

Newsletter August 2022



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Sixty years ago, on 5 August 1962, Marilyn Monroe died. Here is the blonde bombshell with Cary Grant driving an MGTD in the movie *Monkee Business*. More on this later in the newsletter.



ENJOY YOUR MG MORE WITH TVMGOC



Secretary's Report



Greetings from the Club Secretary, writing as the Summer has returned to sunshine and blue skies – let's hope that it continues! The club highlight of the month was the Powderham Show, which I am pleased to say was absolutely full in terms of entries this year, and also managed to happen in the middle of a heatwave! More from those who actually went in the newsletter, but for my part I had to attend a wedding set in River Cottage, just by Axminster. Not being a keen aficionado of television chefs, unlike Charlie, I had little idea of what to expect from Hugh Fearnley-Whosamafliip's place, but I am happy to relay that on a hot summer's day it was heavenly, quite like a Tuscany Farmhouse with better chefs.

I took the Defender, rather than Charlie's whizzy Korean thing, to tow our small Basecamp caravan and I was reminded that 'back in the day' when air-conditioning was only found in Rolls Royces, good airflow makes travelling perfectly fine in hot weather. In the Defender, there are two massive flaps which open and direct air straight on you, without the need for even a fan. Mine even has a sunroof – quite Gucci in Land Rover circles.

Moving back to MGs, you may be aware that the export version of the RV8, which most are given that nobody could afford them in the UK, also has aircon, albeit of the most basic variety. I recently had failure diagnosed, with a proposal from a local aircon expert to build two new condensers (the radiator thing in the aircon system) at a cost of £1K plus. Or alternatively a kit from Thompsons, starting with a leak stopper and then top up, for £70. It works and fellow club member and two RV8 owner Peter C was interested to try it. Sadly, although his aircon was repressurised, there is a vacuum switch which also needs to work and annoyingly it didn't. Aside from this disappointment, for the V8 part of the club the highlight was a gathering which Peter organised at his home in Lostwithiel on St Swithin's Day.

We managed to bring 56 Cylinders to bear on one of the hottest days of the year and the backroads echoed to the 8-cylinder roar of no less than seven MGR V8s. With all MGRs arriving with their tops firmly down, this must mean that they



will be down on every outing for the next 40 days! All five of our TVMGOC RV8s were present together with new friends Ronnie (Le Mans Green in the middle) and Graham (4000-mile example next to mine in the photo, which was taken by Sylvia) and John & Sylvia saw another one on the way home, so perhaps they are not so rare!

While lunch would have been quite enough, time was taken afterward to explore the foibles and individuality of each other's cars. For a one-model car, there proved to be a surprising variation, all worthy of discussion! Walnut dashes and door trim replacing burr elm, chrome bezels vs black, moto-lita steering wheels and different window winders were clearly a matter of taste, as was the large MG badge stuck on a glove box lid by an enthusiastic Japanese first owner to Andy's car. Either way, it was a great day out for this part of the club.

Turning to upcoming events, do sign up to the 'cheese and wine' celebration for our 40th Anniversary. As you are aware, we are spending our club funds on this important event, and it would be great if we could get as many of you as possible to attend and enjoy it. With about half the club signed up so far, the event clearly has wide support, but it would be great to get everyone there! Contact the Chairman to join the fun. *(The form says contact Event Sec. but as Howard is away, contact Alan please. Ed)*

You will have seen that Charlie and I have taken the up reins for Bill and Sue's September run. They have done all the hard work, so it's really just running the event on the day for us, but we are looking forward to it!

Look forward to seeing you this evening!

Simon

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

01822 852843

clubsecretarytvmgoc@gmail.com



Notes from your Chairman



Hello everyone,

The July club meeting enjoyed a talk about the Tamar Bridges given by their Heritage Officer, Mark T. It was so good of Mark, who certainly knew his subject, to give up his time to entertain us. One just couldn't imagine life without these bridges now and having to just rely on a ferry service. I expect passport control as we crossed into Cornwall would have similar problems as are currently being experienced at Dover.

