

NEWSLETTER NO. 385 – OCTOBER 2026

SECRETARY'S SUMMARY SEPTEMBER 2026

Hi Guys

A short note this month again as we have been away to Wales. A good trip in the early autumn sunshine. Apologies for missing the club night.

It's been a special time for Trina. Her Grandad Bobby Buckle being celebrated as one of the founding members of Tottenham Hotspur. Trina was treated to a medal giving ceremony on the pitch with all the fans looking on. An amazing event for her. She also had a meal in the director's box to top it off. I can tell how proud she is of him and many congratulations to her and her family I am sure everyone agrees.

The only event I attended this month was the Wash Common show at the bowlers Arms. A lovely afternoon's entertainment for us all including showing off our classic MG cars. A Few others were involved including a couple of Morgan's and a Standard 10 model. Those were the days, took me back to my apprentice days. Nice to see and be involved It was a good show with many stalls from Local Volunteers including Wi and St George's church. Also, one of our members Gordon in the NATS band playing Many topical songs on the ukulele. Nice to see and hear, well done Gordon and crew.

Here's to a good October no special events this month so see you all at the next meeting.

Paul



September Lunch brunch walk

Friday 11th September saw club members making our annual visit to the Bell Inn at Aldworth. The morning started with too much excitement. Several of us got through to the Pub early and we waited for the others. Mayhem, the road closure goblins had arrived. Phones started to ring as the detour was nonsense. In addition, Streatley Hill was closed causing problems for Fran and Graham. Eventually most cars arrived and the goblins returned to remove their signs. We set off. One group down to the Church for a bit of a history tour with Jenny and the other out onto the Ridgeway with Richard.

Just two bits of history: - (1) Elizabeth 1st visited Aldworth Church with Robert Dudley, Earl of Leicester (her supposed lover) and (2) a wood beam in the Bell has been dated to 1340. What's changed one can ask, except that it has become one of the most popular pubs in the county. On the day they looked after us well and 16 of us could sit at a long table and enjoy a chat in the garden whilst cursing the goblins.

Richard



Newbury MGOC Diary 2026

Full details of all events will be published in the Newsletter near event date.

Date	Event	Organiser
October		
Mon 12 th Oct	Club Night - Members Evening	All
Thur 22 nd Oct	Lunch Bunch Walk?	Trina
November		
Mon 9 th Nov	Club Night - MG (Beetle!) Drive	Trina
Thur 26 th Nov	Lunch Bunch Walk?	Trina

EVENTS TO LOOK FORWARD TO IN OCTOBER

CLUB NIGHT – MONDAY 12TH SEPTEMBER – MEMBERS EVENING

This is our 'Members Evening' where we ask members what you liked about this year's events, what you didn't like, what you would like to see organised in the coming year, and would you like to organise an event! Forms will be distributed on the evening.

Autumn Leaves Run

The MG Car Club is organising a run on Sunday 18th October 2026 - the Autumn Leaves Run. Starting at The Yew Tree Garden Centre in East Woodhay, Newbury, RG20 0NG, finishing at Mercure West Grange Hotel, RG7 5UP. As this is a fairly local run some members may be interested. Entry form is on the next page.



Abingdon Works Centre Autumn Leaves Run Sunday 18th October 2026



We are excited to announce new starting and finishing venues for 2026: Starting at The Yew Tree Garden Centre in East Woodhay, Newbury, RG20 0NG, finishing at Mercure West Grange Hotel, RG7 5UP. Join us for a leisurely 35-mile/1 hour budget friendly road run through the beautiful North Wessex Downs, when nature showcases its vibrant autumn colours. Enjoy this stunning display alongside fellow enthusiasts!



Cost £15.00 per car members (membership no.....) £20 per car non members

✂+++++

Autumn Leaves Run 2026

Name :

Address :

Postcode

Tel:

E-mail:

Car model:.....

Reg: No:

Cheques payable to: MGCC Abingdon Works Centre or

BACS payment to: Sort Code: 20-01-09 Account No. 50620521

Account Name: MG Car Club Abingdon Works Centre

Reference: Autumn (+Surname)

Entries to Angie Wright: 27 High Street, West Wycombe, Bucks, H14 3AB

If no e-mail address, please include a stamped addressed envelope.

