



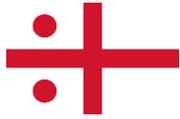
Newsletter December 2021 Edition

This Month:

- Committee reports**
- Upcoming events**
- News snippets**
- Classic cars and the environment**
- Our donation to St Lukes**
- November lunch run**
- Roy's MGA**
- Howard's brakes break**
- AOB - More from up't north**



ENJOY YOUR MG MORE WITH TVMGOC



Secretary's Report



Well, we really cannot complain about the November weather for driving MGs about. As the recent purchaser of an old Land Rover Defender 90 I have had little opportunity to smugly cruise the snow and ice while others slide about (actually I had better get some decent tyres on it before I try that).

A case in point was our wonderful drive in the sunshine for B and John's Sunday Lunch run (also featuring a Defender – John and Sylvia's rather smarter version than mine, which led one group through the countryside).



An absolute gin clear day gave us views across Dartmoor to the sea which were nothing short of breath-taking. The Autumn colours added a magnificent backdrop of copper and gold, all reflecting the low sunlight to give photographers an absolute treat!

All that glitters is not necessarily gold however and clear days such as this come with a temperature to match. All very well in the warm comfort of the GTs (Charlie looked like she was seriously considering Kathryn's joking offer to take passage in the back of the Massey BGT) but somewhat bracing with the top down.



Clive reports that on the way back he had to exercise his wheel changing skills after a puncture – these things never seem to happen in the Summer – but I think we all agreed that it had been a great run.

Thoughts are now turning to the Christmas Dance (remember there is no meeting this month – the Dance replaces it) which Janis is working very hard on. Suffice to say that it promises to be great fun. For those of you who cannot make the event for one reason or another, I wish you a splendid Christmas and I look forward to more happy driving in the New Year!

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,

Life with our new puppy Barney has at last settled down a bit as he now goes through the night. Nocturnal turns around the garden are hopefully a thing of the past. My shredded hands and arms are healing well, as Barney has become a little bit more loving and calmer with a few more weeks of growth under his collar or should I say tummy.

My MG life has also become a lot quieter since I have fitted my original Lockheed front callipers back onto the car. I also fitted a new set of my favoured Delphi LP 7 brake pads. The dreaded brake squeal has disappeared completely.

The recent prolonged spell of dry weather was the perfect incentive to get our MG out, so the morning of the November Sunday lunch proved irresistible to us both.

We hadn't put our names down for the run or lunch, but we thought we might just meet up with everyone at the start and do the run. This was Barney's first outing in the B and we were not too sure how he would take to it.

As it transpired he slept throughout the run without any fuss. We were out a lot longer than planned and if you read my write-up for John and Bee's 'Sunday Lunch Run to Bovey Tracey Golf Club', you will find out why.

Our next event is the club's Christmas Dinner on Wednesday 8th December. This is our premier event of the year and deserves better support from the membership. It is quite telling and very disappointing that we get more members to a Sunday Lunch.

Hopefully, the feedback from this year's event may tempt you to come along next year.

On a lighter note, we are just a few weeks away from the other premier event of the year. On behalf of Alison and myself, I would like to wish you and your families a 'Very Merry Christmas and a Happy New Year'.

Please keep yourselves safe and well, as we all look forward to a new MG year, free of any restrictions from Covid.

Alan

CHRISTMAS PRESENT IDEAS FOR THE MOTORIST



It will also store housework, sandwich and tea-making essentials.



Mileage extender for electric cars



Event Secretary - keeping it wheel

Dear Motorneers,

A year after it opened, Jan and I finally got around to visiting The Box, Plymouth's major new museum, art gallery and archive for Plymouth and the South West.

I have to say it's rather fantastic and well worth at least half a day there. Currently there is a Mayflower exhibition there which is very well done. There is also an Aboriginal display, where you can "Experience ancient stories from the world's oldest continuing culture, told through more than 300 paintings and objects by over 100 different artists." Some of the art is rather good and I did learn more about aboriginal visual symbolism though some stuff was mystifying.

We missed the November lunch because we were in Cambridge to attend our 7-year-old granddaughter's birthday party, which was terrific. Two days later Susanna had a slight headache with temperature and her lateral flow test came out positive for Covid. So, the following morning we all went for PCR tests, immediately after which Jan and I drove home. We hoped that the loading we might have got from Susanna was light and that our three jabs would protect us, though our boosters were only the week before.

The following morning Jan and I received the results which were both negative – no isolation necessary because we were fully vaccinated.

Five weeks previously Susanna's sister, Isabella, had also caught Covid and she too was unwell just for a couple of days. I suspect that the forthcoming festivities may well bring a very unwanted present to some families. Take care!