This prolonged spell of dry and sunny weather has been rather enjoyable and certainly made the club's visit to the Powderham Classic Car Show a very successful one. Setting off from Lee Mill at such an unearthly hour for a Sunday, our convoy overtook fellow members David and Theresa on the A38, who were taking their Sunbeam to the show.

We had 15 cars on the club stand and, once we were redirected by the marshals to a more suitable area, we could spread out and erect the gazebo. This also meant we didn't have to rub shoulders with a rather unpleasant character from another car club who didn't take too kindly to our first efforts to get onto our allocated club stand. I won't mention the name of the club but please remind me to never buy an AC Cobra.

It was nice to also meet up with club members Craig and Phil and our most recent joiners Paul and Lesley, who were attending but without MGs.

Alison and I, from a more personal perspective, enjoyed a visit to the stand from our son Mark, his partner Charlotte and more importantly our 15 month old granddaughter Alice. It was very pleasant wandering around the show sharing time with them. Alice also liked meeting all of the club members and didn't stop talking as she toddled around.

During really hot weather recently, when the country was on either Amber or Red alert, Alison and I were taking our new caravan for a shake-down trial. We stayed on a small site very close to Yelverton and had a lovely time away. It just proved that you do not have to travel miles and miles to get away from it all, although for our next proper trip we probably will.

As you will all be aware, we have now arrived at the club's 40th Anniversary in 2022. This achievement needs to be celebrated in some way and the Committee have decided that your club will host a Cheese and Wine evening at the September club meeting. This will be for members only (which includes partners as your membership is a joint one) although any prospective members will still be welcomed.

The evening will be a purely social event with a noticeable lack of any formality (although tick-sheets may still be circulated), where we can mingle freely and have a good natter, whilst raising a celebratory glass of wine to toast this milestone.

We will of course need to know expected numbers attending, so a tick-sheet for this will be available to get your names on at the August meeting, or you can notify Howard our Events Secretary by email.

As nice as it would be to have your company, please do not just turn up on the night, expecting to be fed and watered as that will lead to a catering nightmare. If you wish to come along and celebrate, please let us know.

Happy MG motoring,

Alan



Event Secretary - keeping it wheel

Dear Motorneers,

Yet again, Jan and I have been away a lot, firstly to Cambridge where I'd promised to video our granddaughter's school play, Aladdin, not least because Isabella had the leading female role as Jasmine. A star is born.

While we were there, Isabella and her mum's village choir had been invited to join a concert in Saffron Waldon performed by the London Community Gospel Choir. I mention this because if you ever get the chance to see the LCGC then do so as they are tremendous. They really rock it out (loudly!) with fantastic vocal harmonies on favourite hit tunes such as *Love Train*, *Let It Be* and *Oh Happy Day*. A truly great night out.

After a quick visit to MGOC Spares in Swavesey on the way home to buy a few bits and pieces for Noel and myself, Jan and I were back for just two days so I could edit the video of the school play before we flew to Mallorca to visit our other granddaughter Sophia and family. All of them are deliciously sun-kissed, as brown as a bear swimming in chocolate (I nearly said as brown as a brown-nosed politician but thought the better of it). On this trip I became rather jealous of Katie's move there. Where they live is utterly beautiful and I could spend all day wallowing, hippo-like, in the pool. The water temperature and air temperature were both 32 degrees. Truly balmy!

Now as you read this Jan and I are in Holland on a big family holiday, which is why we won't be at tonight's meeting and will also miss the **supper run on 12 August**. Apologies in advance.

But we will see some of you at **Fowey on 17 August** and then at the **September wine & cheese meeting on 7 September** to celebrate the club's 40th anniversary, before the **Sunday lunch run on 11 September**. If you haven't signed up for either of these please do so ASAP using the forms and contacts emailed to all members.

Happy MGing!

Howard



Upcoming events

The most up to date and detailed information on all 2022 events can be found and downloaded on the **Event Diary Page** and the **Entry Forms page**. See:

www.tvmgoc.org.uk

The local event list complete with the names of which members are taking part in various events, has been emailed to you along with the monthly newsletter.

