

Newsletter

**June
2023**



This Month

Committee reports

Upcoming events

Rowan Atkinson says EVs are no laughing matter

Cream Tea run preview and the great debate solved!

A Coronation Drive

Friday Night Supper to the Old Inn at Widecombe

MG 100 Centenary at The British Motor Museum, Gaydon



ENJOY YOUR MG MORE WITH TVMGOC



Secretary's Report



As I start this report the bright sun is radiating from the rich, gold flecked, Woodcote Green flanks of my MGR and it looks splendid if I say so myself. Fresh from a very sunny and very enjoyable MG100 at Gaydon, where three club cars (Howard's MGA, my MGR and Peter's MGF) spanned the 60s to the 90s, things seem very fine in the Tamar Valley. The weather held good for our very scenic monthly run, ending in a convivial visit to the evocatively named Widecombe in the Moor, with the Old Inn there providing a fine dinner for hungry travellers. We have a good number of our members booking into the Powderham Show (list now closed – do remember to pay Nigel if you have not got round to it yet), as well as Rosemoor, Fowey and the St Luke's Hospice event at Flete House so our show calendar is busy. Our People and Places Run on 17th Sep is filling fast – so do put your name down for this popular event to avoid disappointment. Routine runs are also being well attended, and the club is looking forward to its mini-break in July, organised by Howard and Jan in Hereford this year. The Pilgrim Hotel looks excellent as our base and the roads promise to be superb. Not that I will be there of course, as you all know I have been rather dull in failing to secure a ladder which subsequently collapsed on me. A free fall from 10 feet onto a solid stone floor could, I am told, have been much worse. My left wrist isn't quite so sure as it is so badly damaged it is not even worth operating on, as the many splinters and bits aren't big enough to screw together. The good news is that these bits appear to have remained roughly in the right position so who knows, it might work satisfactorily again! I very much doubt that any of you would be as daft – but do take care on ladders! Luckily this wrist injury has not precluded me from acting as ballast in support of MG testing. Janis had a noise from the suspension in her Midget which only seemed to present itself with the passenger seat occupied. With her garage fixing an exhaust bracket a test was needed and as she was passing, I was able to assist and pleasingly, job done!

See you on Monday!

Warmest Regards,

Simon

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

*01822 852843
clubsecretarytvmgoc@gmail.com*



Notes from your Chairman



Hello everyone,

I really hope you have been able to make the most of this gorgeous weather that we have been enjoying, and putting a few miles on your MG. Our MGB and Lotus had to be moved out and alternative storage found for them in early May. This was due to us having our main roof removed to have the felt replaced under the tiles. Chas very kindly let me use his garage for keeping the MGB safe. I left him with a set of keys and took a note of the mileage (joke!). However, he managed to restrain himself from giving it a blast. As for my Lotus, that went to my sister's house and was stored under a cover next to a very active bee hive. As an extra security measure they rigged up an electric fence to keep the sheep away from the beehive and car. No one could steal it and neither could I get to drive it!

Scaffolding went up and then we had a bit of poor weather which delayed the roofers from cracking on. Well, that and the fact they were finishing off another job elsewhere. Finally they made a start in mid-May and staging got removed by the 25th May.

With both cars home it was time to get a new set of rear tyres on the Lotus. After a trip to Tyresmiths, and with new boots on the back, I arrived back home to find that the driver's window wouldn't go back up.

You probably all know what LOTUS stands for 'Lots of Trouble and Usually Serious'! With the door panel removed and checking of electrical supply and switches to no avail, I called on Neil for expert help. The fault was traced to a relay that if you gave it a wiggle, it then worked. At least if it happens again, I know where to find the relay and hopefully get the window closed.

Alison and I did manage a run in the MG to take part in the Friday Night Supper Run to the Old Inn at Widecombe. The event was very well organised by Richard and Kathryn and the weather was perfect for it. Top down motoring there and back home again was just delightful, and Dartmoor never disappoints. It was perhaps a shame that we were a bit down on numbers for this event, given the amount of organising Richard and Kathryn had put into this supper run. Well done to you both for your efforts and we all had a great time.

Afterwards we dropped off the MG back at Chas's house. He had kindly lent me a set of keys to the garage. I only had four keys to choose from and what a faff I made of it, as I tried to open the garage door! Unbeknown to me, Chas was watching my feeble efforts on a security camera via his iPhone, whilst sat at Janis's drinking coffee. I didn't hear his cheering though all the way from Crownhill, once entry was finally gained.

