

Newsletter July 2025



This Month Committee reports

An important
message about
runs

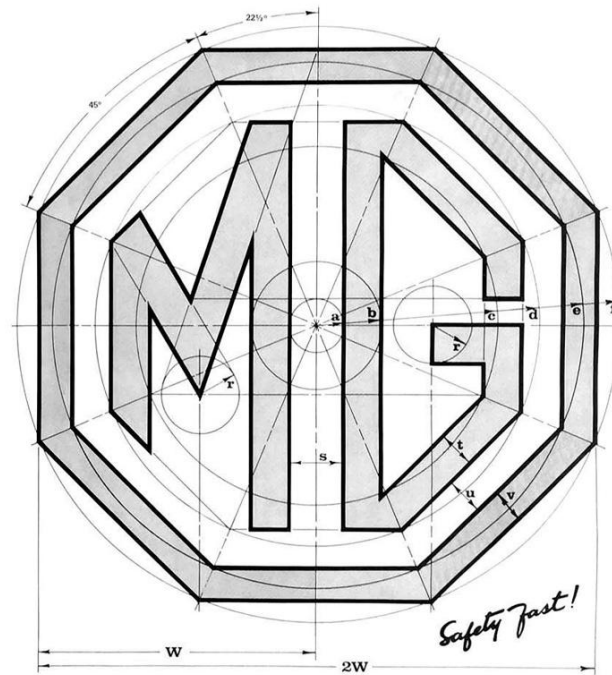
Upcoming events

Newton Abbot
CCS

Darts Farm CCS

Cream Tea Run

Llanerchindda

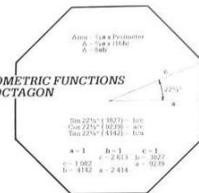


MENSURATION OF LOGOTYPE

OCTAGON OVERALL WIDTH = 2W

RADI	WIDTHS
a = .0940 x W	s = .188 x W (MIDDLE LETTER GAP)
b = .2340 x W	t = .140 x W (LETTER WIDTH)
c = .6492 x W	u = .140 x W (BORDER TO LETTER)
d = .8007 x W	v = .120 x W (BORDER WIDTH)
e = .9522 x W	W = 1/2 OVERALL WIDTH
f = 1.0820 x W	Angles are in 45° increments and
r = .1400 x W	22 1/2° off horiz. and vert. centerlines

TRIGONOMETRIC FUNCTIONS OF THE OCTAGON



The designer of the MG logo is not explicitly named in historical records, but the iconic octagonal badge with the "MG" monogram was first introduced in 1927. Cecil Kimber, the founder of MG (Morris Garages), is often credited with influencing its creation, as he played a key role in establishing the brand's identity. The logo's octagonal shape and "MG" initials reflect the sporty, elegant ethos of the brand. Over the years, various designers refined the logo, with notable updates in 1952, 1962, and 2021, incorporating minimalist and modern elements.



Get more smiles to the gallon
with TVMGOC



Secretary's Report



Dear Motorneers,

Please read the item later in this newsletter about why we are having to make changes to the way we conduct our runs, even though some of you may already know this.

Brittany - a tip

A few of us recently did a private mini break to Brittany. I am mentioning this because the guest house B&B where we stayed near Vannes was first rate and can be highly recommended. Maison d'hotels du Domain de Coet Bihan is a great place from which to explore this beautiful rural and historic region. The house, bedrooms and breakfasts are all you could wish for. To say the welcome is warm is an understatement. We quickly felt part of Jacques and Jantien's family, and after our days out looked forward to being welcomed back. They have just four bedrooms and I gave it a 5-star review. It's a two-and-a-half-hour drive from Roscoff.

A tyresome tip

I got a tiny puncture. My MGA has spoked wheels and inner tubes, and I have previously discovered to my cost that many tyre fitters, especially national chains, refuse to repair inner tubes. Two that do in Plymouth are Tyresmiths in Boons Place, Stonehouse, my go-to place, and County Tyres on Millbay Road. I have noted these on our website along with suppliers of SU carb parts and spark plugs.

