

Newsletter April 2023



This Month

Committee reports
Upcoming events
Social Secretary &
Event Secretary roles defined
Car collection visit
Staddon Heights run report
MGB gearchange issues
Two amazing, if crazy, cars
from China's maddest
engineer
Thatcher's car

A farmer pulls a prank on
Easter Sunday. After the
egg hunt he sneaks into
the chicken coop and
replaces every egg with
a brightly colored one.



Minutes later, the rooster
walks in. He spots the
colored eggs, then storms
out and beats up the
peacock.

See also our Easter themed caption competition



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Secretary's Report



Even through the decidedly variable March weather, the Tamar Valley is exploding with life as Spring bursts through the cloudy mantle over the Moor and breathes new life into all who care to look. Sunny days are rewarded with a concert hall full of birdsong and we are witness to feverish courting and nest building as the trees prepare to burst forth with leafy cover. Despite dire forecasts, our MG Run was blessed with weather that was better than expected, and it was great for members to get out into the open air on a scenic route to a fine luncheon.

As I mentioned in last month's missive, I had rather boldly volunteered to accompany friends on a 100k cycle ride from the Exeter Airport area, down to the coast and looping up to Uffculme, then over the Blackdown hills and back. More than once in climbing against a stiff headwind I reflected that this sort of tour is much more genteel in an MG, although given the state of the roads a thorough clean would be required afterward (dirty bike picture attached).



When explaining what we do to friends not blessed with the classic MG bug, the fact that we are more a social club than a technical workshop does resonate, and the easy entry to fun motoring is an attractive prospect, even for those of us who would rather someone else maintained the car. Having said that, the great thing about being in a club like ours is that if and when things do go wrong, the expertise is readily available.

Having members who have rebuilt MGAs, MGBs and a wide variety of other classics means that when we are away on our mini-breaks and longer runs it gives us a feeling of security that help will be there if things go wrong. Hopefully of course this help will not be needed as we look forward to our deployment to Hereford this year. We have a good number of cars, an excellent hotel and some wonderful driving roads to look forward to.

As you will have seen from my email – Powderham has finally opened for reservations. We have historically only gone on the Sunday (9th July), when we pitch the club gazebo and enjoy the day. The organisers have asked us this year to consider attending on the Saturday 8th July as well, as without this they have an empty pitch which is not what the visitors want to see. They make no additional charge for attending on both days, so I have asked you to think about doing that, or possibly even attending on the Saturday only if you cannot make Sunday. I am delighted to report that we already have two cars volunteered for the Saturday, so the organisers will be happy! Sunday is likely to remain the biggest group.

Warmest Regards,
Simon

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

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Notes from your Chairman



Hello everyone.

I am always happy to start a new Tamar Valley MG year, once we have concluded the AGM business. This year's AGM was really well supported, very pleasing to see. I haven't seen this sort of turn-out for many years and it bodes well for the future of our club. It is important that the membership get to witness the election of the Committee for another year, and also to see how the Club functions.

I am also very pleased to welcome Jill H and Andy S as your new Members' Representatives, and hope that they enjoy their new roles and time on the Committee.

With the official arrival of spring, it is such a wonderful time of the year to get out in the MG, negotiate the country lanes and enjoy the spring colours in our hedgerows. The change to BST meant we all lost one hour of sleep before our arrival at Lee Mill for Nigel and Naomi's March Sunday Lunch run. Janis's timely reminder about the clocks going forward helped to avoid any absentees. A kind improvement in the weather meant we were able to get our MGs out once again, and blow away any remnants of the MGs' winter cobwebs on mainly dry roads.

It was so good to see Roger G at Lee Mill with his new car, which is a rather smart Gentry, and flying an MG badge too.

Roger had come along to meet up with us, show off his car and see us all off on the run. Once we had all zoomed away, he took himself off to enjoy a quiet coffee in the Tesco Café at Lee Mill.

Then Nigel and Naomi's run took us along mostly familiar roads but nevertheless was still very enjoyable. We also had a few stretches where we could blow a bit of soot and enjoy the sound of our MG's exhaust. Our arrival at the Staddon Heights Golf Club car park revealed stunning views across Plymouth Sound, Plymouth itself and distant Dartmoor. What an enjoyable backdrop viewed through the window, as we sat down to lunch.