Looking ahead to the upcoming club events, I noticed that our premier event of the year, the 'People and Places Run', seems to have a very low number of entries from our own members, compared to other years. It would be wonderful if we can get a few more of you to come along and take part. What's not to like... a great run through fantastic countryside and finishing with a cream tea.

Last month I mentioned that Alison and I will be going to the Boconnoc Steam Fair in July and will be going on the Sunday. This is a three day event, so you can pick whatever day suits you best. You will not be disappointed! Don't forget to put your names down on Howard's events list, as it may encourage others to join in if they see that they have some company.

Happy MG motoring,

Alan



Event Secretary - keeping it wheel

Dear Motorneers,

For Jan and me it's been an utterly brilliant month or so for MG car stuff and it's difficult to know what to share and what to leave out.

Roy & Sonia, Jan & I took part in the MGCC MGA Register Spring weekend based at a lovely hotel near Lancaster. In order to make the most of the long journey up there we decided to make a week out of it. I know - reading about other people's holidays is not very interesting so I'll not do a run report but just stick to the salient points, if only to encourage other members to do a similar trip in their MGs.

Firstly, it was all blooming wonderful! Our brace of MGAs travelled though the Peak District and Yorkshire Dales - the Buttertubs Pass was particularly memorable - before staying for a couple of nights in the Lake District, where we traversed every famous mountain road we could find, and we'll never forget climbing the Hardknott Pass in the Lakes.

This beast of a road is really challenging, especially in no-frill cars such as the 60+ year old MGAs. At 1 in 3 in parts, this is the steepest road in England.



It's not just the gradient you have to contend with. There are also incredibly blind, tight hairpin bends. Put it this way, by comparison the Hardknott makes Italy's Stelvio Pass look like a motorway.

Roy and I were aware that meeting other cars coming down as we were going up on the Hardknott and nearby Wrynose Pass is to be avoided if possible because there just aren't any easy passing places and you really don't want to go off the side of the road into rocks or precipices. So what happened? You guessed it. We caught up with a modern car that was stuck on the steepest and tightest bend the Hardknott has to offer. The driver had tried to cut the corner, the most acute section of the bend, and got stuck. One rear wheel was virtually off the ground spinning madly as the differential tried and failed to find grip on the other side. This forced Roy and me to stop and heave on the handbrakes to prevent our own cars careering down backwards. Thank goodness, they held until the other car got going again, with a change of driver and a bit of a push from Sonia.

On another day we were driving the fastish road over Shap Fell. I was going round a left-hand bend at about 55mph when one of those over-sized Porsches pulled out right in front of me. The driver saw me coming and with a look of horror and panic stopped in the middle of the road rather than keep going to get out of the way! I hit the brakes and with squealing tyres just managed to avoid him. Gestures and horn noises were exchanged.

That episode tested my car's brakes and was a reminder not to run on outdated tyres and make sure your anchors are working as efficiently as possible. The many mountain passes and high-speed motorway driving had also proved to be a real test of our MGs' engines, gearboxes and suspension, and they managed with alacrity. Each car had a single minor problem, which we were able to fix quickly. I needed to fit a new coil as the engine was missing under load (the coil was only three or four years old – crap modern parts again), and a solder joint in Roy's fuel line became undone. We had some flexible fuel line with us, so that too was dealt with.

The MGA Register weekend saw 70 cars meet and they were a sight to behold.



On the Saturday we drove around the Trough and Forest of Bowland, an area we knew next to nothing about. However, the landscape was beautiful and yet different to the moors and Lakes we had already explored. The second day took us once more into the Lakes to traverse the Kirkstone Pass. Unfortunately, due to subsidence, there were traffic lights and roadworks which did spoil the drive slightly.

We also visited the Lakeland Motor Museum when the BMW Historic Motor Club were visiting on their Annual Rally. Not being up on this particular marque, I imagine that each of these cars is very rare.



The museum itself is very good and well worth a visit if you are in the area. There were a few MGs there and this MGA Police car caught our eye.

After the weekend, Roy & Sonia departed to see relatives near York and Jan & I headed over to Cambridge to celebrate our granddaughter's 12th birthday. The following weekend we headed to Gaydon for the MG 100 Celebrations.

By the time we got home after two weeks on the road, 1600 miles had passed beneath the Babe Magnet's wheels. And now we are sunning it in Mallorca to look after our granddaughter while her mum and dad attend a conference in Athens and so we will miss the June meeting. Apologies.