A theatrical tip

Whilst committee members are trying not to post much personal stuff in these newsletters, I just had to pass this suggestion on. After Jan and I recently saw it in the West End, we have already booked tickets to see *Operation Mincemeat* again when it comes to the Theatre Royal in Plymouth next year. It's a brilliant and funny show, despite being based on a gruesome and true WWII story that changed the course of the war. Trust me - just book and go.

Happy MGing!
Howard

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



Chairman's Report



Well, this seems like quite the best time to be a member of the best MG Club in the West! The sun is shining, and I have before me a drive to Portsmouth for the Dining out of my Doctor from HMS SHEFFIELD. This Command in the Caribbean was her first job at sea after qualifying and she is now retiring as a Surgeon Captain - yes that reminds me that *tempus fugit*. Oh well. The point is that an MG can make the years pass away and 180 miles with the top down is a source of joy rather than dread, and this comes after a week away on the most stunning Welsh roads at Llanerchindda.

The Club has been going to this excellent place for a while now, and for Charlie and me it was our third visit and we started with a definite feeling that we might not enjoy it as much as we had 'been

there done that'. As it turned out, not a bit of it. The group of us who went really got on well together and it was smiles from start to finish, so much so that when Howard asked whether the group would want to go back, the consensus was yes and that 3 days driving rather than 2 would be preferred.

I will leave Howard to write more on this, but for my part I just record my thanks for his and Jan's organisation, and to all who made the trip such a happy time.

See you at the meeting,

Warmest regards

Simon



Event Secretary – the show must go on

I recently had some work done to my MGC GT, including what the mechanic described as "dismantling, freeing off and rebuilding" both rear brakes, for which I paid a fair price. However, 350 miles later, it failed an MOT test because one rear brake made absolutely no effort at all.

I returned the car to the garage to be informed that the piston was corroded and stuck solid. It was replaced and an MOT certificate was granted.

If I had not MOT'd my car I would probably never have known the major failure which, in the event of an accident, could have led to problems with my insurance.

I think the MOT is vital and the present system should be changed to a test which is sympathetic to classic cars but ensures that the major safety features are not defective.

On the safety front, I have also decided to fit hazard warning lights and intermittent windscreen wipers to my MGC. Sadly, neither were included in the package in 1968. I believe even the heater was an extra! Both kits are now available from MGOC, Swavesey.

June has been blessed with sunshine and shows. 7th June was the Newton Abbot show at the racecourse, attended by myself and Nigel, who has written a report for the newsletter.

15th June, Nigel, Janis, Paul & Sue and myself went to the Darts Farm Classic car show near Topsham. It was a great day out, so your committee have decided to make it one of our club events for next year.

21st June, I went to St Merryn Steam Fair and Classic Car Show. The morning started overcast and even misty. On arrival the sky blackened and we were treated to the loudest thunderclap and flash of lightning that I have witnessed in years, followed by 5 minutes of heavy rain.

The weather then became much better and sunshine ruled the day. The steam fair is one of the better ones in Cornwall but the car show is incidental with around 30 cars on display.

July promises to be a good MG month. 6th July is Truro Classic car show, which I shall attend for the first time. 12th and 13th is Powderham which Nigel is leading.

20th July, Andrew H and myself will be going to Sherborne Show and on the same day is Wadebridge Wheels.

26th July is RHS Rosemoor. At present 3 cars from our club will be going.

26th, 27th, 28th July is Bocconoc. I shall go on Sunday 27th.

If you should decide to go to any of these please let me know.

Andy

An important change regarding how we conduct our runs

There can be confusion about what can and cannot be included as part of MG Owners Club activities, which is different from the MG Car Club. TVMGOC needs to make some changes to the way we plan and carry out our runs.

There are instances where some MGCC events involve competitive or timed events, but the Car Club is a member of Motorsport UK and therefore committed to apply for advance approval and comply with other rules. The MGOC are *not* registered with Motorsport UK and so do *not* fall within these regulations and neither does our club, so do not get confused by them. However, we still have to be careful for other reasons.