The more complete Event Diary is on our club website but for data protection reasons does not have list of event participants. You'll also find entry forms there.



News snippets



Join us to celebrate the 60th Anniversary of the iconic MGB which will be a great event for all MGB owners and enthusiasts, not forgetting all MG fans.

ENTRY FEE INCLUDES:

- Entry to the Museum and the Collections Centre which is the world's largest collection of historic British cars including many MGs of all types.
- A star exhibit for the MGB fan is the cross sectioned MGB GT!

Not only will there be hundreds of your MGBs to look over in the car park, there will be a Time Line of all MGB models from 1962 to 2022 together with Significant Competition Cars and Models of interest.

OTHER ATTRACTIONS:

- Club Stands, MGB60 Commemorative Museum Display, Entertainment, Sponsors Displays and Trade Stands.
- The first 400 MGBs that purchase the optional special MGB60 rally plate personalised with the MGBs production Year of your car will have a reserved parking area in front of the museum.
- There is a picnic area and the Museum's Junction 12 Café serves meals and refreshments.

Look forward to seeing you



MGB AT 60

Here is the flyer for this historic anniversary event at the British Motor Museum at Gaydon on the 25 September. For tickets and a rather nice rally plaque see here:

<https://mgb60.com/>

To learn more about the evolution of this vehicle the MGCC MGB Register have published a short article here:

<https://www.mgb-register.org/history/>



Carbon-offsetting scheme



The new carbon-offsetting scheme we are invited to join is a joint initiative by the FBHVC and Tree-V. This was reported in a previous newsletter.

Contributions are creating a brand-new woodland in North Yorkshire. More will follow. The FBHVC has chosen to plant our trees in a project called Tom's Wood, near the Howardian Hills Area of Natural Beauty, north east of York. These are the first pictures to emerge.



The Federation has this to say about the scheme:

Many historic vehicle owners will point out, correctly, that the carbon footprint of their vehicle is low. Its manufacturing footprint has been spread over so many years and the footprint from its emissions each year is as low as the mileage it covers. Let's not forget, however, as much as our pride and joy attracts lots of positive attention for its looks and the nostalgia it evokes, it can also attract attention for having what is perceived as a grubby old exhaust pipe! If we want to keep our beautiful machines relevant and responsible in the 21st century, we need to recognise how others view them and ensure they're as green as can be.

With this in mind, working with Tree-V, the Federation has put together a simple to use, but highly effective, way for any historic vehicle owner to carbon capture their vehicle emissions and plant new woodland in the UK.

For details of how to join the scheme and get more trees planted on your behalf see:

<https://trees.fbhvc.co.uk>

More on the Cyberster EV

Ade sent us a link to an article that sets out all we know so far about this new MG EV sports car. The link to the article is below, but the performance figures are impressive, if not amazing: *The MG Cyberster features a module-less battery technology with a claimed 500 miles (800 km) range. While the company did not release the specifications, MG Motor says the electric sports car concept can do the 0-62 mph (0-100 kmph) sprint in less than 3 seconds. The specifications of the production model are awaited.*

See: <https://topelectricsuv.com/news/mg/mg-cyberster-electric-sports-car/#Performance>

Tempting, if this is the kind of car you'd like. But...



Our homes will already contain many items made in China, but the Cyberster would be a big endorsement of their manufacturing and a big investment on your part, so here are couple of pertinent questions: if this had been made in Russia right now, would you consider buying one? How would you feel if China invades Taiwan?

Don't be left smarting on a smart motorway

Jan's and my regular 300-mile route to Cambridge is M5, M42, M6, A14. Although a bit shorter, the M25 and M11 route is usually far too busy during the day.

