Newsletter November 2026



This Month

Committee reports
Upcoming events
Shelsey Walsh Hillclimb Breakfast Club Meeting
Portsmouth Dockyard
John Hunt Memorial Tulip Trophy Sunday Lunch Run
Classic cars in Mallorca



Nice bit of patina – very unlike the golden 100,000th MGA you can read about later in this newsletter

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Secretary's Report



Hi all,
I hope the recent storms didn't cause you too much bother. Fortunately, Jan and I were watching from afar, sunning ourselves while sipping cool drinks in sunny Mallorca. Yes, I know, it's all right for some! Though this wasn't just a holiday as we were there to teenager sit and feed. October is a great time to visit as the weather is still lovely with temperatures in the mid-20s. But to stick to motoring, I never miss the chance to drive the spectacular mountain roads, especially when they are relatively quiet. However, these steep routes are also a magnet for cyclists to visit in large numbers. I had to take great care around each hair-pin bend as there was every chance of a Lycra encounter of the regrettable kind. Also, whilst in Mallorca, at least once a year I like to visit Motorworld. You'll see why in my gallery of photos later, and we also came across a classic car show situated right by the Cathedral in Palma.



But that's enough of our gallivanting. By now you should have received the notes about your committee's dissection of the answers to our recent questionnaire. From this, the most imminent change is that the November meeting on the 9th will begin at 7:30 pm, rather than the usual 8pm. It has also been requested that if there is a speaker, and at Monday's meeting there is a talk by David F. on the Cinnamon Trust, rather than make the speaker wait until we conclude club business, they will take the floor right at the beginning of the meeting. Any club business will be dealt with afterwards.

Andy and I have begun the process of co-opting Andrew H. into the role of Event Secretary who even after attending his first club committee meeting still wasn't put off. Phew! Of course, his position will need ~~rubber stamping~~ ratifying by a membership vote at the March AGM.

Everyone has been sent details of our trip to Llanerchindda Farm next May. For those who haven't been, our last visit was described as "perfect". Since then, Llanerchindda has deservedly won a Welsh hospitality award. If you are undecided or haven't been before, trust me and join us. Simon has summed it all up perfectly as you will read next. At the time of writing, we have eight rooms booked already.

Happy MGing!
Howard

To contact our club secretary, call +44 7801 055128 or email clubsecretarytvmgoc@gmail.com

Chairman's Report



Greetings Everyone!

As the nights draw in and the heating is on, and some of us are parking our MGs in the garage for the winter, my thoughts are turning to next year and the excitement to come. How apposite that Howard's email about Llanerchindda (how are we going to pronounce it without B? - badly I suppose) has arrived in the inbox. Our club 'mini breaks' are a real highlight of the year and form a really important part of what makes the club special. They involve great driving routes but perhaps most importantly, they provide an opportunity to get to know each other better in a common pursuit of good food, pleasant surroundings and a shared experience of enjoying the cars and countryside. Charlie and I have enjoyed every single one of them and are, perhaps unsurprisingly, signed up for next year.

I was delighted to see that Gavin had managed to find the precise moment at which the weather broke to conduct the John Hunt Trophy run. I thought that the drive was splendid and the pub looked great. As those of you who were there will know, I had to shoot off to join granddaughter Florence's first birthday celebrations, which was a lovely experience, and I hope that the food was as good as the aromas coming out of the kitchen!

On my personal MG journey, I am delighted to report that the source of my MGR's slow water leak has been found by Andy Timothy. I could see occasional coolant in the valley between the cylinder heads - but there was nothing visible in the hoses - so I thought. What it needed was a proper pressure test. It turned out that one of the smallest hoses, a relatively new silicone fitment, had failed and when that was fixed – the seepage from one of the main hose connections, where the jubilee clip had pinched on the raised section of the casting, was finally stopped. Almost impossible to see and possibly masked by the seepage through the other hose (both hoses had been put on by my local garage when they replaced the water pump). I got back from Callington without leakage, a happy man.

And finally, thank you to all who said kind things about my St John Ambulance volunteer colleagues and our First Aid presentation, and to those who gave me contributions which I have now banked, and also to those who wanted to give online. The gifting portal has been fixed so if you tried and could not get it to work, please try again - it's a great cause.

It looks like I will miss the next run, but I look forward to seeing you at the meeting.

