one, irrespective of what badge it has on the front.



And, like it or not, in spite of many well-founded doubts, EV is the way things are going until or unless something better comes along.



## E10 – now at a pump near you

### E10 – and it's not just your classic car that may not like the stuff

A few more details have emerged about the introduction of E10 petrol this month. We know that the new standard, cheapest, unleaded petrol must be a 10% bioethanol mix.

Transport secretary Grant Shapps says the introduction of E10 fuel will cut carbon emissions by 750,000 tonnes per year - the equivalent of taking 350,000 cars off the road. Bioethanol is produced from crops such as sugar beet, which is a renewable source. The unleaded fuel sold at forecourts until now contains 5% bioethanol.

Owners of classic and some more modern cars - those made in and before the early 2000s, so that includes some MGF and TFs - are likely to have to start buying **super-unleaded which retains the 5% bioethanol mix** but will be typically at least 10p a litre more expensive. Those forced to switch will be paying around £5 extra each time they fill up.

The RAC says drivers who put the E10 fuel in an unsuitable car risk damaging its fuel system components - seals, plastics and metals may be affected by its corrosive properties if it is used exclusively over longer periods. Guidance on the government website says: "Using a single tank of E10 fuel in a vehicle that is not compatible should not be a major problem – just make sure you fill up with the correct E5 petrol grade next time."

To help drivers find out if their car is affected, the government has launched a vehicle checker website: <https://www.gov.uk/check-vehicle-e10-petrol>

Edmund King, president of the AA, has warned that fuel bills are also set to rise for all motorists because the new fuel doesn't go quite as far as the E5 unleaded that it replaces. "Moving from E5 to E10 is estimated to reduce pump price petrol costs by 0.2 pence per litre. However, the energy content of the fuel is lower, meaning motorists will have to buy more litres of fuel. Overall fuel costs for petrol cars are estimated to increase by 1.6% as a result of moving to E10," he says.

The move has one other, possibly unforeseen, consequence. People are advised not to put the new E10 fuel in **petrol lawn mowers** and other similar petrol-run garden machines, as they may not like it either. The owners of some boats will also have to switch to the more expensive super-unleaded, as will plenty of scooter and moped riders.

The government has committed to selling the E5 super-unleaded fuel for at least five more years. None of these changes affects diesel car users.

### **What can we do to mitigate against the effects of E10?**

If you can't get E5, the Federation of British Historic Vehicles Clubs recommends lead replacement additives such as Castrol's Classic Valvemaster which can help prevent corrosion when running on E10.

Valvemaster contains an ethanol stabiliser, enabling the safe use of Ethanol E5 and E10 petrol. Valvemaster Plus also contains a friction modifier, which gives increased acceleration and fuel economy.

Hagerty Insurers said owners of modern classics should consider Millers Ethanol Protection Additive or Lucas Oil Ethanol Fuel Conditioner.

But they urge drivers should check with their vehicle manufacturer or an owners' club to find the best solution for their vehicle.

### **Who sells what?**

**SHELL** You will still be able to use E5 by purchasing **Shell V-Power** grade petrol from most Shell service stations where petrol will be clearly labelled as either E10 or E5.

**ESSO** If in doubt use the E5 grade **Esso Synergy Supreme+ 99** which is available at most sites. However, as revealed in our July newsletter, this will not be available in the Southwest.



**BP** E5 petrol will continue to be available at most BP sites in the 'super' petrol grade, **BP Ultimate Unleaded with ACTIVE technology**, which is labelled as E5.

**TEXACO** E10 is Texaco 95 Octane Premium Unleaded. E5 will continue to be available at many forecourts as **Texaco Supreme Unleaded**. Petrol will be clearly labelled as either E10 or E5.

No information is available about supermarket fuel sales, but E5 should be labelled if it's available.

### **A garage near you?**

With the changeover to E10 we will all be interested to know which garages are selling the E5 grade we need. Perhaps it might be a good idea if we listed local suppliers - those across the Southwest - for the benefit of club members.