The M42 and M6 are so-called 'smart' motorways with the flexible speed limit displayed on overhead gantries. As I approached one, I took my foot off the pedal to begin gently slowing down to the indicated 60mph when I noticed a car in front of me flashed by a speed camera as it passed directly underneath the gantry. This allowed no leeway whatsoever and although the car was slowing down it must have been doing a bit more than 60 at the exact moment it passed the camera hidden on the rear of the gantry.



Rather than gradually reducing my own speed, quickly checking there was nothing behind me I immediately braked fairly hard to avoid the same fate. Oh, brave new world!

Howard

Flete House Open Gardens fundraiser for St Luke's Hospice

OK, Tesco Lee Mill to Flete House near Ermington was probably the shortest organised run the club has ever done, but the rest of the day made up for the lack of miles that passed under our car wheels.

We had been invited to put on a display of our MGs to augment the fundraising for St Luke's Open Gardens Scheme. They asked for twenty cars but on the day we could only muster fourteen. Fortunately, it was enough to satisfy the crowds and make the visit well worthwhile.



It turned out to be a truly excellent club excursion and it is a pity if you missed it.

It was a warm and mostly sunny day, and our cars were arranged on both sides of the drive leading to the main gates, so were the first items of interest for the many visitors. Hardly a minute passed throughout the day without at least one of us, often many, chatting to punters about the cars and our club. As we were the only classic marque there we had something of a captive audience.



Quite a few visitors recalled their own sports-car owning days and lamented selling them as life's practicalities got in the way of 2-seater open-topped motoring fun. Many times, people said, "Oh I used to have one of those. I wish I hadn't sold it!"

The Grade 1 listed Flete House today is a retirement home. Most of the upstairs has been converted into luxury apartments and downstairs there are common rooms ('common' being a disparaging word to use about such architecturally exquisite original interiors).

The Flete Estate begins at the A379 Plymouth to Modbury Road and extends all the way along the Erme estuary to the sea at Mothecombe, encompassing numerous farms and other country houses. As a boy, my parents had family friends in Plympton and our annual holiday was to laboriously trek for eight hours in dad's Bedford van down the A38 in pre-motorway days. A highlight was a visit to Mothecombe beach, and for this boy from the Black Country it was like being in another world. Even then I marvelled that such a huge and beautiful estate could be owned by a single family, the Mildmays, and I still enviously feel the same today.

Soon after we arrived, our group was given a private tour of the house, which is extraordinary. With roots in Saxon times, the earliest part of the house dates from the 16th century and it was

substantially rebuilt around 1620 with additions made in both the early and the late 18th century. The house was heavily remodelled in 1835, which obliterated the 18th century classical work and added castellations.



In 1878 the architect Richard Norman Shaw undertook extensive building works for Henry Bingham Mildmay, remodelling and extending the house, while retaining the 16th/17th century house to the south west.



Flete House was used by the City of Plymouth as a maternity hospital during and after the Second World War. Then the estate was in the hands of Lieutenant Colonel, the Lord Mildmay of Flete. The first baby was born on 14 July 1941, and by the end of 1941 there had been a further 124 births.



Lord Mildmay remained in residence at the House until his death in 1947 and was apparently often seen on the wards. Dave Hill of the pop group Slade was one of the babies born at the House, in 1946. The hospital closed on 8 May 1958, less than a month after the last baby was born there, and the house was returned to the Mildmay family in 1959.

After the tour, it was back to the cars, to field questions from the public. Our coterie made camp in the shade of a large tree and throughout the day our conversations flowed so easily, so happily, that if each word had been a mile travelled we would have probably circumnavigated the globe.



St Luke's had lots of paying visitors and so it turned out to be a win-win day for both TMGGOC and the hospice charity. Afterwards we received this message:

Thank you so much for coming along yesterday, and not only adding a little something extra to our Flete Open Garden experience, but also for your team's support in actually coming into the Gardens as well. It was such a lovely day, and seeing your team sat out in your deck chairs simply enjoying life was great to see. I spoke to many of your kind and generous team, and I think by the smiley faces, they had a great day out too.