Happy MGing!
Howard



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 – most have entry forms/details.	
Tavistock Steam & Vintage Fair	Sunday 4 June
Southampton & New Forest MGOc Run	Sunday 4 June
MG & Triumph 100 at Silverstone	Sat & Sun 10 & 11 June
Classic Cars @ Morwellham Quay - Father's Day	Sunday 18 June
Totnes Rotary Classic Car Show and auto jumble	Sunday 25 June
TVMGOc run and picnic for National Cream Tea Day	Friday 30 June
Cotswold Caper	Sunday 9 July
Powderham Historic Vehicle Gathering	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	Sat & Sun 29 & 30 July
Boconnoc Steam Fair (now back at Boconnoc Estate)	Fri – Sun 28 – 30 July
St Luke's Open Gardens at Flete House, Nr. Ermington John & Bee hold the list of participants. Meet Tesco Lee Mill 10 am	Sunday 30 July
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 September
People & Places	Sunday 17 September

TVMGOC CLUB DATES 2023 Run start times and other details are on our website when available			Lunch organiser
June	<i>Club 2nd Monday meeting at Manadon – Chat ‘n Chill</i>	<i>12 June</i>	
	National Cream Tea Day – last Friday in June to Iain & Helen’s barn nr. Launceston.	30 June	Iain & Helen
July	Club mini break to Hereford, Wye Valley & Welsh Borders	3-7 July	Howard & Jan
	<i>Club 2nd Monday David F. talk about Everest Base camp</i>	<i>10 July</i>	
	Sunday Lunch run on 4 th Sunday to the Forest Inn, Hexworthy PL20 6SD. Meet Dartmoor Diner at 10 am to leave by 11am	23 July	Neil and Pam
Aug	<i>Club 2nd Monday meeting at Manadon – Chat ‘n Chill</i>	<i>14 Aug</i>	
	Sunday lunch at The Mount Batten Centre, 70 Lawrence Road, Mount Batten, PL9 9SJ	27 Aug	Tim & Karon
Sept	Club 2 nd Monday Clive D talk about HMY Britannia	11 Sept	
	Meeting point and time: Jennycliff Public Carpark, Plymouth (Time TBC around 11.30hrs)	17 Sept	Committee
Oct	<i>Club 2nd Monday meeting at Manadon – Chat ‘n Chill</i>	<i>9 Oct</i>	
	Lunch on 4 th Sunday inc. Tulip Trophy	22 Oct	TBA
Nov	<i>Club 2nd Monday meeting at Manadon – TBA</i>	<i>13 Nov</i>	
	Lunch on 4 th Sunday	26 Nov	John & Bee
Dec	No lunch or meeting – Christmas celebration	TBA	Janis
		News snippets	
			

As the noise around electric vehicles gets ever more deafening, it is worth hearing the views and experiences from someone in the know and just happens to be one of the nation’s greatest comics. Under the headline “I love electric vehicles... but increasingly I feel duped” Rowan Atkinson is well qualified to pass judgement. As well as owning various petrol supercars and Mr Bean’s Mini, he is also a long-standing EV devotee. Rowan's first university degree was in electrical and electronic engineering. His article is well worth reading as it covers all the main issues regarding the manufacturing and running of EVs. He knows what he is talking about and his comments have been much reported on in the press.

<https://www.theguardian.com/commentisfree/2023/jun/03/electric-vehicles-early-adopter-petrol-car-ev-environment-rowan-atkinson>

And now structural engineers warn that many car parks built in the 60s & 70s can’t support the weight of hundreds of heavy EVs and will have to be torn down.



COMING SOON – OUR CREAM TEA RUN

The great Cornwall versus Devon jam first debate

Looking forward to our cream tea run on Friday 30 June, something needs to be cleared up right from the start.

It's not too late to enter. Contact Janis our social sec.

It is a free world, and you are free to put the cream on first, but you'd be wrong. Yes you can argue that cream is dairy and if it was butter you'd spread that on first so it should be the same for cream...but it isn't.

Yes you can say that the cream tea was invented in Tavistock centuries ago by some Benedictine monks and so the Devon way is correct...but it isn't.

Now one of the world's greatest chefs has entered the "great debate". The Cornish know the answer - jam first, of course - and so does the mighty Michel Roux Jr, chef patron of Le Gavroche, the two Michelin-starred restaurant in London. The TV presenter tweeted a photo of a scone, with the cream atop the jam, stating: "Jam first every time."