Happy Christmas and happy MGing!

Howard

CHRISTMAS PRESENT IDEAS FOR THE INCONVENIENCED MOTORIST



The Bumper Dumper



Or if it's raining...



Upcoming events

The most up to date and detailed information on all 2021 events can be found and downloaded on the Event Diary Page and the Entry Forms page. See:

www.tvmgoc.org.uk

New Forest weekend

Most club members who wanted to go to Llanerchindda Farm in Wales at the end of May next year were able to book a room, but there were one or two who missed out or were unable to commit so far in advance.

An alternative suggestion is that a week or so later, on Sunday 12 June, our friends at Southampton and New Forest MGOc are holding their annual New Forest Run. In past years we have made this a club weekend away and a jolly good time we have all had. So, those who missed out on Wales could instead go to the New Forest, either as individual entrants or as a group if someone is willing to organise such a trip.

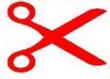
Previous organisers are not likely to be taking part next summer because we are going to Llanerchindda, but we can pass on the details of the hotel we usual stay in, which is ideally situated for touring the New Forest and surrounding area.

So, if any of you would like to make a weekend of it please let Alan or me know, and we can pass on some information.

It is suggested that to secure a place on the Sunday run, booking early is highly recommended as soon as entry forms become available.

2022 CLUB SUNDAY LUNCH RUNS & SUPPER RUNS	
16 January	Lunch on 3 rd Sunday organised by Howard & Jan to The Dartmoor Lodge*
20 February	Lunch on 3 rd Sunday – to be organised by Iain and Helen
20 March	Lunch on 3 rd Sunday – to be organised by Naomi & Nigel
24 April	Drive It Day + Treasure Hunt Trophy + lunch/picnic or tea to be organised by Alan & Alison
13 May	Supper run – Friday a week after the club meeting - to be organised by Simon & Charlie, probably to the Cuddy Shack near Looe for fish & chips
10 June	Supper run – Friday a week after the club meeting - Organiser needed
24 June	National Cream Tea Day – last Friday in June - picnic probably in Iain & Helen's barn Organiser needed
15 July	Supper run – Friday a week after the club meeting - Organiser needed
12 August	Supper run – Friday a week after the club meeting - Organiser needed
11 or 18 Sept	Possible Club run (in place of P&P) - Organiser needed
16 October	Lunch on 3 rd Sunday inc. Tulip Trophy to be organised by Sarah
20 November	Lunch on 3 rd Sunday – organised by John and B.
7 December	Christmas dinner TBC

**Parts of the January run will follow the November route as our final destination, the Dartmoor Lodge, is close to Bovey Tracy where you may have lunched last month. However, there will be differences. At the time of writing, we have about 40 people attending.*



Classic Valvemaster Plus

Valvemaster Plus uniquely incorporating phosphorus was initially introduced to compensate for the loss of lead in fuel to effectively lubricate valves and prevent wear. Now reformulated to give 3 in 1 protection. Renamed Classic Valvemaster Plus and still providing its unique phosphorus lead replacement protection, the formulation has been revised to include Etha-Guard to protect against the harmful element of ethanol in modern fuels. Although classic vehicles are mostly vulnerable, a considerable number of pre-1996 vehicles are at risk to the corrosive nature of ethanol. The UK has now followed Europe by increasing the level of ethanol from 5% to 10% in pump fuel. This is where Classic Valvemaster Plus comes in: it protects fuel systems against corrosion by preventing acidity in the fuel. Valvemaster Plus also now includes a friction modifier, Octimise Plus, which works at reducing the mechanical



**250ml
Bottle Treats
250 Litres**

**FREE
Delivery**

loss inside an engine, where only 25 percent of fuel is converted into useful energy. The results are claimed to offer a two percent improvement in fuel economy and a three percent improvement in acceleration.

MGOC OFFER

Valvemaster™ Plus Priced at £14.95 each, buy 6 or more at £12.46 each

FREE UK mainland delivery on 6 or more. To order, MGOC Spares on 01954 230928 www.mgocspares.co.uk

Fuel Additive

TVMGOC does not have the resources to check the accuracy and efficacy of this elixir, but Classic Valvemaster Plus is being promoted, advertised and sold by MGOC, not least because it now contains Etha-Guard to mitigate against the corrosive effects of ethanol.

Motorists are being urged not to delay in renewing their driving licence

Due to last year's national lockdown, motorists with driving licences which expired between February and December received an automatic 11-month extension to renew their licence. However, over 450,000 motorists whose driving licence expired between September 2020 and August 2021 need to be sure they've definitely renewed, as they run the risk of facing a serious fine. This will affect huge numbers of drivers.