Please let me know of any you come across so the club can compile and share the information, and keep your eyes peeled for any brands or national organisations who might publish such a list.

## Scotland – a plague of midges motorhomes

Some of you may recall that back in those care-free days of May 2019, Roy & Sonia and Jan & I trekked up to Scotland to drive the North Coast 500 circuit. Although long, it was a fabulous journey and one I didn't hesitate to encourage others to do as well. However, the NC500 has become a victim of its own success.

Many of the roads are single-carriageway with plenty of passing places. It's ideal sports-car territory. However, we noticed there were quite a few motorhomes doing the circuit, and we frequently got stuck behind them.



*Our MGs in front of Ben Nevis*



Whilst they have as much right to be on the road as anyone else, slowly following the backside of a white van for mile after mile does spoil the view!

Now the 516-mile route has seen a huge influx of visitors following the recent easing of restrictions across the country and, with many people understandably holidaying in Britain, Scotland's highlands and islands, just like Cornwall, are becoming overcrowded - much to the annoyance of some locals, who have been taking matters into their own hands and targeting motorhomes.

Furious Scots have blasted tourists visiting the country's version of Route 66, as huge campervans hog streets and owners defaecate 'on the side of the road'. Reports say that locals feel the nub of the problem is that there has been a lot of promotion of the route but without the infrastructure to back it up.

Scottish Tourer, a luxury rental company based in Perth, stated that, while on the road trip, motorhomes have had tyres slashed and eggs thrown at them by upset locals. They are now warning people that they might want to avoid the NC500, as the influx of motorhomes on the narrow roads has meant that the delicate infrastructure is "simply unable to cope".

With Skye being an exception as it has a linking bridge, access to most of the islands requires a ferry crossing. Motorhomes and caravans have been banned from joining standby queues for these ferries after a tide of anger from islanders about overwhelmed services. In a bid to placate furious islanders, CalMac, the state-owned ferry company, has decided that motorhomes, camper vans and caravans will only be allowed on their services if they have a confirmed reservation.

I'd love to go back for another MG tour, particularly of the Western Highlands, but clearly high season is a time to avoid. It's also the time when the midges become a plague.

*Howard*



## Rosemoor Vintage & Classic Weekend Sunday 1 August

Until this year, our club members had only attended the Rosemoor Vintage & Classic Weekend in ones and twos. Feedback had been positive, even though the show was rather small. Consequently, earlier in the year when I put Rosemoor forward as a suggestion of an event worth considering, I thought perhaps a handful of us might take part.

From spring onwards, with all the larger shows being cancelled, it became clear that Rosemoor was the one event that was consistently confident of being able to go ahead, as it was scheduled after all the government's planned dates for relaxing Covid regulations.

Club entry numbers grew steadily until we had 17 cars booked in, plus an extra three, as our friends Beth and Douglas, she in her MGA Coupe and he in his Morgan, had asked to join our group display, together with an MGB owner from North Devon.

To confirm entries, I'd been in regular contact with the Rosemoor organiser, Carrieanne - Jan & I met up with her in June on a visit to see the spectacular roses in full bloom - and it became clear that this year the Rosemoor show was going to be bigger than ever. So it proved.

RHS Rosemoor garden near Great Torrington is about an hour and a half drive from Plymouth so we all had to leave home at around 8am on what was a wet and cloudy Sunday morning. The unpromising weather and early start produced quiet roads, and we hoped the Met Office's forecast of fine weather later in the day would be correct (it was....eventually).



On arrival we were able to park in a square block and with our bright red feather flags positioned on each corner it must be said Tamar Valley MGOC put on a fine display, perhaps the best!

Neil & Pam had brought our gazebo along, and the usual comic group palaver kicked off to erect the thing. Just as well because, minutes later, (clearly brought on because I'd just taken our car hood down), the heavens opened and it was standing room only as we all took shelter.



Hard to judge, but there must have been a couple of hundred cars taking part. 'Vintage' referred to the overall show theme which included military enactments, war-time music and dancing, but in car terms 'vintage and classic' was very much a misnomer as vehicles from every decade since pre-war were in attendance including some newish ones. It all added up to an interesting, eclectic mix.