He's the latest celebrity to enter the jam first debate. News presenter Dan Walker has previously argued it's the Cornish way all the time (to the distress of his former co-host on BBC Breakfast, Louise Minchin*) while Piers Morgan agreed, surprisingly, tweeting: "HAS to be jam first, (clotted) cream on top."

Cornwall resident Dawn French has always shouted loudly that the proper way is jam first, once calling out TV presenter Julia Bradbury when she made an unforgivable move on an episode of *Devon and Cornwall Walks* after she opted to eat a scone with cream on first.

Tweeting a simple picture of the words: 'Jam first. No exceptions', the Vicar of Dibley star said: "With respect, @JuliaBradbury may I remind you of this..."

But surely the last word should go to the most famous fan of jam first, the late Queen. Former royal chef Darren McGrady, who worked for the Queen and Princess Diana, once wrote: "Jam first or clotted cream first? Jam first at Buckingham Palace garden parties!"

Will our new King depart from tradition? As the former Duke of Cornwall, he wouldn't dare!

**I happen to know that Louise has a holiday caravan in Cornwall, and so should know better! Ed.*



A CORONATION DRIVE



Following their very successful event to celebrate Queen Elizabeth's Diamond Jubilee with a run to Penzance last year, Bodmin Rotary marked the Coronation of our new King with a social run of 100 'British' Classic Cars, taking in a number of stately homes in mid Cornwall enroute.

We arrived at the well-heeled village of Lanivet just south of Bodmin, joining some 70 classics that had already arrived.



I quickly scanned the car park and noted two Model T Fords (assembled in this country in the last stages of WWI), splendid Jaguars of all types, including Daimlers, Alvis', Rovers, Humbers, and a magnificent Armstrong Sidley, to name but a few. This event was turning into a 'class act' and I wondered if my poor 50s Magnette would come up to the mark. Given the age of my MG (68), I would be an early starter, so I muscled in at the end of a row made up of a Wolseley 1500 and a couple of tidy MG TDs.

After a hearty breakfast of bacon baps and coffee, provided by the organisers, we were flagged off in search of our first 'country house', Lanhydrock. Sadly the 100-car convoy was not allowed on estate roads, so we circumnavigated it. The weather was idyllic, and the countryside growth had got into 4th gear. Absolutely stunning! At every hamlet, dwelling and farm entrance, tens of people gathered to see the cars pass, cheering and waving flags. For my passengers, this was their first introduction to classic motoring and boy did they enjoy it. The driver had other things on his mind, however, carefully negotiating an ancient bridge, barely 7 feet wide, its stone ramparts scored with multicoloured paint made by less cautious drivers.

Our next waypoint was Boconnoc House. This magnificent Estate is no stranger to classic transport of all types, as it provides the perfect backdrop to an annual steam and vintage rally in July. We made our way up to the main house and were then instructed to turn left.

The beautifully manicured lawns were amazing, punctuated by rare trees of all shapes and colours from around the world.

A large 'stumpery' caught my eye ahead and appeared to move! In amongst the grotesque skeletons, a large herd of deer carefully grazed. They took no notice of us, accustomed, no doubt, to the sound of tired internal combustion engines from time to time.



Once we left the estate, our next port of call was the ancient town of Lostwithiel. Crossing the main railway line, we cruised past the mighty Victorian Great Western Carriage Works designed by Brunel, then headed north back to Lanivet and onwards to our arranged lunch stop at one of the prettiest country houses in Cornwall, Pencarrow.



Long-standing members of TVMGOC will recall that Pencarrow House was visited by the club in 2007, where we were offered the rare privilege of parking in the rose garden. It was a delightful surprise to be offered the same facility again in 2023 when we arrived in the Magnette (see photo). The rest of the 'fleet' had to make do with the old stables compound at the rear.

As we dived into our coffee and sandwiches there was time enough to admire the splendid Italianate gardens surrounding the house, so much so that when the time came to move, my team had no real urge to continue to burn rubber in the direction of Wadebridge and Padstow in order to take in the last country pile, Prideaux Place.

It had been a magical day, near enough perfect, one that we all would remember for a long time. There is much to be said for the old adage 'quit whilst you're ahead'.

John H



MG 100 Centenary at The British Motor Museum, Gaydon

If you missed this extraordinary event, you'll have to wait another 100 years for the next. This was the best car show I've ever attended because it singly celebrated our favourite marque. It was well worth making the effort to attend. I have never seen so many MGs of all kinds gathered together in one place as there were for this unique event. What an incredible day out. MGs as far as the eye could see. Like Christmas with all the wrappers off!

