Southampton and New Forest, MGOC

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Couple More Summer Cocktails

Chris Parkins

The Ultimate Cadillac Margarita

Back in the day, the “Cadillac car” was considered premium and the car everyone wanted to own. The Cadillac margarita is the premium margarita because it is made with “top shelf” brands, which are the most expensive. The combination of these ingredients is perfect and delicious. Makes 2 glasses.



4oz good tequila
2oz Cointreau
4oz lime juice
2oz simple syrup
2oz (1oz per shot glass) Grand Marnier
Lime slices, slit to fit the side of the glass.

Fill a cocktail shaker ¾ full with ice. Add the tequila, Cointreau, lime juice and simple syrup. *(You can make your own syrup by adding equal parts of sugar and water to a medium sized saucepan over a medium heat. Once it comes to a gentle boil, stir with a spoon and let it boil for 5 minutes. Don’t leave it unattended as you don’t want a thick syrup, you just want it to be thin like water).*
Measure 1oz of Grand Marnier into each of 2 shot glasses.
Salt the rims of the cocktail glasses, if liked, by putting some chunky salt on a saucer, wet the rim of the glasses with some syrup, then dip the upturned glasses into the salt. Lift the glasses and shake off any excess while they are upside down. You don’t want any salt to fall inside the glass. Put some ice in each glass.
Cap the shaker and shake for 15 seconds then pour the Cadillac Margarita over the ice in the cocktail glasses. Make sure there’s some room left at the top of the glasses. Add a round of lime to the edge of each glass.
Finally, let your guest pour their shot of Grand Marnier into their cocktail, trying to make it float. It will slowly sink, giving a lovely golden colour through the liquid. It can be stirred before drinking.

Silver Mercedes

A name which conjures up thoughts of elegance and luxury, this cocktail has a luxurious twist on the original vodka cran and is surprisingly easy to make. Just make sure that all the ingredients are chilled before mixing.



50 ml cold vodka
25ml cold cranberry juice *(if using 100% cranberry juice as opposed to a cranberry cocktail juice it might need some sugar or simple syrup to sweeten slightly)*
Champagne, chilled – as much as you want
Orange slice to garnish

In a highball glass, mix the ice-cold vodka and cranberry juice. Add as much chilled champagne as you wish. Stir. Adjust taste with more cranberry juice or sugar, if necessary. Garnish glass with a slice of orange.

A few treasures from a recent visit to the Cotswold Motoring Museum and Toy Collection in Bourton-on-the-water

By Paul and Jane Wallaker





MGY 1950 – Originally scheduled to appear in 1947 to replace the old Morris Eight it finally launched in 1947. The all welded chassis constructed from box-section steel provided a very sturdy frame. (Or so it said in the information!)



Above – BMW 327 1938



BRUM from the children's series of the same name in the 1990's.





A collection on loan from John Attwater representing every type of Ford car that has been available in the UK.



Some of the model cars on display. I am saving up to get one of the Ferraris!!







MG J2 1932

Harley Davidson FL 1948



An MG and Marine Adventure – Part One!

By Robin Plumley

This article chronicles the holiday of Karen and Robin Plumley and Karen and Adam Brown to the Picos and Douro



Above the Douro west of Peso da Regua looking west

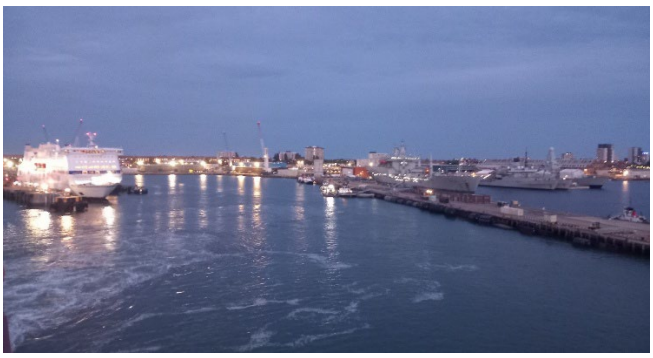
Our esteemed editor suggested a few words about our recent tour of the Picos de Europa and Douro river valley in our MG TF160 with a group of other cars, including Adam and Karen with their MGF, two Jaguar XKR's, Mercedes C, BMW 218 and a Ferrari California.



Cars parked up during our Douro River cruise.

The current MG TF160 I have had since 2003 and have done various UK tours as well as France. Three years ago, we drove with a group from our local MG club to Lake Como taking in the Belgian Ardennes, German Black Forest, Austrian Tyrol, Stelvio Pass and into the northern Italian Tyrol down to the west side of Lake Como at Lenno. Five days with the cars parked up under the hotel in Lenno and then north via Lugano into Switzerland and the St. Gotthard Pass then via the Ballon d'Alsace in France. That trip gave us the appetite and confidence with the car for another trip.