This is based on guidelines provided by MGOC and a long conversation I had on taking over as Club Sec. with Jonathan Kimber at MGOC HQ. I suspect, but don't know, that something may have happened, perhaps with another club, to spark this insistence on implementing the guidelines.

We can no longer hold 'competitions' during our runs. This not only affects our October Tulip Trophy Run and April's Drive It Day Treasure Hunt, but all our other lunch, supper and picnic runs as well.

So, why do we need to make changes? It has been spelled out to me that if some kind of accident or complaint occurs during one of our runs, and if the Police and/or insurance companies get involved and it can be proven that we were taking part in a competitive or timed road-going event *of any kind*, then we could be putting ourselves, the run organiser and the club itself at risk of prosecution or a refused insurance claim. This is about being vulnerable to fallout should something go wrong, not just about regulations.

It has also been made clear that as Club Sec., it is beholden on me going forward to ensure all our members understand what we can and cannot do.

Not only can we no longer have on-the-road competitions, but neither can they be timed events. I thought this related to racing but was somewhat floored when Jonathan told me that if we state a time when a lunch is served, this could also be construed as being a timed event, and that is outside the guidelines! Yes...I can guess what you're thinking, but that's what I have been told.

So what *can* we do? The key is 'not while driving'. We can hold competitions at the start, at a stop in the middle or at the end of a run, when participants complete a questionnaire while walking or while seated. This could involve starting a run somewhere of interest, as Alan & Alison once did at RAF Mountbatten. They provided questions to be answered during a short walk around the site, before the run began.

We could stop somewhere of interest in the middle of the run, at a church, a memorial or some other point of interest, with questions based on that location – or anything else for that matter - handed out and collected back there and then.

Also acceptable would be a questionnaire provided at the end of the run, based on things we had passed along the way and that participants has no prior warning of. Remember: 'not while driving'.

As for the time lunches are served, we can advise how long the drive might take to get to the venue whilst making clear that this is flexible. e.g. "We depart at 11 am and a leisurely drive will take you about an hour and a half, but there's no hurry". Anyone not taking part in a run but going directly from home to the venue can be told what time lunch is served. Our run pro forma will be suitably amended to comply.

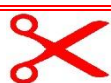
Oh, and please don't shoot the messenger. I'm only doing my job guv!

Howard

2025

Upcoming events – for the most up to date and detailed information see:
www.tvmgoc.org.uk
 OTHER SHOWS YOU MAY WISH TO ENTER AS AN INDIVIDUAL ARE ALSO
 LISTED ON OUR WEBSITE

July	Club 2 nd Monday meeting at The Hunting Lodge	14
	Sunday lunch run – organised by Sally and Keith to Lanhydrock Hotel and Golf Club	20
	Wadebridge Wheels https://www.wadebridgewheels.co.uk/	20
	Sherborne Castle. classic-supercars.co.uk Register as Exhibitor. Cost £22.00	20
	Perranporth Classic Car Parade	
	RHS Rosemoor Vintage & Classic Weekend. Club members plan to go on the Sat.	26 & 27
	Flete House. CANCELLED due to estate administration problems	27
	Boconnoc. Once again clashing with other shows.	25 – 27
Aug	Mt Edgcumbe Show, Cremyll, Torpoint PL10 1HZ. Advance booking £8.50 per car, on the day £12 per car. Book by 18th July. Google search 'Mount Edgcumbe American and classic car show'. Then follow the links to book and pay.	3
	Grade Ruan Car Show. ocklynge1@aol.com	3
	Bournemouth and Poole MGOCA Annual Garden Party and Picnic at Athelhampton House. Contact: www.1020mg.org.uk	10
	Club 2 nd Monday meeting at The Hunting Lodge	11
	Friday – bring your own picnic and chairs to Dartmoor Gliding Society near Brentor. We can picnic inside the hangar if the weather is inclement'	Friday 15
	RAF Harrowbeer, Yelverton. Suggest club go on Saturday 16th as Sunday is manic! Enter free here: https://form.jotform.com/250797361540359	16&17
	Fowey Classic Car Show & Parade. Now closed for entries. Howard is looking after the list not Andy S.	Thurs 21
	Lizard Car Show. Contact details coming soon	25
	Great Trethew – enter: https://www.trethew-rally.co.uk/application-forms-2025	24 – 26
Sept	People & Places – organised by the committee	7
	Saltram CC Show	7
	Club 2 nd Monday meeting at The Hunting Lodge	8
	Lanlivery Show https://www.steamheritage.co.uk/steam-rallies-and-events/event/lanlivery-vintage-rally	13 & 14
Oct	Club 2 nd Monday meeting at The Hunting Lodge	13
	The John Hunt Tulip Trophy Run – organised by Nick Clegg	TBA
Nov	Club 2 nd Monday meeting at The Hunting Lodge	10