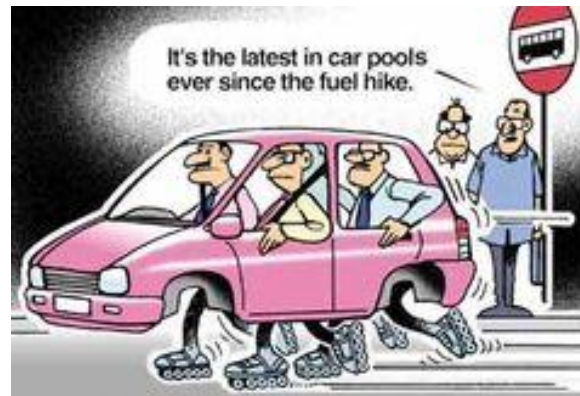
Early indications are that we have cleared the £8000 mark, which we are absolutely delighted about, and will make a massive difference to St Luke's patient care.

Thanks again for contributing to this massive achievement, and I really look forward to perhaps seeing you at another St Luke's Open Garden event or two.

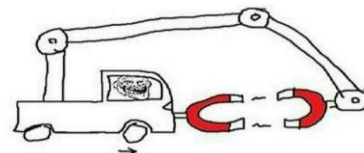
*Best Wishes and have a safe and fantastic summer of Top-Down motoring 😊
Peter Ward, Community Fundraiser, St Luke's Hospice Plymouth*

Howard

How to save fuel



Problem Solved..



No more need for petrol 😊

**The Historic Vehicle Gathering at
Powderham Castle
organised by
The Crash Box & Classic Car Club**

What turned out to be a splendid day out got off to a rather bad start. Alan has already mentioned the altercation with the muscle car owners who had parked one of their cars right in the middle of our allocated space. At one point in the argy bargy I thought a fight with a marshal was about to kick off. Perhaps the least said, soonest mended, but the Cobra chaps turned out to be right Cobra chumps (apply other alliterations at your discretion).

Eventually the marshal found Tamar Valley a much better and larger empty pitch and so with great relief we went elsewhere, pleased we didn't have to spend the whole day next door to such an unaccommodating and bolshie bunch of people.

Finally, the day started to get good. The usual fun ensued erecting the gazebo. I wanted to stand back and watch, but some guy-roped me into it. They were working with intent, got in a right old flap and judging by all the shouting they certainly weren't pitch-perfect (*Enough! Ed.*)



Pam and Neil, having transported the gazebo in the Yellow Peril, felt their job was done and sat down to enjoy the show.

Neil's work gloves, chosen to match their MGZR (he's foolin' no-one – they're Marigolds), were tested only to see if they might withstand the heat of a cuppa.



Soon everything was in place with the cars all lined up in our new space with club flags a-fluttering. Let the nattering begin! Finally, we could enjoy the day, and what a grand day it was, with a bit of a breeze

to stop us overheating. We took it in turns to look around the showground and we may have recruited new club members; at least they seemed keen at the time.



For those who have never been, Powderham is perhaps the biggest and most varied vintage and classic car show in the Southwest. All day long a variety of steam engines chuffed around blowing their whistles, as they and other vehicles paraded in the showground.



But if a steam roller is a bit labour intensive, there would have been something here for your taste, be it up-market Rolls Royces and Bentleys, like this 1935 3.5ltr, similar to the one James Bond drove in the original books, which are well worth reading again.



If your style is more proletarian there was lots to like, such as Minis and Morris Minors, pedal bikes and motorbikes.



A contender to win the 'weird and wonderful' trophy must be the chopped mini with wooden panelling paint job and a custom interior for vertically challenged laid-back beach bum types.

Speed junkies would like this extraordinary and bizarre monster called The Jagster, “Britain’s only legal 2-seater slingshot style dragster”. Powered by a v12 it will do 140mph in second gear.



I particularly liked the sticker next to the braking parachute that said its top speed was limited to 186 mph. My MGA isn't allowed to go above that speed either.

But there were too many amazing vehicles at Powderham to feature here, so I'll just squeeze in a few that caught my eye until the page is full.