Speaking about Sunday lunches, the list for April's 'National Drive It Day' Treasure Hunt Trophy Run and Sunday Lunch (on 23rd April) at the Weary Friar, Pillaton, Saltash, PL12 6QS will be closed after the April Club meeting.

Alison and I are really looking forward to an action-packed year with you all once again. Don't forget to put your names down on the lists of events. It encourages others to join in if they see that they are in good company.

Happy MG Motoring

Alan



Event Secretary – keeping it wheel

Dear Motorneers,

One will never stop learning about MGs. That's certainly the case with me anyway. Think empty vessel. Some of you may already know about what follows but others may not.

I had my MGA MoT'd last week (practising what I preach). It passed, though all was not completely good news. As my mate Rob at Neil & Thompson in Mutley pulled the car out of their garage, there was a small pool of coolant on the floor. Suspecting a leaky radiator, I took it to Ken Allen's at Faraday Mill where Terry suspected something else. However, to be sure he flushed it through and found no leaks after pressure testing it. That left the culprit as my old adversary the radiator overflow pipe.

Back in the happy-go-lucky pre-Covid days of 2019 when some of us toured Northern Spain, climbing mountains in the heat I lost coolant out of the overflow pipe that sits below the radiator cap. (*See the photo later in this newsletter taken on another trip there.*) MGAs don't have expansion tanks, so back home I took it to Terry to see about fitting one. There's not much room inside the engine bay of an MGA to conveniently mount a tank and Terry advised that if it only happens in fairly extreme conditions that it wasn't worth the trouble.



Afterwards I fitted a tube from the overflow pipe leading to a small plastic bottle tucked into a cranny, so that if it ever did overflow again the coolant would be captured and I could just pour it back in. This also functioned as a 'tell-tale'. Sure enough, it hardly ever overflowed and if it did it was just a few spoonfuls.

So, if it wasn't heat, what caused the overflow this time? It seems we may never know, but Terry's expert eye had noticed something amiss. My car had a short throw radiator cap. That meant that it wasn't making a proper seal against the lower neck of the radiator filler tube. Consequently, when the system is under pressure, coolant can be forced past the low fitting cap and out the overflow pipe. Apparently my MGA requires a long-throw cap like the one in the pictures below – long-throw right, short-throw left. NTG sell the one I need so hopefully that should do the trick – I hope so because soon we have mountains to climb in the Lake District with Roy & Sonia and 60+ other MGAs.



I hope you can come to the April club meeting this evening where I'll be launching the 2023 photographic competition. There will be a selection of car photos to inspire you to be creative. Last year's overall winner Simon set the bar high with a beautifully observed shot of their RV8 in the sunset.

Happy MGing!
Howard

Social Secretary and Event Secretary roles defined

At the AGM Janis was voted in as our Club Social Secretary and the constitution amended accordingly:

Social Secretary.

Responsible for planning the activity programme for Club Meetings at Manadon.

Support and advise members conducting monthly runs.

Social activity such as the Christmas Dinner.

What this means in practice is that we are making a distinction between our own club events – those restricted to TVMGOC members and now designated ‘social events’ – and ‘outside’ events.

For those organising club events, Janis as Social Secretary will provide proforma lists for names of participants to be gathered. It is to the event organiser or to her that you should direct any queries or correspondence, not the Event Sec.

The Social Sec. will also provide whoever is administrator of the website, currently Howard, with the start time and place of each event so that this information can be published on the club’s website under the Entry forms/details tab.

There is also a new email address for you to save – socialsecretarytvmgoc@gmail.com
Soon the Vice Chair email address will be put into hibernation until it’s needed again.

The Event Secretary, Howard, will no longer manage the organisation and organisers of Sunday Lunches and suchlike. He will still be responsible for collating information about car shows, events and runs put on by other clubs and organisations, and this year our mini-break to Hereford.

Regarding our biennial (meaning once every two years) People & Places run, each time a sub-committee will be formed to specifically organise this stand-alone event.



Upcoming events

The most up to date and detailed information on all 2023 events can be found and downloaded on the [Event Diary Page](#) and the [Entry Forms page](#).