News snippets



Pass marques

Classics more than 40 years old are passing MoT tests at a higher rate than the national average. 85% of MoT-exempt cars that are voluntarily being tested are passing, whilst the rate for all vehicles is 71.4%. This suggests that classic car enthusiasts are maintaining their vehicles better than the owners of more modern cars.

Of course, the MoT only testifies that a vehicle is in good working order on the day of issue. For the rest of the year, it is beholden on the owner to ensure it stays roadworthy and legal.

A new car restoration TV show

Who knew we needed yet another show featuring old cars being restored? Well U&Yesterday think so. Classic Car Kings begins on 8 July at 8pm. CCW preview it, saying, "...it's a good watch, with no fake melodrama for the cameras." Cars include a Beetle, Porsche, Ford XR3 and a Daimler.

The cost of car shows

There are some owners who object to paying to display their pride and joy at a classic car show. After all, the public often attend for free and sometimes pay just a small entrance fee to come and see all the cars so why should the car owners pay as well, as they are the chief attraction?

As entry prices increase and the cost-of-living bites further, attendance numbers are in decline. Some events around the country have been cancelled. The Lincolnshire Stram Fair organisers say their venue hire cost rose from £16k to £40k in the last seven years. Other organisers say charging exhibitors has become necessary to stay operating, and have been defending charging owners to exhibit in response to rising prices. As well as the cost of the venue itself, many of these shows are charity fundraisers. Then insurance is always a big cost, even though for the individual cars, classic car insurance usually, if not always, includes third-party cover whilst attending shows.

By the way, if you want to enter the London to Brighton Classic Car run (not the vintage) that ends with a display on Madeira Drive, which Howard & Jan did a few years ago, the cost of entry is now £130!

Insurance quotes

Which? magazine reports that calling your car insurance company to complain about the inevitable raise in the annual premium can result in a significant reduction. They warn against "being taken for a ride." Six in ten people who queried their quote got it reduced.

Fowey rally plates

Registration for Fowey Classic Car Show & Parade closed in March with a record 525 vehicles. No doubt some of this enthusiasm is due to the truly unique make-up of the event, comprising Car Show, parade through Fowey Town and the one-mile drive through the Pinnock rock tunnel.

This year special rally plates have been designed by the famous Cornish artist John Dyer. Three hundred will be available only to registered vehicles as they arrive at the show. They cost £10 – cash only.



The right number

A few weeks ago, John I. tipped me off that the 55MGA registration number was going to be auctioned off. I wouldn't change my 1962's original number, but I rightly guessed that someone else would love this on their car. I notified the MGCC MGA Register about it and received an email back from one of the members who bought it to put on their very early 1955 MGA. Result! And one very happy man!

And I know what you're now wondering...how much did he pay for it? I cheekily asked, and he replied, *"When all is done & dusted and its current registration is transferred to the TF160 I'm giving my daughter as her car at Medical School, it will be costing me £3,700. I count it as an investment because I or my daughter can always reverse the process and liberate the cash!"*

I don't think that's too bad for the right number on the right car.

Howard

Newton Abbot Classic Car Show



Having set the alarm early, and expecting it to already be raining due to the predicted thunderstorms, I was relieved to find that the weather was still holding, although overcast with threatening clouds! Andy Slapp & I had agreed on meeting up at the car park of the Hunting Lodge, Lee Mill at 9am to give us enough time to make the journey to Newton Abbot Racecourse. Andy had been hampered by traffic but still made it by 9am. It was 'top-up' for me to Newton Abbot as it was too much of a risk that the rain could suddenly arrive at any time! However, conditions improved somewhat when we arrived. Strangely, I'd been issued with 2 x tickets with different numbers and was advised to bring and display both!