Club member Dave Fry had his 1952 Austin A40 Sports on display. It's for sale.



This immaculate MGA MkII Coupe was also up for sale. The owner was asking £37k!



8,336 MG Y-Type saloons were produced between 1947 and 1953.



Carriages for kids.



Morgan 3-wheelers



A Capri and a Camper



A cracker of an Austin 7



And finally in this mini gallery of automotive delights, I must finish with the car I'd most like to take home to keep my beloved MGA company. Owned by a very lucky chap and chapess, these are two original Porsche 365s, and what a gorgeous pair they make (yes, I know, and so do the cars).

Both are c.1959 (the cars!) and of the two I'd want the roadster. We can but dream...

Howard



Club Photo Competition

Richard spotted this lovely old MGTC. What makes the picture all the better is the ominous sign on the lamp post. Perhaps not the best of places to park such a beauty!

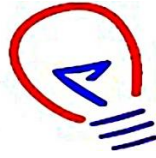
The intention of our competition was to take a photo of your own car, but the jury (me) is out on pictures of non-club cars. The head judge (me) will probably decide such images are not eligible as the point is to take a memorable picture to increase pride in your own MG. I have already received some very nice entries but keep them coming in.

With the weather so wonderful, surely to goodness you are out and about in your MG, and the bright summer light provides ample opportunities to take smashing photos of your pride and joy. Here's one I took of my car near Yelverton. Taken on my phone, there's nothing clever about it but the car does look smart, and it got more than 650 Facebook 'likes' on the somewhat niche MGA Fan Club page.





**Any other
business**



**Yes...
Monkey Business**

Cary Grant and Marilyn Monroe's MGTD sold for \$210,000 in 2011

The world-famous film star, 'blonde bombshell' Marilyn Monroe died this month 60 years ago. She became one of the most popular sex symbols of the 1950s and early 1960s, and was emblematic of the era's sexual revolution. But of interest to us is her connection to MG.



One of her many popular films *Monkey Business* was about a chemist whose personal and professional life is turned upside down when one of his chimpanzees finds the fountain of youth. The MGTD has a prominent role during much of the film. It was purchased on the spot by Cary Grant's character to impress his boss's secretary, played by Marilyn, and to entice her to go with him for a ride. What follows are a series of escapades driving through the streets of Los Angeles. There are clips on YouTube.

The MG was put into storage not long after filming wrapped. Actress Debbie Reynolds purchased it in 1971 during a sale of Monroe memorabilia. She didn't use it much although she did let her daughter, Carrie Fisher, get behind the wheel when she was first learning to drive.

Carrie first became a movie icon in the '70 & '80s playing Princess Leia in the Star Wars trilogy. Sadly, behind the wheel of the MG she couldn't quite get the hang of the manual gears, and her mum snatched away the keys before Carrie ran it into a fence. Apparently the Star Wars 'Falcon' starship is an automatic.

When it again came up for auction, the 1952 MG TD roadster's radiator still bore a scar from the film: a dent from a scene in which Cary Grant ran the roadster into a fence. The car's Hollywood providence increased its value ten-fold as a normal TD at the time was worth about \$20,000.



Margie

The Biography of an MGF

Margie is the current owner of John and Bee. Avid readers will recall she told the first part of her story in the October 2020 newsletter, which is still available to read on our website. Using her dipstick as a pen, now Margie resumes her narrative getting John, AKA 'The Ole Bloke', to type it up for our pleasure. So, let the story continue...



MGF 1.8iVVC MarGie W172 BOE/H9 JWN MY STORY

It's November 2020 and I'm beginning to get a bit worried. Since the Ole Bloke sold his other car back in July I have been his daily driver. I say daily - actually twice a week to the golf club and back and the occasional run out at the weekend is hardly 'daily', but it is better than nothing and is a lot better than being stuck in the garage waiting for club activities to resume.