Warmest Regards

Simon

2026/27		Upcoming events – for the most up to date and detailed information see: www.tvmgoc.org.uk SOME OTHER SHOWS YOU MAY WISH TO ENTER AS AN INDIVIDUAL ARE ALSO LISTED ON OUR WEBSITE
November		
	9	Club 2nd Monday meeting at The Hunting Lodge David F. has a presentation about the Cinnamon trust
	22	Sunday lunch run – organised by David & Teresa with help from Richard & Katherine to The Moorland Hotel, Haytor, Newton Abbot, TQ13 9XT. Restricted to 25 places.
December		
	18	Club Christmas lunch at Yelverton Golf Club organised by Janis (no meeting this month)
January		
	11	Club 2nd Monday meeting at The Hunting Lodge
	TBA	Sunday lunch run
February		
	8	Club 2nd Monday meeting at The Hunting Lodge
	TBA	Sunday lunch run
March		
	TBC	Registration opens for Fowey CC Show & Parade on 19 August
	8	Club 2nd Monday meeting at The Hunting Lodge
	TBA	Sunday lunch run
April		
	12	Club 2nd Monday meeting at The Hunting Lodge
	TBA	Sunday lunch run
	25	Drive It Day possibly at The Royal William Yard organised by Howard
May		
	10	Club 2nd Monday meeting at The Hunting Lodge
confirmed	16	Sunday lunch run – organised by Pam to The Coddy Shack, nr Looe

You will see from the above that we need organisers for Sunday lunch runs. To make it easier Howard and Pam have a list of routes to previous hostelries that are repeatable so there is no need to devise a new route. All the organisers would have to do is arrange a suitable date with the venue, get a menu and after this is circulated to all members, make a list of participants.
So, please contact Pam to volunteer: reptvmgoc@gmail.com



Running a bit woof.

News snippets

In search of a project car?
If so, think again before taking the plunge. In the 21 October Classic Car Weekly, Fuzz Townshend of Car SOS fame, based on his vast experience restoring all types of cars, wrote a long article about what to expect. This will either:

- Encourage you to seek out a suitable doer upper
- Provide useful advice
- Completely put you off the idea
- Remind you that the hardest part of the first year is the next six
- In that time, you'll have to settle for making 'vroom, vroom' noises
- Make you assess how important spending time with your family is (will they miss you?)
- Make you assess how much money you will need (will you miss it, because you are most unlikely to ever get any of it back)
- Make you take up knitting instead

Joking apart (not all of the above were suggested by Fuzz), this is a really useful article. If you are tempted to tackle a restoration project, ask Howard and he can send you a scan of Fuzz's pearls of wisdom.

The golden 100,000th MGA
Hemmings have produced a fascinating article about this milestone car and how it accidentally got sold, its sad demise and eventual resurrection.
After it was built, only a further 81 MGAs came off the production line, one of which was Howard's MkII. See the article here:
https://www.hemmings.com/stories/solid-gold-1962-mga/



Shelsey Walsh Hillclimb Breakfast Club Meeting
11 Oct 26

As most of you are aware Val & I live on our narrowboat Jack N Janner throughout the summer months and recently while 'lurking' in the area close to our winter mooring at Droitwich we came across an advertisement for the final breakfast club meeting of the year at the Shelsey Walsh Hillclimb course. Luckily, we had our car with us, so after a quick online application to secure reasonably priced tickets (£5 each) we rose early on Sunday the 11th and took a short drive to the venue, where we were soon parked under cover in the area used as the competitors' paddock at race meetings during the hill climb season.



Shelsey Walsh was established as a hill climb course in 1905 by the Midland Automobile Club and it is the oldest motorsport venue in the world still to run events on the original course, making it older than Indianapolis, Le Mans and Monza.

The course maintains its original 1000-yard length with a 1:7 gradient at its steepest point, where in modern days speeds of up to 140mph can be reached during the British Hill Climb Championship Meetings.
Unfortunately, there is no racing at the breakfast club meetings, but it is an opportunity for petrol heads of all ages to gather with whatever vehicles they choose to bring and wander the paddock to view the many different cars and bikes on display and to chat to the owners. Of course, breakfast is available in the Courtyard restaurant with a Full English available in either V6 or V8 sizes as well as bacon and/or sausage baps for the more weight conscious, with a stroll up the hill providing an excellent opportunity to justify any overindulgence.



Like a lot of cars and coffee meets, the variety of cars on display ranged from classics (with a good selection of MGs), through modern classics of the 1980s & 90s to modern supercars from Ferrari, Aston Martin, McLaren and Lotus and we spent a pleasant morning enjoying being back in a motor sport environment, something that we both commented that we have missed in the seven summers that we have been boating.