We parked-up along the barrier adjacent to the racecourse itself alongside other British & American classics, such as MGs of all ages from other local Clubs, such as Torquay MG Owner's Club. There was a Cadillac, several 80's Ford Mustangs, a white 70's Rolls Royce, a 60's Humber Sceptre, Austin Mini's, and a late 50's Ford Classic & Ford Capri.

There was also a 'replica' AC Cobra (which apparently only does 7 miles to the gallon around town) owned by David Fitzpatrick who was acting as judge for the best car in show. As soon as we'd parked up and got out of our cars, there were several people keen to ask about the history of ours, and we spent quite some time enthusiastically extolling the virtues of the marque, both raising our bonnets and leaving them open for passers-by to peer in, before heading off to investigate the other cars and the stalls of goodies!!



We weren't sure who else, if anyone, would be there from the Club, but it wasn't long before I heard the familiar friendly voice of Paul Leamy behind me, who was there with Sue! We joined forces and walked along the rows of assembled vehicles, soon bumping into David Fitzpatrick, who

regaled us with classic car stories from his time as a broadcaster. The rain held off for most of the day, only really starting towards the end. Some of the outdoor stalls started packing up early due to the unfavourable predictions. Fortunately, the large canopy of the main building extended over most of the very wide steps up to the first floor leading to the tearoom, and many took advantage of the cover to eat their sandwiches, etc.



It was whilst we were perusing the internal 'antiques' fair on the ground floor that the winning car was announced! It was the late 50's Ford Capri. A worthy winner, especially with such a rare car, and the fact that the owner's wife had completely got into character by dressing in period gear, including stockings and 50's style spectacles!

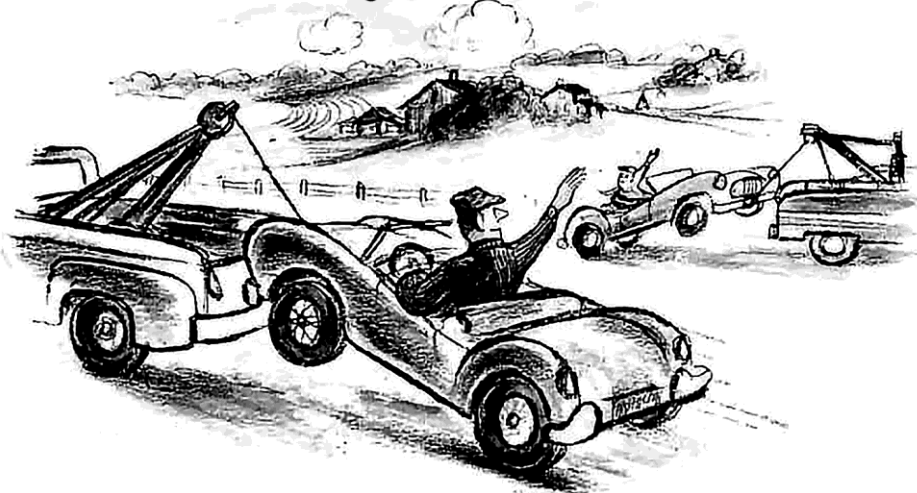
David F. presented the trophy to the delighted recipients and, soon after, the heavy rain arrived.



With an entry fee of only £5 it was a very enjoyable day out, meeting and talking to interesting fellow enthusiasts, and one I will definitely put in my diary for next year!

Nigel

Greeting a fellow MG enthusiast



Darts Farm Classic Car Show

in aid of Estuary League of Friends

And what a show it was! There was so much variety it could have appeared at the London Palladium. I only heard about this through a friend who worked at the shop, and just as I mentioned it Howard had also spotted it on Facebook, so despite it being last minute, five members were able to attend: Andy, Nigel, Paul & Sue and me (*I've been wanting to go for a couple of years, not least because it's my favourite farm shop, but the dates just haven't worked yet – Howard*).