See: www.tvmgoc.org.uk

Events & Shows	
Currently listed on our website Entry forms tab – many have entry forms/details already.	
Wadebridge Vintage Rally	7&8 April
Drive It Day to the Weary Friar, Pillaton	23 April
100 Mile Celebration Scenic Drive Plymouth to Harrowbarrow	Sunday 21 May
MG Centenary at the British Motor Museum, Gaydon	Saturday 27 May
Launceston Steam and Vintage Rally	27th – 29th May
MoreToSee Exeter MGOC	Sunday 28th May
Tavistock Steam & Vintage Fair	Sunday 4 June
The Southampton & New Forest MGOC	Sunday 4 June
Totnes Rotary Classic Car Show and auto jumble	Sunday 25 June

TVMGOC run and picnic for National Cream Tea Day		Friday 30 June	
Powderham Historic Vehicle Gathering – TBA		Sat & Sun 8&9 July	
Wadebridge Wheels Royal Cornwall Show Ground		Sunday 16 July	
English Riviera Show on Paignton Green + Trewithen Country & Classics (Both clash with our Sunday lunch run)		Sunday 23 July	
RHS Rosemoor Vintage Weekend		July 29 and 30	
Boconnoc Steam Fair (now back at Boconnoc Estate)		July 28 – 30	
Fowey Classic Car Show and Parade		Wednesday 16 August	
RAF Harrowbeer 1940s Weekend		Sat & Sun 19 & 20 Aug	
Great Trethew Vintage Rally		Saturday 26 – 28 August	
Aveton Gifford Classic Car Show		Sunday 27 August	
Saltram Rotary Classic Car Show		Sunday 3 September	
Bristol MGOC Brunel Run		Saturday 9 th September	
People & Places		Sunday 17 September	
TVMGOC CLUB DATES 2023			
Run start times and other details are on our website when available			Lunch organiser
Apr	<i>Club Monday meeting at Manadon (not 10th as it's a Bank Holiday). Howard launches our 2023 photo competition.</i>	3 April	
	Drive It Day inc. Treasure Hunt – lunch at The Weary Friar, Pillaton, Saltash, PL12 6QS.	23 April	Alan & Alison
May	<i>Club Monday meeting at Manadon (again avoiding BHs) Peter Stabb talk on WWII & Coronation medals</i>	15 May	
	Friday Supper run to The Old Inn Widcombe	19 May	Richard & Kathryn
June	<i>Club 2nd Monday meeting at Manadon – Chat 'n Chill</i>	12 June	
	National Cream Tea Day – last Friday in June to Iain & Helen's barn nr. Launceston. *Janis as Social Sec. is the organiser, so all correspondence about this to her please.	30 June	Iain & Helen*
July	Club mini break to Hereford, the Wye Valley and the Welsh Borders	3-7 July	Howard & Jan
	<i>Club 2nd Monday meeting at Manadon David F. talk about Everest Base camp</i>	10 July	
	Sunday Lunch run on 4 th Sunday	23 July	Neil and Pam
Aug	<i>Club 2nd Monday meeting at Manadon – Chat 'n Chill</i>	14 Aug	
	Supper run Friday a week after the club meeting, or BBQ TBA or Sunday Lunch on 4 th Sunday lunch	25 Aug 27 Aug	Required
Sept	<i>Club 2nd Monday meeting at Manadon Clive D. talk about HMS Britannia</i>	11 Sept	
	People & Places run organised by the committee	17 Sept	Committee
Oct	<i>Club 2nd Monday meeting at Manadon – Chat 'n Chill</i>	9 Oct	
	Lunch on 4 th Sunday inc. Tulip Trophy	22 Oct	TBA
Nov	<i>Club 2nd Monday meeting at Manadon – TBA</i>	13 Nov	
	Lunch on 4 th Sunday	26 Nov	John & Bee
Dec	No lunch or meeting – Christmas celebration	TBA	Janis

Club visit to an extraordinary car collection

Clive has been a lifelong friend to Colin, a chap who has the most amazing car collection. We visited last year to arrange a club outing, which took place last month. I will be discreet about where this collection is based, and refrain from using Colin's surname.

In a nutshell, Colin has been involved in motors all his life, culminating with him running a car museum in Cornwall. When he closed that and retired, he kept many of the cars and stored them in a couple of barns where they have sat for twenty years or more. Sadly, salt air is not doing them any good, and all are being affected by the ravages of time. When you look at these pictures, imagine that once they were pristine.



I knew on our reccy that those who could visit would be blown away by the variety and unique prominence of these motors. I also knew that wouldn't be the only impression they would make. As well as three, or possibly four MGs (more on this later) the collection includes examples of Bentley, Aston Martin, Healey, Bristol, Daimler, NSU and BMW. Each one has a story attached but I'll briefly single out just four as they may be unique.