Ferrari GF50 - £4.2m !!



Ade's Car of the Day - Aston Martin Vantage F1 Edition

The Midland Automobile Club host breakfast and other social meetings throughout the year so if you are in the area, Shelsey Walsh is well worth a visit.
Val & Ade



The Commentator's Hut, but do you know the significance of the numbers
722, 5 and 44?

Answer from AI at the end of the newsletter

John Hunt Memorial Tulip Trophy Sunday Lunch Run





Gavin kindly organised the John Hunt Tulip Trophy Sunday Lunch run this year, and this popular event was well attended, by approximately 39 people. A few members decided to forgo the run and went straight to the pub for the meal

Paddy & Vanessa kindly came along, and Vanessa awarded Andy S. the Trophy. He attained the highest score (8 out of 30) in the MG related quiz questions, devised by Gavin, which added to the fun!





Needless-to-say, the questions were fairly challenging, but the weather for the run was bright & sunny, a little windy, but mild for the time of year, and attendance for the actual run was approximately 35 people. The initial meeting place was Saltash Travelodge car park, and many braved the elements and drove with their hoods down. We were lucky, as the weather the day before had been atrocious !!



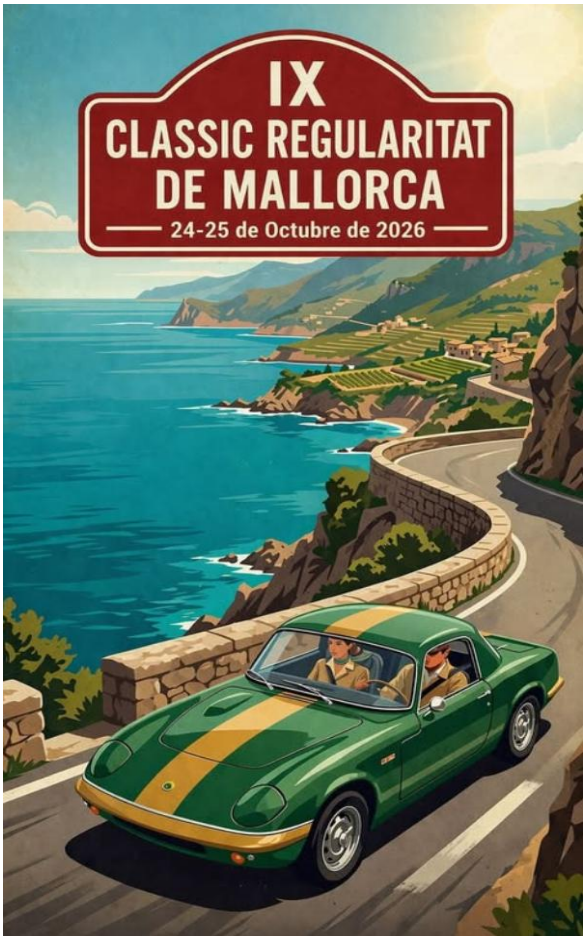
The "Royal' at Horsebridge was our destination, and the Sunday Roast on offer, Real Ale & atmosphere were all totally excellent, with very good portions, and extremely tender, tasty meat, (although Pork Roast wasn't available on the day due to supply issues). A very happy and fulfilling day was had by all, triggering memories of when we were all last at the same venue, and Gavin was thanked by Simon for devising the route and quiz entertainment !

Nigel S

The IX Classic Regularitat de Mallorca
This is a two-day historic regularity rally for classic and vintage cars organized by the Classics de Mallorca. They cover approximately 350 to 400 km in total, featuring over 200 km of timed regularity stages.







The show that preceeded the start of the rally was right in front of the towering and impressive Cathedral and had an eclectic mix of marques. I spotted one of the drivers had an MG logo on his shirt and we had a nice chat. However he was competing in his Lotus, the car that featured on the event's poster.





Motorworld Mallorca
I couldn't miss another chance to drag my drooling jowls around Motorworld again. It is a German company that sells immaculate classic cars and high-end modern supercars for high-end prices. In addition, owners keep their cherished motors in air-conditioned glass boxes. Here's a few I thought you might like to see.





The first car to greet the visitor was this immaculate XJ120 on a revolving turntable. The best I've seen.