Anyone affected should start the renewal process as soon as possible. Driving licences can be renewed online, by post, or in person at most Post Offices. Driving without a licence is a legal offence and can result in 3-6 penalty points and a fine of up to £1,000.

More advice on foreign travel

Following on from the mention in last month's newsletter of the hoops we had to jump through to visit our daughter and her family in Mallorca, a club member contacted Jan and me to clarify what needs doing and when. Advice is changing all the time, but on the gov.uk website is Foreign Office travel advice for Britons travelling to the European Union regarding the post-Brexit rules that these travellers are now subject to.

One aspect which is easily missed is that British travellers need to make sure their passports are stamped when entering and leaving the border-free Schengen Area (most of the EU) or else they might face problems. "Check your passport is stamped if you enter or exit the Schengen area as a visitor," the Foreign Office new advice reads, further noting that at each border control, the border guards are obliged to check passport stamps in order to make sure that travellers are not overstaying the permitted 90 days for stays in the Schengen Area. If not stamped on exit, it will appear that you overstayed the time limit, and you may be denied re-entry at a later date.

Classic cars and the environment

The Historic & Classic Vehicles Alliance was set up as a strong voice for everyone who has an interest in protecting the future of classic and historic vehicles.

With COP26 recently in the headlines, HCVA published the following in their newsletter which is passed on here as information, not as an endorsement of their position:

POSITIVE MESSAGING ABOUT THE ENVIRONMENT

A significant challenge facing the classic vehicle world today is the perceived high impact on the environment of the classic vehicle. COP26 and recent articles have heightened these concerns.

You are NOT killing the planet by driving or riding a classic!

Our vehicles have a vanishingly small impact on the environment. However, we are not being complacent and are striving hard to ensure our vehicles and sector achieve net-zero well ahead of legislative targets. The HCVA is committed to providing a balanced and informed narrative on the true impact of classic vehicles and to the solutions on offer to make us carbon neutral or indeed even better.

DID YOU KNOW?

- Classic and historic vehicles are already much closer to net zero than you might have thought
- Our industry is the epitome of sustainability through extensive reuse, repair and recycling
- Typical classic car use emits substantially less CO2 annually than your mobile phone or computer
- We're pushing hard for net zero well ahead of legislative targets for the automotive sector
- We're promoting sector emission reductions including carbon neutral fuels and offsetting
- We've launched a 'simple to use' carbon offsetting scheme for the classic sector alongside NET-HERO <https://www.hcva.co.uk/114/hcva-instant-offset>

The HCVA are committed to embracing the environmental challenge by supporting our members in the development of technology to improve the efficiency of historic vehicles. We believe that the development and introduction of CO2 neutral fuels are the way forward and are progressing ways in which we can support research and development of these either ourselves or in partnership with others.

The FBHVC is also about to launch a carbon offset scheme so look out for details about this in a later newsletter.



On a brisk sunny autumn day, six of our MGs met up for lunch at Jennycliff before heading off to St Luke's to hand over a cheque for the donation we raised from our People & Places run back in September.

We were told that as an independent charity such donations are vital to keep this hospice open. St Luke's provides specialist care and support to people with progressive life-limiting illnesses in Plymouth, Southwest Devon and East Cornwall. The hospice believes that everyone deserves high quality end of life care, no matter where, and that no person has to die alone, in pain or distress.



Clearly, the £536 we raised has gone to a very good cause so a pat on the back must go to everyone who took part in our People & Places run as they all made a vital and valuable contribution to this very worthwhile local institution. Many thanks.

Sunday Lunch Run to Bovey Tracey Golf Club

Sunday 21st November

The day began with mainly clear skies, roads were dry, and the forecast good. Temperatures, however, were going to stay quite low with the wind blowing in from the Arctic.

Alison and I hadn't put our names down for this event as we didn't feel that we could leave our young pup Barney in his cage for too long. Obviously, we also couldn't take him to the lunch venue. What we could do, was meet everyone at the start and perhaps just do the run. This was going to be Barney's first trip in the MG, and we were pretty unsure how he would take to the car, particularly with the hood down. Alison and I had dressed down as we were going to have a walk on Dartmoor later instead of enjoying a lunch.



We hung around outside the Dartmoor Diner with Barney, whilst the rest of the members were enjoying a chat over coffee. Finally, they all appeared and prepared for the start of the run. Grabbing a route sheet off organisers Bee and John, we prepared for the off at about 11.00.

Barney didn't want to sit on the passenger floor and insisted on being on Alison's lap. Fortunately she had brought an old bath sheet along for such an eventuality, also the fact that he is still fairly small meant that he could curl up nicely. The run was a delight with some absolutely stunning views, as Dartmoor's autumn colours were laid out before us.