This Lotus Elan +2 was, according to Colin, the very first to be constructed, and was Colin Chapman's personal car. Apparently Lotus know of the existence of this car and would like to buy it for their museum collection, but Colin isn't selling. So here it sits, a shadow of its past and surely deserving of a better future. One day perhaps.



The original Elan 1500 was introduced in 1962 as a roadster. After a very short production run of just 22 cars, the engine was enlarged and re-designated the Elan 1600. The all-new Elan, launched in 1962, would be the first Lotus to use a steel backbone chassis, lending some stiffness to the fibreglass body.

The Elan +2 was launched in 1967 and according to the DVLA, the car with this registration LPW120E was first registered that year. However, we know their records are not always correct. For example, the DVLA has my MGA as being registered by the second owner. It has no record of the first.

There is more on the car with that registration here:

<https://lotuselan.net/forums/viewtopic.php?f=19&t=15175>

The next is another first - a car that's beyond rare. Colin says this ugly duckling is the first car Donald Healey built, and I can believe it. Other photos of similar cars on the internet suggest this is a Healey Westland powered by a Riley engine. Though the DVLA have this down as an Austin, that's surely wrong, and for two clear reasons. Firstly, the registration, written in dust on the windscreen, says this car was first registered in May 1947. Healey's collaboration with Austin didn't start until 1953. Secondly, the bonnet badge on the side says simply Healey.

The headlights reveal the inspiration for the iconic Frogeye Sprite that would come on the scene a decade or so later in 1958.



For reference, this is a picture of a similar but immaculate Healey Westland Woodie c. 1948 (offered for £85,000)



Moving on, I have to admit that I didn't know that SU, of carburettor fame, once made their own cars, and this rarity is one of them. 'SU' derives from 'Skinner Union', a company formed by two brothers, Carl and Bert Skinner, but the family had motor racing heritage going back to the 1930s. The internet knows pretty much nothing about SU cars and so, obviously, neither do I. There's plenty about their carburettors though.

Colin painted his car brown and cream, inspired by the famous 1936 Cream Cracker racing team of MG TAs. Its straight 8 engine is a beast.



Parked next to the SU is this old Bentley, but skipping past that and other fading beauties, we come to Colin's MGs.

Safely dry stored in a garage-within-a-garage is what is perhaps his best car, in terms of condition. This lovely TF shares space with desirable and collectable motoring paraphernalia.



Sadly, this MG Magnette is in less good condition. 965MRF was manufactured in 1955 but it now sits tucked away looking forlorn.

By now I detected that all Colin's visitors were having the same thoughts as me (but politely keeping them to themselves) - that hoarding this amazing collection for decades in a damp barn is doing them no good.

Asked if he'd consider selling at least some of them, Colin explained that over the years when he had parted with one he'd immediately regretted it. And so here they sit, slowly deteriorating.

Tucked away in a dark corner is what can be referred to as a very early MG. Colin says this is a Morris Chummy and the DVLA have it as being registered as a Morris in July 1926. I'll now crib a passage from the recent March edition of *Enjoying MG*:

Cecil Kimber attempted to widen the market by offering (Morris) cars that were not readily available to other dealers. A Morris Cowley chassis was modified to lower the tail, and a two-seater body with space in the back for occasional passengers was built by Carbodies of Coventry. Called the Chummy, it proved popular despite a relatively high price, until torpedoed by a far cheaper model from Morris Motors in late 1923.

By then, Kimber had already moved the game on by having six Morris Cowley chassis modified in the usual way and then given a sport two-seater bodywork made by local coachbuilder, Raworth. These are generally considered as the first true MGs.





Pictures of other Rayworth Chummys on the internet suggest this is indeed one of those cars.



The teal-coloured car at the back of this picture is an Aston Martin DB2/4.

Parked next to the white MGA Twin-cam, which Colin agreed with me is a hard car to live with due to its very demanding engine, was this beautiful big Healey, which he started up. My goodness, how sweetly that 3ltr lump of iron sounded; music to our ears!

Finally, we had a browse through Colin's vast collection of spare parts, of which the above photo is just one small section. With floor to ceiling shelves packed with boxes containing all manner of car bits, the whole is mind boggling. To catalogue all this, which surely one day someone will have to do, would take many weeks or months.



But it would take a few lifetimes to restore all these cars, and clearly Colin isn't in a position to do it. I think we all came away with the same mixed feelings: awed by the breadth of the collection, saddened to see them deteriorating, hopeful that one day they will be saved and restored to their former glory.