He has just bought a seat cover to protect the seat from wet golf clubs and after one use what do we get, lock down 2, and here we are stuck in the garage for a month. However I am a bit worried because Ole JWN has been chuntering on lately about how good looking even in this day and age, are the old MG As, Bs, and Cs, and how particularly practical the GTs are. A nice B GT would do the golf run, he says, with which I am coping quite well, at least as well if not better than me.

At the moment he seems to be a little hesitant because of the amount of reading one can find in newsletters and magazines about how easy it is to buy problems and then find it expensive or difficult to get fixes for same. Tales of woe seem to be plentiful and not encouraging for potential buyers. It really does seem that he would have to be very, very careful if he were to buy any of those lovely looking cars listed. I mean it seems that one can buy trouble even from so called specialists.

The Ole boy was telling me the other day about a programme on tele in which three brand new, still in the box 2 MGBs and 1 Midget came up for auction and were sold for around £12-15000 and the new owners were going to take them to bits and repaint them and put them all back together again. In fact, the new owner of the Midget was going to store it away and not run it. Why not? Is that because he was afraid bits would fall off?. What's wrong with them that, even brand new, the spanners are out, so what chance on one that's 40-odd years old!

He didn't have to do any of that with me, well not that much, and that was by choice rather than necessity, and I only cost £1500. Even locally in the club magazine one can read the stories, and indeed hear first-hand, of brakes being found to be boded in order to work at all, and brand new brake parts not working properly and then squeaking away to the embarrassment of the driver and all around. Then some carburettor and fuel pump problems taking weeks to get sorted. It seems to me that in order to run one these A B or C jobs he will have to be a half decent mechanic, which he is, I think, and from some of the horror stories from magazines, an expert welder and sheet metal worker, which he is not. It seems that one has to be dedicated to own one of these classic jobs and I'm not at all sure that the Ole boy is. I must say I am pretty glad that there is not much publicity about an occasion when the purchase and subsequent living with one of these cars went wonderfully well.

I think he has realised that however lucky he might be in the purchase he will still end up with a car that is not that much better looking than me and has no power steering, unreliable starting, and has got things like carburettors, push rods and tappets, a distributor with points and HT leads, which don't like wet weather, temperamental fuel pump, windy up windows, if it has windows, and a complicated hood, and maybe not even door handles, drum brakes, maybe only on the back, no ABS, a small boot, and possibly wire wheels that are reputed to be a right b---r to keep clean, and leaf springs on the back axle, springs with coils or Hydragas units not leaves, and the potential to require bodywork welding and painting from time to time. Of course, a lot of the above does not apply to a GT, but some of it does. I just hope he realizes that. Then there is the risk of him catching the disease that compels one to take the thing apart and put it back together again, and if he does I will be standing around outside doing nothing.

Meanwhile back at the ranch I can only carry on doing what I am doing - starting and going wherever he wants, when he wants, and hoping that if does decide to replace the car he sold in July with an A, B or C, GT or not, he will keep me as well. I guess if he does get tempted into a non-GT I will still have to do the golf club run and maybe even if he does get a GT I hope I will still get to do the fine weather runs. Pity there's only room for one in the garage.

It's now June 2021 and we are out of lockdown 2 and things are looking up a little. We have a couple of things planned, the first of which is a thing called the Cotswold Caper which apparently means a trip to the Cotswolds and a bit of a tour around. Sounds like fun and it will be a nice change and a bit more exciting than back and forth to the golf club twice a week. The second thing is called MGF25, which is great meeting up at the National Motor Museum at Gaydon to celebrate 25 years since us MGFs were launched. Actually its 26 years but last year got Covid. Sounds like fun and I definitely won't be in the minority. All in all, life is looking pretty good. Then it all goes wrong.

I start giving off soft misfire type noises from the exhaust which puzzles the old boy until he decides to check my water level and finds it gone. He immediately thinks head gasket, and I think OH S---t, am I on the market again, just like last time. Much to my relief he got me fixed up with all the proper gear and we are still friends.