Ready at 1900 for driving to the ferry.

This time we used Scenic Car Tours to join them for a Picos and Douro Tour which gave us the opportunity to meet and travel with other cars. Thus, with Adam and Karen in their MGF we met five other cars at Portsmouth for the trip across to Santander with Brittany Ferries aboard *Santona*. No bridge visiting allowed my wife said!

After a smooth passage across the Bay of Biscay, two nights later we disembarked early morning in Santander.

A longish drive to clear the port infrastructure and we headed west along the A-8 to Torralevega and along the roads of the Cantabrian coast, stopping at Comillas for breakfast.



Comillas beach

Onward towards Unquera and Panes to pick up the AS-114 road which runs across the north side of the Picos de Europa National Park towards the Parador hotel at Cangas de Onis, a distance of about 83 miles.





Parador Cangas de Onis is a former monastery taken over by the government in 1928 and run as a hotel. Excellent, it is too.

With two nights in Cangas, we took opportunity to visit the town of Cangas with the Roman bridge.



We then drove north about 18 miles to the coastal town and resort of Ribadesella. Found free parking and had a walk along the promenade, finding a café which had previous links with the Chester & Wrexham MG & Triumph Club and sold a special gin!! Karen P had a gin and tonic which nearly emptied the bottle, so I managed to get the owner to hand the bottle over!!



Ribadesella



The MG & Triumph Bar*!!*





Gin MG and Chester & Wrexham MG & Triumph Club Plaques

Leaving Cangas de Onis, our next destination was the Parador Puebla de Sanabria in Castilla y Leon. Our route took us on the stunning N-625 by the west side of the Picos and down to the lakes and mountains of Riano for a fuel stop etc.



Oseja de Sajambre in the Picos N-625



Riano Lakes N-621/N-625

The road runs generally southwest, becoming flatter and much hotter, stopping in Musalla de las Muras for a break in about 35C. Car's behaving well. South to Valencia de Don Juan then northwest to join the A-66 south and A-52 west towards Puebla de Sanabria. A run of about 187 miles today. Sadly, we passed the location on the A-52 where Diogo Jota had been killed a few days before.



Parador Puebla de Sanabria



Portugal Border

Puebla de Sanabria lies about 12 miles north of the border with Portugal and the next day we headed onto the ZA-925 becoming the N-103-7 as we crossed into Portugal.

Our route today was about 95 miles and close to Braganca we joined the IP4 / A4 then IP2 generally working south towards Vila de Foz Coa. Temperatures into the mid-high 30's today. Roads generally empty!!





Layby just before the Pocinho Barrage and Lock

Our hotel was the Longroiva Thermal Spa which is located about 16 miles south of the Douro which we crossed at the Pocinho Barrage and lock, a drop of about 22m. We were to pass through the lock a few days later on our cruise.
Longroiva lies in the Douro region and the hotel was built in 2017 in a style which reflects the steep vine terraces of the region.



Longroiva Thermal Hotel and Spa

The next day was one of the driving highlights, heading north on the N-102 to Vila de Foz Coa and joining the N-222 which runs up across the mountains and comes down very steep bends through the terraces to join the Douro close to Pinhao. It is listed as one of the world's best driving roads. During this run we stopped at San Joao Pasqueria for a coffee and Pastel de Nata!



On the N-222



View across to Pinhao from Ervedosa do Douro

From the road we descended steeply with many bends and the occasional coach or large lorry to emerge along the south side of the Douro River. As we got to the Bagauste-Regua Barrage and Lock, a drop of 27m, we stopped to watch one of the cruise ships comes through, a taster of our experience to come.



Sao Gabriel entering the lock



and leaving the lock, 27m lower

We continued west to cross the river at Peso de Regua and climbed again to the panoramic viewpoint at Mesao Frio on the N-101.





The N-101 runs northwest towards Amarante then N-15 to Lixa and the Monverde Wine Experience Hotel where we stayed for two nights and left the cars for the next six days in the vineyard!



View from our balcony



Inside the Monverde Hotel public area

The following day we enjoyed a ‘five wine tasting experience’ and then left the cars the next day alongside the vines as we were coached down to the Croisi cruise terminal in Porto to join our cruise ship MS *Miguel Torga*.





Croisi Cruise Terminal, Porto (Gil Eanes o/b, Miguel Torga i/b)

Note from the Editor – looking forward to the seeing the next part of this exciting trip.