It was also great to meet up with Peter & Jan and Simon & Charlie there.



Gaydon's many car parks were packed with MGs that had come from all points of the compass. But perhaps most interesting was the timeline display: 100 cars, starting with Old Number One, featuring every MG model from 1923 up to the present day. You name it and here on display was an example in all its glory. I could fill pages with a gallery of pictures but here are just a few of the most famous MGs that were on display, and if they are not familiar to you, Google them.



Old Number One from 1925 the 'Kimber Special'



Old Speckled Hen from 1927



MG PB Cream Cracker 1935



Aston Martin MG Prototype 1979



One of the two surviving Monkey Stable cars - a Lester MG raced by Harry Lester.



MG 1300 from 1969

The quality of cars here was hugely impressive and I'll wager that no two were the same. It's inevitable that over the years successive owners have carried out fixes, improvements and changes, and I'm certain that each car was unique in one way or another. That's what made perusing this show so interesting.



To represent MG's future, inside the main exhibition hall, among a huge collection of display cars, was MG's long-awaited electric 2-seater sports car, the Cyberster. Photography was strictly forbidden of this camouflaged pre-production example. What struck me immediately was its size. It's absolutely huge! Ridiculously so.



Pictures I've seen in the press really don't convey its enormity and may not be of the production version. Allegedly it has to be so bloated to accommodate all the batteries needed to give it an acceptable range. Add that to the predicted price of between £50,000 to £60,000 (perhaps more)

and potential buyers literally have a big decision to make. Supposedly it's MG's recreation of the British roadster for the electric age, but it's not. Back in the day, MGs were 'affordable' - the working man's E-type (new MGBs were less than half the price of the Jag). Classic MGs were light, nimble and small. The Cyberster is the opposite. However, it will be incredibly, licence-losingly fast.

Life has a habit of throwing all manner of things to get in the way of what we'd really like to do, so we can't do all we'd like, but as far as I'm concerned, taking part in MG's Centenary was something simply not to be missed. The next big event is MG & Triumph 100 at Silverstone on 10 & 11 June.

I can't go!
Howard

The Jorvik Run

Peter and Jan also headed north last month to join in the Jorvik Run organised by Ryedale and York MG Owners Club.

The guest of honour was Derek Mathewson of *Bangers & Cash* fame, and he presented Peter with a trophy for the longest distance travelled.





Friday Night Supper Run - May 15th to the Old Inn at Widecombe



All week Alison and I had been closely following a steadily improving forecast day by day, for what had been a week of brilliant weather. Friday was apparently going to be the exception. The reason why we had been really paying such close attention was that we have had roofers in, or perhaps I should say 'outside', stripping off the roof to replace the perished felt. There was by now a possibility of a very light rain showers just for this evening but even that seemed unlikely as we, along with Barney, headed off towards Roborough Down for the meeting point, in lovely sunshine.



We were quite early and arrived to find that John & Sylvia in their gleaming RV8 had beaten us to it. John mentioned that he had already seen three MGs drive past our turning from different directions. The Tamar Valley lost souls soon managed to find the right place to be and joined a growing display of polished MGs. These ranged from two RV8s, two MGTFs, one MGF, two MGBs, one Midget, with the line-up being completed by David & Theresa's green TD.

Barney was enjoying himself chasing his ball and repeatedly trying to lose it under John's RV8. He was also very interested in Simon & Charlie's dog Alfie who, unlike Barney, was on a close lead.



After lots of chat, Richard and Kathryn finally handed out their route instructions and Richard gave a thorough briefing on Dartmoor's potential hazards we might encounter on the way. The theme of their run was based on the '**Bridges and Rivers**' that we were going to cross during the run.

Armed to the teeth and ready for anything, Alison and I were first away as we headed toward Yelverton and deepest Dartmoor.

Richard and Kathryn's route sheet included lots of interesting facts about features of Dartmoor that we were going to pass on our route, so that was really good.

It wasn't too long before our first main hazard presented itself. As we climbed uphill from Merrivale, an oncoming car gave me hand signals to slow down, and for quite a distance I couldn't see what he was getting at. However, it turned out to be a herd of cows obstructing the road close to the Rundlestone Pumping Station. Safely negotiating these slow ambling beasts, we mopped our brows and continued on our way.

Apart from negotiating a few oncoming cars on the narrow lanes, the only other hazard we encountered were **Pot Holes!** Fortunately, Richard and Kathryn had documented each and every one of them and we were able to avoid any broken springs etc.