It was a great day out, and thanks must go to Colin and to Clive for allowing and organising the visit. They are Colin's cars and he's free to do whatever he like with them but, well, it breaks this classic car lover's heart.

I'll leave the final words to Sting who sang, "If you love them, set them free."

Howard


March Sunday Lunch Run
to Staddon Heights & GC


What a glorious day! Blue skies, sunshine and warm, perfect for driving along country roads in a soft top MG. My apologies to those without soft tops - cars that are often the envy of many when it is raining - but on this occasion, you tin-tops missed a treat.

Twenty-one happy MGists met at Lee Mill, with a surprise guest appearance from Roger and his MG Gentry. This caused quite a stir, with many admiring heads under the bonnet. It is based on the original TF, with MG body parts but a different axle and chassis. Roger's has an MG radiator and badge, although others may have a Gentry badge. Roger didn't do the run, but it was lovely to see him and the new addition to our club fleet.

(The Gentry is a British kit car styled to resemble an MG TF. It was offered for sale by RMB Motors of Barwell, Leicestershire from 1974, the original prototype having been completed at the end of 1973. Fifteen kits using Triumph parts were supplied in this first year, rising to over 80 per year by 1979. This year marks the 50th anniversary of the marque)



We nearly had a no-show as Noel and Kate broke down on the A38. While waiting for the rescue to arrive, Noel decided to investigate. They had just filled up with fuel, so Noel thought it was a problem either with the fuel pump or electrics. When poking around in the engine (not an easy task in an MGF) he discovered a loose lead, then on tracing it found it was the HT lead from the spark plug to the distributor, which had simply come loose. Why after five years of being attached very securely it should suddenly come loose may remain a mystery. Luckily, they managed to arrive before we left on the run.



The route was a mix of old, new, straight, bendy, slow and fast through Cornwood, skirting Plympton, through the new town of Sherford where they are still building houses, shops, a leisure centre and school. It may end up being as big as Plymouth!!

Then back on a scenic route to Staddiscombe Golf club.



The club had plenty of parking and a nice building, with fantastic views over the sound to Plymouth Hoe. Our lunch was very nice too.



Many thanks to Nigel and Naomi for their efforts organising the run.

Janis

TVMGOC Social Secretary



Howard's MGA and others cooling off after climbing a mountain in the Picos de Europa in 2018

Tech talk



We don't publish technical articles in newsletters, largely because they are often specific to one kind of MG and so not of interest to everyone, and there are a multitude of articles and video on the internet covering pretty much every topic you can think of. A newsletter just isn't the best place for this kind of item. Instead, we have a library of technical articles on our website that can be consulted at any time.

You will read below that Richard has been having problems with his car's clutch.

This is an introduction to a detailed article he has shared with us, and which now resides as the 39th article on our website's Technical tab.

MGB GT gear change issues

For those who travelled to Llanerchindda last summer you will be familiar with some of what follows but not necessarily the background to the sad tale. In simple terms, a new heavy-duty clutch was fitted by the engine builder when the engine in my MGB was re-manufactured in 2018/19 together with a rebuilt 5 speed gearbox. Ever since the car went back on the road with that combination it had proved much more difficult to change gear. The pedal load was greater and changing into all but 4th and 5th was tricky. Finally, one club run in late 2021 proved too much for the combination and an early return home was needed to change cars to the family run-around before proceeding to the lunch rendezvous. Prior to all the changes it seemed that satisfactory operation of the clutch to change gear did not need full movement of the clutch pedal into the carpet. After fitting the "new" engine/clutch/gearbox that was not the case although "slip" could be felt close to the top of the pedal stroke.

More trouble and component replacements followed before the clutch operation suddenly became very noisy, with significant vibrations felt through the clutch pedal at the end of the ACE run in May 2022. Clearly a long trip to Wales was out of the question with total failure imminent. That conclusion resulted in a difficult conversation with the Llanerchindda management at the last possible cancellation deadline - one that I did not enjoy and didn't end well.

So, anxious to avoid more clutch failures, a course was set to establish why the arrangement was so prone to failure and to understand why gear changing had been so difficult. The attached document describes what was done and the findings.

My opinion is that the fitting of a heavy duty clutch plate and cover plate imposed greater loads (hydraulic pressure) on the system that it struggled to contain initially, and the graphite/carbon release bearing failed to cope with the higher force needed to operate the clutch.