A true rarity – a 1951 2.5ltr 6 cylinder Opel Kapitän priced at €49,890



A handful of classic Mercedes SLs to choose from priced €120,000 to €140,000



Ugliness is in the eye of the beholder. This Rolls Cullinan is available to hire at 4 hrs for €950, 24 hrs for €3000



This big Healey 3000 was slightly less than perfect and was so described as a "daily driver". €49,900



I fell in love with this gorgeous 1937 Mercedes 230 N Roadster last year, but it has now been sold. I don't know how much it went for.



They were asking €49,900 for this Karman Ghia, a lot of money for a glorified Beetle.



2CV Piccolino "Spatzl" with a matching teardrop caravan.



Note the registration numbers on these to privately owned cars. The Morgan is German and the Peerless GT Phase 1, a rare, low-volume British sports saloon produced between 1958 and 1959, is Spanish. This one has a non-original grille.



This Chevvy V8 was 'restored' in 2025. Yours for €79,000.



Fancy some wall art? Once a real car. €29,000





The toilets at Motorworld with petrol pump nozzle taps.

Howard

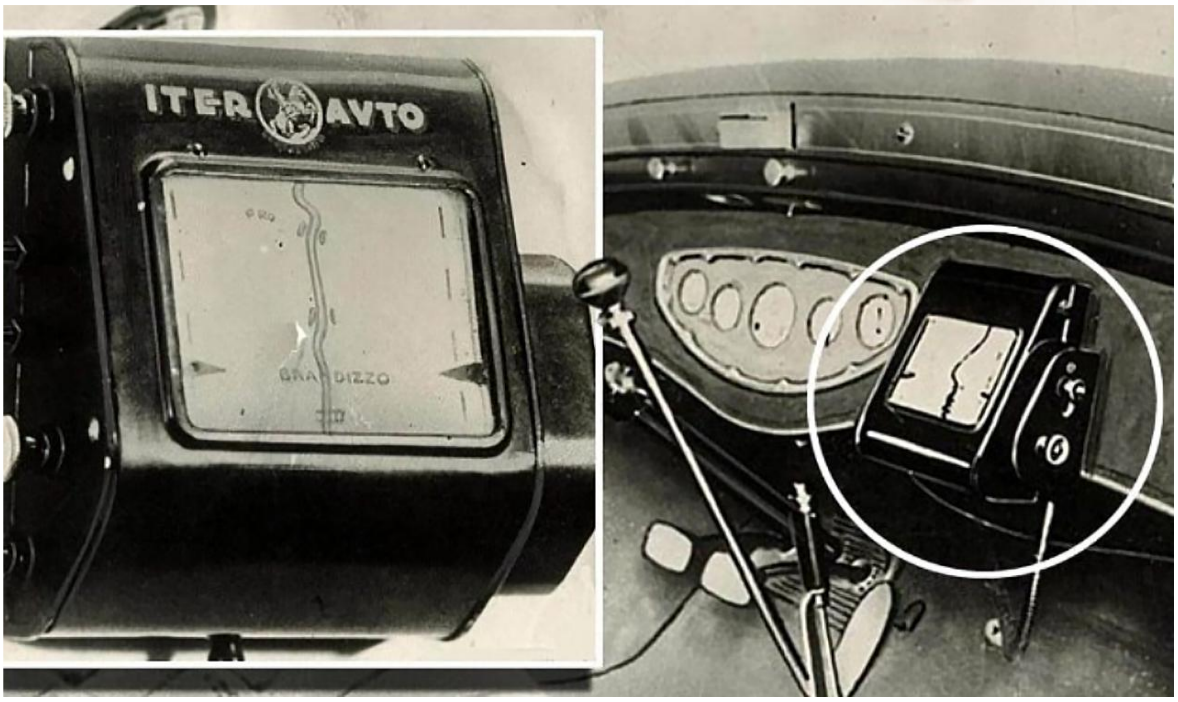
SatNav

We take it for granted these days. SatNav is the pinnacle of hi-tech, clever algorithms and digital mapping but it wasn't always so.

The first attempt in the 1930s was a box that came with a roll of maps which was linked to the speedometer.

The catch? You needed a different paper scroll for every single road. Imagine planning a long trip! It was a clever idea but highly impractical if you needed to make a turn.