Here's a pick of a few cars that caught my eye. The most striking and unusual, which we'd seen before at the English Riviera Show in Paignton, was this utterly amazing VW XL1. It was without doubt the car that attracted the most interest.

It's powered by a hybrid diesel and will get 300 miles from its 10-litre tank. The two-seater body is carbon fibre with magnesium gearbox and wheels and weighs just 800kg.

The diesel engine is 830cc two-cylinder that puts out 47bhp and the electric motor a further 27bhp. The car will do 160mpg under diesel power alone, emitting just 21g/kg of CO2. When new they cost about £98,000 and upwards, depending on paint options. I had a long chat with the owner, and we were puzzled that this type of vehicle isn't the blueprint for future development.



In stark contrast, here is *my* fantasy car, a Jensen Interceptor. They were built in West Bromwich, my birthplace, and I once did a student photography project in the factory. I love its brutal V8 and, back then, futuristic design including the dramatic and massive rear screen.

If these did 300mpg I'd have one in a heartbeat. Sadly, they struggle to do 13mpg. I'd even have an Interceptor over an Aston (though a DB4, 5 or 6 would be tempting). Which brings me to this one...





Our MGOC Regional Secretary Tim Hipwell turned up, not in an MG, but slumming it in his Aston Martin. A bit new for here, I thought! It's not the first AM Tim's owned either, though he's also an MG man through and through.

Of course, the beauty of modern thoroughbred cars like this is that, unlike our classic MGs, you don't have to carry a ton of tools, boot full of spares, cans of oils and coolant, library of workshop manuals, trolley jack, overalls, tub of Swarfega and a box of

plasters for your inevitably grazed knuckles. No, for the Aston all you need is the latest slimline laptop with up-to-date software and an umbilical cord to connect to the car's EMS. Oh, and a master's degree in vehicle computer science might help too, to tell you what to do about all the codes that will be forthcoming. Anything else is surplus to an Aston owner: "A spanner, you say? And what does one do to a car with one of those?"

But I jest. Tim's stunning AM marks the pinnacle of British engineering and know-how. But will this car, with all its electronic wizardry and gizmos, still be on the road to celebrate its 60th birthday, as my MGA will next March? Sadly, I won't be around to find out, but I doubt it somehow.

### Some rarities



*1951 Jowett Jupiter – one of just 900 built*



*1972 Ford Corsair Estate*



*Citroën SM*



*1973 Ford Cortina pick-up MkIII from S Africa - not originally sold in UK*

Here's me chatting to our friend Beth who had arrived in her MGA Coupé 'Mavis'. She also owns a lovely A35. In spite of not being all that sprightly these days, Beth doesn't let it hold her back once behind the wheel. She thinks nothing of setting off on foreign trips all on her own. Next year it's Italy - to follow a trail from her father's past. Frankly she puts most of us to shame. To get around the Rosemoor gardens, she had pre booked a mobility scooter.



Someone had to volunteer to return it from the display field back to the pick-up point. Well, there was only one man for the job as you can see at the end of this newsletter!



In a shocking reveal, not everyone is thrilled to spend a whole day looking around cars! Here Rosemoor trumps the likes of Powderham because the RHS gardens are themselves so beautiful to explore, and extensive too. For two people, it's usually £27 or so to visit, but for car entrants it's free. Getting in and out of the show is a breeze too, unlike Powderham and Mt Edgecumbe where access is a time-consuming faff.



So, I think it's safe to say a good time was had by all.

Just as Jan & I left Rosemoor we saw the show organiser, Carrienne, and took the opportunity to thank her and make an early reservation for next year's show. Watch this space.

*Howard*



## Dartmoor Picnic Run Sunday 15<sup>th</sup> August 2021

On a rather wet Sunday morning Keith and I set off from Holsworthy to meet the other picnickers for a 12.00 start. There were 14 cars that did the run from Roborough Down and just before we departed, Alan did his briefing, warning us of the possibility of encountering racing bikes in a couple of areas en route and also some of the new hazardous road conditions: no cats eyes or road markings.