Richard

A creative ‘genius’ built a spinning car to recreate weightlessness on Earth.

For a laugh, watch this, and also his BBQ piano car!

Geng Shuai, renowned as China's "Useless Edison" for his brilliant but impractical inventions, has created a weightless centrifugal car that can rotate, giving him the sensation of being in space while driving. He apparently always desired to go to space and feel the sensations of weightlessness and spinning freely. Since he was unable to achieve his dream, he decided to invent a vehicle that would allow him to replicate the feeling.



With years of experience as a welder, Geng constructed the car in a few days and took it for a test drive. If you want to know more, you can satisfy your curiosity by watching the video which shows the entire process of building the car as well as the test drive.

Then you can move onto another of Geng's most renowned innovations, which is a BBQ piano car that allows a person to drive while playing the piano and roasting meat.

As he presses the piano keys, this serves to also rotate the meat grilling on the built in BBQ.

See:

<https://www.youtube.com/watch?v=jyYxfNyWU5I> the spinning car

https://www.youtube.com/watch?v=Nv_FcwtBLJQ the BBQ piano car

These are just two of this madman’s mad invention.

For much more, search YouTube with his name, Geng Shuai.

Thatcher’s car

No, not that thatcher, this one.

In 1964, when John the thatcher bought an old banger for £15 (1949 Allard), instead of paying £40 for a new hood, he made a thatched roof for it.

As far as car conversions go, surely this is the last straw!

(I must apologise.

He simply can’t stop himself. Ed.)

See a short video on YouTube here:



<https://www.youtube.com/watch?v=V6nnylhPV0M>

Caption

Competition



Nick C's car with a toilet strapped onto the boot rack.

It's interesting that we received more entries for this one than any other. You must like toilet jokes but surely they are just a busted flush.
(Must you?! Ed.)

Received entries	From
John I. sent these in. They are not eligible as he won last month, but this shows how keen he is! <i>Nick was fed up with passing places on Cornish lanes so took his own..... Nick fancied a day out in Looe Nick was having a stop off at his own convenience</i>	John I.
<i>Just a bog-standard MGB going down the pan</i>	Howard
<i>When a man gets to a certain age it's best not to get caught short. Nick's got Toilette's Syndrome</i>	Howard
<i>Nick just can't forget he was a Loo-tenant Need to go when you're on the go?</i>	Howard
<i>He'd always put his car on a pedestal. Launch of a new model, the MGWC</i>	Jan P.
<i>Channelling the exhaust emissions was a plumb job. Introducing the TVMGWC</i>	Jan P.
<i>A Loo On The Boot Is Just A Hoot MGB GT (Grand Toilet)</i>	Jan P.
<i>Who said MG weren't convenient.</i>	Neil M
<i>When I asked for AC to be fitted the mechanic didn't understand my accent, but a WC, really!!</i>	Neil M
<i>Nick was surprised when his new float bowl turned up!! Boot capacity of a 'B' is crap!!</i>	Janis
<i>The Police were looking for a batch of stolen toilets but had nothing to go on! Councils are cutting down on facility management due to cost-of-living crisis. It is now necessary to travel fully equipped with a contingency.</i>	Clive
<i>Don't get caught short car a spare.</i>	Clive
<i>Everything the Modern Gentleman needs on his travels. Everyone should have one.</i>	Clive
<i>Low tech high reliability alternative spare fuel pump for high performance sports cars. Are you taking the p***?</i>	Richard
<i>Obviously a Boy Scout, prepared for anything.</i>	Richard
<i>Aye lad, t'get rid of squeaking from t'hinges in't boot, tha's got t'oil it ... I knew his driving was bad, so I took precautions.</i>	Roger
<i>I am not that frightened, honestly.</i>	Roger
<i>Nick was regretting his offer to supply toilet facilities for the car run. He was concerned about the gents' poor aim and the ladies' high heels damaging the paintwork.</i>	Simon
	Nigel V
	Nigel V
	Alan

And the winner of last month's competition chosen blindly John I. (honestly!) is Howard. He gets to choose next month's winner.

Here's the ideal photo
to get you in the mood for Easter.
As Sir Thomas Beecham said, you should try
everything once, except incest and Morris dancing,
but that hasn't stopped this chicky chappy.

Clearly the picture needs a caption.
Send your entries by the end of the month to:
mediatvmgoc@gmail.com



And finally...