Received entries	From
If only I had ignored those YouTube videos and just taken it into the garage!	Tim P.
''Neil, my car's wiring is looking like a snake's wedding and I can see trouble loom…ing! Any chance you help sort it out?''	Alan
And this green goes where?…."	Steve W.
Couldn't be clearer. Where's the problem?	Richard M.
After the Singer and Midget, Nigel decided that his next project vehicle would be electric.	**Gavin**
…and after all that it was the fuse!!	Ed
All I asked was for you to get the horn working	Nigel V.
Haynes stops producing car manuals when they lifted this bonnet	Gavin
And Lucas thought that they could protect the wiring in this car with an MG two-fuse fuse box!	Gavin
Snakes wedding.	Peter A.
Jackson Pollock's engine bay	Jan P
Just needs a fuse - probably	Maddie
It's car-nage!	Jan P
This car doesn't need an auto-electrician; it needs an exorcist!	Howard
Could have been worse I suppose	Nick P
When the husband says he doesn't need to take it to the garage, he just needs to add a link or two.."	Maddie
Trump's attempt after misreading Auto Wiring for Dummies	Howard
It's all original, including the mistakes	Maddie

And the winner chosen by John I. is Gavin. Well done!

He will choose next month's winning caption…

Most of us are partial to a drop of grape juice, especially if it's been fermented, but this guy is taking his love of the vine too far.
What and why needs explaining.

Please send your entries by the end of the month and title your email
Caption Competition
to:
clubsecretarytvmgoc@gmail.com



In motorsport, the numbers **722, 5, and 44** are universally famous racing numbers associated with legendary drivers and iconic machinery. While they originated in track or road endurance racing, they carry a highly specific significance when seen together on a motor hill climb.

🏁 **722: Sir Stirling Moss (Mercedes-Benz)**

- **The Origin:** In the 1955 Mille Miglia, car numbers were assigned based on start times. Sir Stirling Moss and his navigator Denis Jenkinson rolled off the starting ramp at exactly **7:22 AM** in their iconic Mercedes-Benz 300 SLR. They went on to win the 1,000-mile race, setting an all-time record.
- **Hill Climb Significance:** At major hill climb events like Goodwood, the legendary #722 Mercedes-Benz 300 SLR is regularly brought out to make ceremonial, high-speed runs up the hill as a tribute to Moss and one of motorsport's greatest historical achievements.

🔴 **5: Nigel Mansell & Sebastian Vettel ("Red 5")**

- **The Origin:** The number 5 is one of the most successful numbers in Formula 1 history. It is most famously associated with British champion Nigel Mansell, who drove the iconic "Red 5" Williams-Renault to a dominant World Championship in 1992. Later, four-time champion Sebastian Vettel chose #5 as his permanent career number as a direct nod to Mansell's legacy.
- **Hill Climb Significance:** Historic Formula 1 cars are a headline attraction at motor hill climbs. Mansell's championship-winning Williams FW14B (proudly displaying the Red 5) and Vettel's various #5 cars frequently run up hill climb courses.

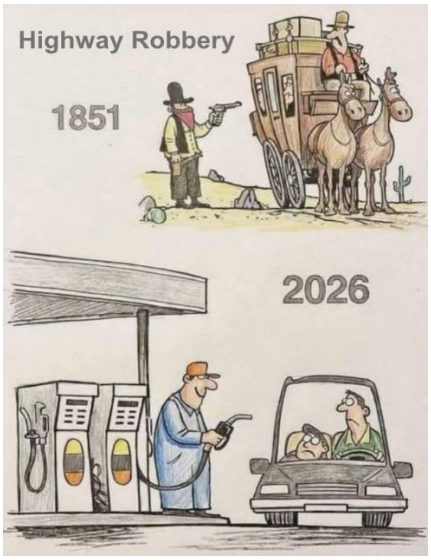
🟣 **44: Sir Lewis Hamilton (Mercedes)**

- **The Origin:** Seven-time Formula 1 World Champion Lewis Hamilton has used **#44** as his signature racing number since his childhood karting days, choosing to stick with it throughout his dominant F1 career even when he had the right to carry the Champion's #1. [
- **Hill Climb Significance:** Modern F1 cars—specifically the turbo-hybrid Mercedes cars sporting Hamilton's signature #44—are heavily featured at hill climbs to bridge the gap between historic racing and modern-era engineering, often driven up the hill by contemporary drivers or Hamilton himself.

And finally…









A college student asks her 21-year-old roommate how her first date with an older guy went. “Terrible!” the roommate answers. “He showed up in a 1942 MG.”

“Wow! That’s a proper classic car. What’s so bad about that?”

“He was the original owner.