The weather was glorious which always helps to make a show good. There were a few stalls but a large food and gift shop as well as other outlets within the ground. Also, fast food outlets and a proper restaurant, so it was a little more upmarket than the average burger van at shows. Live music provided entertainment, as well as a comedy impromptu cabaret act when a small puppy confronted the Guide dog volunteer dressed as a large dog. He just couldn't work out if it was a real dog or not, very cute.





As for the cars, well, I was told there were over 250 in the show, including a lot of MGs of course, but a mix of other old classic everyday ones and a 1927 Pontiac with wooden spoke wheels, a 1929 Studebaker and Paul's favourite, a Mercedes Benz 190 SL. There were quite a few army type vehicles with matching accessories.

As the journey to Darts Farm is just under an hour and the organisers were very helpful, we have discussed adding this to our suggested local shows so hopefully next year there will be a few more Club members there.



Janis & thanks to Nigel for the photos



Seventeen cars met at the meeting point just past the Dartmoor Diner for a 42-mile drive to Ian and Helen's barn for a well-earned cream tea and cake afternoon. The weather was fine and all the cars looked resplendent in the summer sunlight.

The route took us across Dartmoor over Denham Bridge and past Buckland Abbey through the village of Bratton Clovelly past Radford Lake, Giles on the Heath and into Cornwall. The last half mile was a bit torturous, the lane to the barn is a bit bumpy to say the least and I know I grounded my exhaust at least twice. However, once we arrived, we parked in the field and were greeted by Ian and Helen. Ian explained that all donations made would go to the Children's Hospice South West, a very worthy cause. *(Altogether we helped to raise £411.50! – Ed.)*



The food as usual was excellent and plentiful - I can vouch for that because I went up to the table at least twice. A lovely touch was the MG cupcakes as shown. This year the weather was kind, and it was lovely to be able to sit outside in the sunshine instead of in the barn as we have had to do in the past.

You couldn't ask for a better spread. The MGs parked up in the field next to the barn. A big thank you to Ian & Helen for hosting the National Cream Tea Day again and a big thank you to Janis for organising the run and supplying us with an excellent well thought out route.

I'm looking forward to next year already.

Peter A.

New members

The cream tea run was the first opportunity to meet our newest club member Zoë. She's not yet a year old and she brought along her mum Mandy in the MGB that Mandy inherited from her father. On behalf of the club, Zoë was presented with an MG mechanic teddy bear. Start 'em young!

Mandy and Chris had recently got married and they, and the car, looked lovely on the day!
Welcome to TVMGOC all three of you!



Llanerchindda Farm



I won't go into detail about our club's three-night break at Llanerchindda Farm, since if you missed it, there's little point in hearing a lot about how much we enjoyed it!

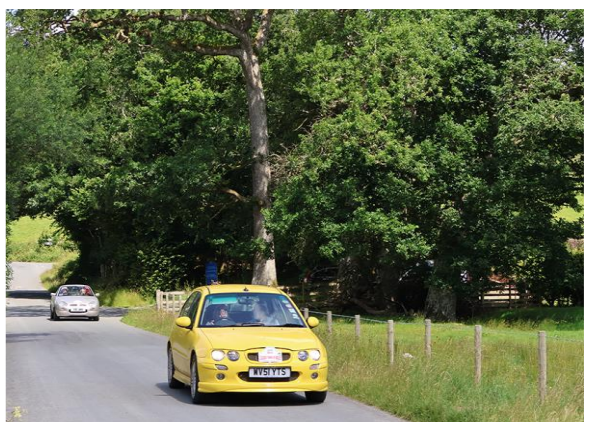
Putting aside the frustratingly long drive there due to crashes on the A38, roadworks and it being the hottest day of the year, none of us could fault any aspect of our stay. The welcome we received, the food and our accommodation matched the exceptional landscape and routes. In fact, the word 'perfect' was used frequently. Our hosts set the standard for catering for car clubs. Possibly the best club holiday...so far!

I hope the following small gallery of photos tells the story well enough.