It really was a great run on a wonderful evening with some fantastic views, and the magnificent tors gave a superb backdrop as we plunged steeply downhill into the valley towards Widcombe and our final destination. The threatened rain never materialised. Nevertheless, hoods went up once we all parked up in the pub's large car park. It was good to see Helen and Iain's MGB already in the car park. They had obviously had an extensive run already to get here from where they live. Good effort!

The pub was very welcoming, and the service was very prompt which made a nice change.

It was a shame that we were a bit light in numbers, as Richard and Kathryn's efforts were deserving of a greater turnout, but clashes with holidays etc. cannot be helped.

Anyway, after a good meal it was time to say our goodbyes and head off home in the fading light. R & K had also provided us with route instructions to get home, which to Richard's chagrin I ignored, as I was more comfortable to take a route that I knew well, via Postbridge.



What a great evening Richard and Kathryn, Dartmoor and the Old Inn had provided us all with, and it was certainly enhanced by spending it amongst our friends in Tamar Valley.

A big thank you must go to Richard and Kathryn for such good planning, venue and for even sorting out the weather for us. It was also good to know that Richard could now relax, stop worrying about potholes and get a good night's sleep.

Looking forward to your next planned adventure.

Alan and Alison + photos by Nigel S.

Caption

Competition



When I found out my electric toaster wasn't waterproof I was shocked. But what have these ladies seen to shock them so much? Here's what you suggested.

Received entries	From
<i>I heard someone has bought an electric MG.</i>	John I.
<i>A volunteer offered to give a talk at the monthly meeting entitled 'My big end failed through lack of lubrication'.</i>	John I.
<i>"Oh my god, is that what MG stands for? "</i>	Janis
<i>"You put an electric motor in an 'A'!!"</i>	Clive
<i>'Good grief! It's an MG and working and isn't leaking oil!'</i>	Richard M.
<i>"White wall tyres on an MG! There should be a law against it!"</i>	Howard
<i>Lady club members register their horror, as the chairman tests an outdoor jacuzzi in his Y-fronts! *</i>	John H
<i>When the drivers have drunk so much they ask their wives to drive them home.</i>	Howard
<i>The Tamar Valley Wags were shocked to see how the 'Babe Magnet' really got its name, as Howard stood proudly showing everything off.</i>	Alan
<i>That's definitely not an original shade of Old English White!</i>	Howard
<i>When I applied haemorrhoid lotion on the bus.</i>	Howard

**And the winner chosen blindly by Simon is John I. Well done!
He will chose next month's winner**

*John said about his submission, "I doubt whether you should print this caption, as it actually happened on one occasion, when the Club regularly supported the annual MG Rally in St Helier CI, back in the noughties." *Does he mean naughties? Times ain t what they used to be. Ed.*

Here's next month's photo that needs a caption.
What's happened to this MGB on display at Gaydon?

Suggestions please by the end of the month to:
mediatvmgoc@gmail.com



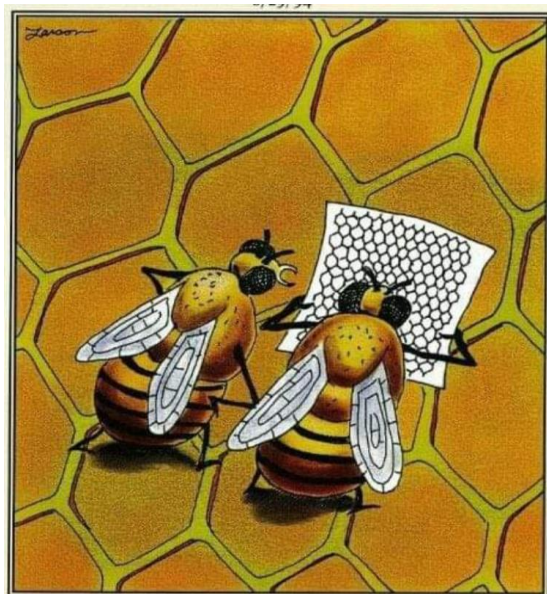


And finally...



Jim wanted to sell his car. His mate Dave suggested he wind the mileage back a bit to get a better price.

A few days later, Dave bumped into Jim and asked him how the sale had gone. Jim said when he'd finished winding it back the car had only 7000 miles on the clock, so he'd decided to keep it.



Face it Fred, you're lost.

A man walks into a mechanics shop and says: "When I am going uphill I can only get up to 66". The tech replies: "66? That is pretty good!" The owner then says: "Well yeah, but I live at 74".