Tel: 07730432222 Email: chair@mgccawc.co.uk

Tiptoe through the Tulips with Genny



Most of you will know that we call our trusted MGB, Genny and most years we have had some sort of adventure with her abroad. So what was this year's adventure? As you might have guessed from the title it was to see the fantastic tulips at the world famous Keukenhof Gardens. It did turn out to be more of an adventure than we had bargained for, but more of that later.

Judith and I left these shores via the tunnel on 27th April and took what was called the "scenic route to our hotel on the outskirts of Utrecht. Basically the route avoided motorways and followed as close to the coast as possible. However the countryside, as you would expect, was flat and we didn't see the coast, so not really very scenic but quite pleasant. The highlight was when we deviated into Gouda to get a bite to eat. It turned out that it was the Dutch King's birthday, so Gouda was very crowded, it being a public holiday. Almost everyone was wearing something Orange, the Dutch national colour and gathering in and around the town square where a jazz band was playing. There were fair rides and various stall selling fast foods etc. All good fun and an enjoyable break.

It was a bit of a nightmare getting to the Gardens the next day as our route was mainly via the motorway. With Amsterdam and Rotterdam not far away, we were totally dwarfed and surrounded in our little MG by massive articulated trucks blocking our view of road signs and hemming us in. The junctions come thick and fast necessitating some exciting rapid lane changes etc. Roadworks and diversions close to the gardens didn't help matters either. It was all a little scary. Never-the-less we made it for our timed entry that was necessary for the tens of thousands wanting to see the gardens during the few weeks each year that they are open.



The gardens were both massive and exquisite with such a range of amazing different types of tulips, some of which defy description; every colour imaginable, every shape and size. There were some that were so big with many wispy petals that they looked more like Hydrangeas. There were some other that looked just like boiled eggs in a green egg cup. How they managed to keep all in bloom over several weeks was amazing, although we did come across a few beds full of dead-headed flowers that we nicknamed Anne Boleyn tulips.

The following day we visited a living Windmill Museum. There were about 12 windmills between a dyke and a river. Apparently, they were all lived in except one open to the public. The deal was that if you lived in it you had to keep the mill in working order. Of course today the water is pumped by electricity to keep the canals at the specified depth, but if the electricity failed it was hoped the windmills would do their stuff. The one windmill open to the public was kept as if it was being lived in by a family to give visitors some idea of what it would be like. Most windmill families usually had other work to earn some extra money, woodworking, maintaining a



cottage garden and perhaps a few animals. The day we were there the wind was very fresh, so the windmill we looked around really had some speed on and was pumping (Archimedes Screw) quite a volume of water. The sails come close to ground level, so one would have to be careful to keep out the way. Of course there were railings to keep the public safe. There was a kilometre or two's walk long the row of windmills between the river and the dyke which we enjoyed, although a boat trip was also possible for the less active.



The following day we headed home having wished we had booked a couple of extra days. We decided the scenic route wasn't really worthwhile so opted for the motorway back to Calais. All went well until we were travelling along the Belgium section when the engine cut out giving us just enough momentum to reach the hard shoulder. A quick check of the most obvious things indicated petrol wasn't reaching the carburettors despite having plenty of fuel and power going to the pump which appeared to have failed. There was nothing for it but to arrange to be towed off the motorway ending up at a garage in Ostend. The guys there were very nice but informed me they had no idea how to fix a classic car and certainly didn't have any spares. "No problem" I said as I had a spare fuel pump in the boot. As most of you know, one always carries a couple of dozen spares of one sort or another in a classic car. They kindly let me use their lift as the pump is behind a rear wheel by the fuel tank. I assured Judith that all would now be fine but it wasn't. We got to the Euro tunnel about 3 hours late, however they let us on as there was plenty of room. Fortunately the car behaved itself getting on and off the Euro tunnel train. Unfortunately it did conk out three or four times on the way home, but we just about made it. When I checked the fuel pump out the next day and pulled the earth lead off, black powder dropped out of the plastic insulator. Obviously, an almost burnt out earth connector had been the problem all along. A little adventure that Judith will not let me forget in a hurry – if ever!!!



Kelvin