It was so good most wanted to stay another night and we are planning a return in 2027 which might include an add-on extra. I am aware that some members feel that they have been to the farm multiple times already and don't have the urge to go again. Fair enough, but if that put you off this year then you really missed out on a good one.

I'm still planning our 2026 TVMGOC trip which may be in two parts. Watch this space...

Howard



MGF 30 Anniversary at the British Motor Museum



After three great days at Llanerchindda (we had lovely weather in spite of being in Wales) 3 cars belonging to Kate & Noel, Val & Ade and John & I set off across country to Warwickshire to attend the MGF 30 year show at the British Motor Museum, Gaydon.

We had two days to spare so we did some sightseeing and on the Saturday the others met up with Peter & Jan who were staying in Stow on the Wold (John & I hit some awful traffic and decided to return to the hotel). Wendy & Clive Wilson (*ex TVMGOC members now living in Chichester*) were staying at the same hotel with people from his group, so it was lovely to have a meal with them on Saturday evening.

On Sunday the cars were supposed to set out by 9:30a.m, so after an early breakfast we went to pack the cars and....guess what...it started to rain...after weeks of fine weather!!!

Our hotel was only a short distance away from Gaydon and we were on site early and lined up. It had stopped raining, and people were busy wiping off their cars when down came the rain again accompanied by thunder and lightning. The rain stayed like this, on and off, and none of the hundreds of MGFs and TFs put their hoods down.



Hundreds of cars of all colours, everyone of them polished to perfection sat with hoods up beaded with water while people wandered around in raincoats. It was such a shame, these things take such a lot of organising and people started to leave quite early. We stayed until early afternoon and set off home. So disappointing to be beaten by the British weather... again.

Bee



In the ferry queue at Roscoff, I was parked next to some bikers and couldn't help but admire their rides. However, some of the bikes were too tall for my modest 29" inside leg size and I couldn't get my leg over. Ooh er Missus! But a low-slung Harley rider (that's the bike not the chap) invited me to try his for size. It fitted me perfectly and I felt very cool.

But what did you make of Howie on a Harley? Not much judging by the number of entries, even when I give you the opportunity to take the mickey. Oh well.

Received entries	From
<i>I got a Harley for my sister. It was my best trade ever.</i>	Howard
<i>Do they come with stabilisers?</i>	Jan P
<i>Is that a Fatboy?</i>	Jill
<i>"What do you mean, take my feet off the ground?"</i>	Andrew H.
<i>Howard was so surprised when the doctor said he was having a mid-life crisis that he almost fell off his new Harley.</i>	Howard
<i>Instead of a Hog, he should have gone for the Piglet model!</i>	Jan P

And the winner chosen blindly by John I. **is Jan P.** Well done!

She will choose next month's winning caption.

They were slightly thin pickings for last month's caption competition so hopefully this photo might prove a bit more inspirational, especially as it's highly suitable for the holiday season.

Please send your entries by the end of the month and title your email

Caption Competition* to:
clubsecretarytvmgoc@gmail.com





And finally...
mechanics, they can drive you crazy



How to turn
your ICE into
an EV

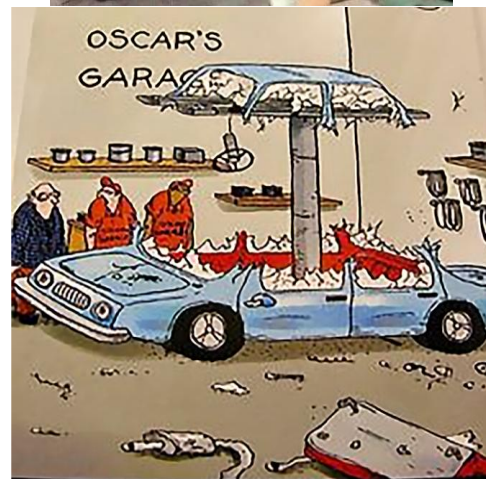
My young mechanic asked
me how we used to tune
our cars before computers,
so I showed him.



Tools Explained



TWO-TON ENGINE HOIST:
A tool for testing the maximum
tensile strength of everything you
forgot to disconnect.



"You still want us to change the oil?"