I seem to remember that all of the MG's began in hope, with their roofs down. I was delighted on this occasion that Keith and I decided to come in our Kia due to weather conditions, so I wasn't looking at them with envy as they soldiered across the Moors in the rain and mist!

The route took us through Horrbridge, Whitchurch, past the Dartmoor Inn at Merrivale, past Two Bridges, and skirted around Widecombe. The scenery was beautiful despite the weather.



*New members David & Teresa came in their Sunbeam Alpine. They also have an MGTD.*

*Leusdon Memorial Hall which Richard had wisely booked for us just in case of rain.*

On arrival I made a dash for the shelter of the hall. Tables and chairs were already assembled ready for us to make ourselves at home for our lunch.

Sitting in the hall, surrounded by photos of the home guard and a memorial photo to a long lost first world war army officer, invoked an atmosphere of the wartime spirit as we tucked into our picnic.



There were 29 of us for the actual picnic and a very enjoyable time was had by all. Richard and Kathryn organised the run, and also organised the hire of the hall, which was a very generous gesture, so many thanks to them both.

*Sally and Keith*

*Thanks also to Gavin and Nigel S for the pictures.*



Here's a couple of pictures to stir a few memories, for some of us at least!

In the days before mobile phones, many of us will remember during the 1950/60s that if people travelling needed to be contacted with an urgent message, such as a family member being dangerously ill or worse, the AA could be asked to try and attract their attention on roads they were likely to be using.

The BBC morning news could also help and would broadcast similar messages.

AA Men were required to salute any motorists who displayed an AA badge on their vehicles, like this glamorous lady is receiving. It looks like she might be hailing for help for her MG TC in 1953.





Received entries	From
<i>I really am going to win this paper, scissor rock game....</i>	John I.
<i>Alan was still trying to open the bottle that he had dropped 5 minutes earlier.....</i>	John I.
<i>Look here, car, if you don't start this time you'll get a bunch of fives!</i>	John I.
<i>Alan tells the MGB gremlin to buck up or else!!</i>	Ade
<i>If Howard uses a photo of me again for a caption competition, I'll wring his b***** neck!</i>	Howard
<i>I need to squeeze a bit more out of you to keep up with that GT, and no chance with the RV8, I need a V8. How do I get Alison to agree?</i>	Alan
<i>I'm fed up with bailing you out every time it rain. I must get a GT.</i>	Richard M.
<i>As good as you are, I wish I had a GT!</i>	Richard M.
<i>My rock beats your scissors...</i>	Peter S.
<b><i>Sadly, despite taking his pills, Alan still insists on playing Stone, Paper, and Scissors, with his 'white rabbit'!</i></b>	<b>John H.</b>
<i>At least the seats won't show the blood when my wife sees what I've bought.</i>	Roger
<i>Okay, I'm warning you... if you don't start this time you are being sold.</i>	Ian V.
<i>If you don't start I'll give you a damn good thrashing. (like Basil Fawlty)</i>	Clive
<i>As it's a picnic I'm showing you what a knuckle sandwich looks like.</i>	Janis
<i>Sometimes owning an MG is like being between a rock and a hard place.</i>	Janis
<i>OK: 1;2;3 rock paper scissors!!!</i>	Janis
<i>There was no need to take the skin off. I was only trying to adjust your timing.</i>	Janis

**And the winner of last month's chosen blindly by Jan P is John H. Well done!  
He will choose next month's winner.**

**OK. I suppose, having used Alan, it's only fair that it's my turn to be the butt of the jokes.  
Please send your captions, as rude as you like,  
by email to: [mediatvmgoc@gmail.com](mailto:mediatvmgoc@gmail.com)**

**Before the 23<sup>rd</sup> of the month please.**





**And finally...**



**Do you know what God's email said?  
No? So you didn't get one either!**

**Does anyone recognise which part of an MG these come from?**

**...with a nod to MC Escher**