It's now late July 2021, and I'm sitting in the car park of the National Motor Museum at Gaydon along with 600-odd other MGFs at the MGF 25 gathering and I'm making a spectacle of myself by leaking water all over the floor. A crowd is gathering and it's all very embarrassing. Himself is off seeking help of some form because it's pretty obvious that my radiator has sprung a leak. The story of the recovery has already been told in a missive written by herself and previously published. Suffice it to say that fellow MGFers came to the rescue and a new radiator was sourced and fitted on site and all was well for the journey home

Since then, we have done various trips out, in the process of organizing the November Club run and attending the October Club run, and last year PP6. All has been well, and I am still with the old boy.

It's now early December and I am just back from the third visit to the garage in pursuit of a slight oil leak which has been upsetting the old boy because of the mess on the garage floor.

Dan the man has finally found it to be a camshaft seal, which in all fairness requires some digging to spot. He says that this would have been changed at the cylinder head job and either was faulty or the incorrect one fitted and therefore the repair would be covered under guarantee. I'm sure the old boy will be very pleased about that.

I'm now sitting in the garage at home waiting for something to happen. He's bought another car so now I don't even get the golf club runs.

Margie Jan 22



Received entries	From
<i>The Brunel lookalike competition was very popular this year</i>	John I.
<i>The Victorian Full Monty show was a great hit with the man displaying the biggest engineering feat won by Mr Brunel</i>	John I.
<i>The men were very proud to display their large stovepipes</i>	John I.
<i>Brunel and his mates take a selfie on holiday</i>	Howard
<i>Most wanted - The Brunel Budgie smuggling gang</i>	Howard
<i>This picture is pants!</i>	Howard
<i>Boris's Bullingdon Club about to take a swim in champagne (Someone else paid for it)</i>	Howard
<i>After our talk on the subject at the July meeting, here's a topical one: The Isambard Kingdom Brunel Supporters Club spent an enjoyable afternoon at the beach after viewing the Royal Albert Bridge which spans the River Tamar</i>	Gavin
<i>If you need to smuggle a budgie while hiding your rabbit...</i>	Simon
<i>Eton and Oxford undergrads, perhaps?</i>	Tom E.
<i>Top hats but no tails.</i>	Janis
<i>Mr Butterworth let out a fart so long and so loud that dogs were deafened in Wigan and windows were shattered in Stroud!</i>	Andy S.

**Judging blindly, last month's winner Richard chose one of Howards.
He will choose next month's winner.**

Here's next month's photo that requires a caption. What on earth are these three dodgy characters doing with this MG at Flete House?

Your entries by email to:
mediatvmgoc@gmail.com





And finally...



Two 90-year-old men, Mike and Joe, have been friends all of their lives. When it's clear that Joe is dying, Mike visits him every day. One day Mike says, "Joe, we both loved rugby all our lives, and we played rugby on Saturdays together for so many years. Please do me one favour. When you get to Heaven, somehow you must let me know if there's rugby there." Joe looks up at Mike from his death bed. "Mike, you've been my best friend for many years. If it's at all possible, I'll do this favour for you." Shortly after that, Joe passes on. At midnight a couple of nights later, Mike is awakened from a sound sleep by a blinding flash of white light and a voice calling out to him, "Mike -- Mike." "Who is it?" asks Mike sitting up suddenly. "Who is it?" "Mike--it's me, Joe." "You're not Joe. Joe just died." "I'm telling you, it's me, Joe," insists the voice. "Joe! Where are you?" "In heaven," replies Joe. "I have some really good news and a little bad news." "Tell me the good news first," says Mike. "The good news," Joe says, "is that there IS rugby in heaven. Better yet, all of our old friends who died before us are here, too. Better even than that, we're all young again. Better still, it's always springtime and it never rains or snows. And best of all, we can play rugby all we want, and we never get tired." "That's fantastic," says Mike. "It's beyond my wildest dreams! So what's the bad news?" "You're in the team for this Saturday."



If a man speaks in a forest and his wife is not there to hear him, is he still wrong?

I told a customer I had developed his pictures. When he asked for the negatives... I said he had a double chin and blue wasn't his colour.