Ponsworthy Bridge



Widecombe



Approaching Princetown



Approaching Two Bridges

The route this day, although well known to most of us, was just perfect, going via Yelverton, Princetown, Two Bridges, Dartmeet, Ponsworthy, Widecombe, Saddle Tor and Haytor Vale before dropping down into Bovey Tracey.

To see a line of MGs snaking their way across the moor in the sunshine was also a fantastic sight and reminded me how lucky we are, to be able to share our hobby with so many like-minded friends. As we arrived at our golf club destination we turned left, off the Bovey Tracey to Moretonhampstead road, and proceeded through the golf course towards the clubhouse.



Parking up, we disembarked to stretch all of our eight legs and wish everyone a good lunch. Alison and I were preparing to retrace our steps back onto Dartmoor for a walk when at this point John asked us if we would be willing to fill a couple of spare places, if the dog could come in. Of course, we said that would be fantastic but was never going to happen. What golf club was going to open its doors and welcome a young puppy into the dining room?!



Well, it turned out that this one would, and we were only too pleased to accept their hospitality. Thank you, John, for taking the trouble to ask the venue if we could join you all for lunch.



The dining room was laid out with five circular tables of 10 settings. Counting up, we had 46 sitting down for lunch. The club would have easily reached 50 attendees if it hadn't been for a few missing out due to illness on the day.

The Sunday lunch was really good, and Tamar Valley had exclusive use of the room. I would imagine that the club will be going there again for lunch in the future, as the venue was just perfect. Thank you Bee and John for organising such a good run and lunch venue. You didn't do too badly with the weather either!

I should perhaps set your mind at rest by reporting that young Barney loved the journey in the car and slept well. He also behaved himself at the table too and enjoyed being made a fuss of.

Alan and Alison

Roy's, no longer a project, MGA

It was on 11 September 2019 that I helped Roy collect his project MGA. The bits you can see in the first two photos looked OK – the tub had been repaired and painted, the running gear and engine rebuilt. Not photographed were the simply awful wings and gear box tunnel - more rust than metal, more colander than complete. Roy would have his work cut out and would need to learn new skills, especially welding.



In addition, there were lots of missing parts to be listed and found. But...the project had promise.



Roy is nothing if not a perfectionist. Turning his enviable mastery of woodworking to metalworking, he decided that most of the work that had been done by the previous owner wasn't up to scratch and decided to strip the car back to the metal and teach himself how to weld.



The above photo was taken just over a year later in October 2020. Gone was the Iris blue, to be replaced by Old English White. Note the front offside wing. Roy had made this out of two, or was it three?, rusty old wings that he had seamlessly welded together. Amazing work, of which this is only one small example.

Our friend Douglas had given a lot of mechanical help and advice and helped source parts. Alan also helped out, as did Neil M. with the electrics. I provided some useful articles on a variety of topics. Roy used my own MGA as a template for measurements etc. but I was always careful never to leave him unattended with my car, especially if he had a spanner in his hand!

Roy had wisely ordered a new Mazda MX5 gearbox to mate with the engine. My MGA has a Ford Mk9 box which I simply wouldn't be without, but if I were doing the conversion today, I too would opt for a brand new, slick Mazda box. In addition, Roy had sourced some gorgeous burgundy leather seats ready to install at a later date, but there was still a long road ahead and more parts to find and fit before the car could be put to use.

Another year later and...drum roll please...he's only gone and finished it!

After a frustratingly long delay to get the A registered by the DVLA, finally it was all legal and ready to hit the road. These photos were taken mid-October 2021 and the quality of Roy's work can speak for itself. It's a credit to him. To say well done doesn't seem enough, but it will have to do.



Howard

Howard's brakes break...again!

It seems that as nature's rhythm makes the autumn leaves fall, it also makes my brakes break. *Three* Octobers in a row have brought leaky failure to my MGA's rear cylinders.

MGOC Spares supplied new cylinders fitted by my local garage in October 2019. After these failed last year, they were replaced under warranty and fitted by Alan and me. This October, when I fired up the MG to take part in the Sunday lunch run, the brake pedal had no resistance. Checking underneath the rear of the car I wasn't surprised to see a pool of brake fluid. Here we go again, I thought.

MGOC were at a loss to explain this third failure, especially as they insisted they had supplied similar units to numerous repair shops and individuals without complaint. Refusing to send me another set of cylinders under warranty, they agreed to supply a replacement cylinder repair kit comprising rubber seals. Alan came round to help fit them. As I had a spare cylinder from last year, he took this apart to check we had the correct parts before disassembling the one on the car.

Just as well, as guess what - the seals in the new kit were nothing like the ones inside the cylinder. One was a solid cap.

MGOC were at again a loss to explain the discrepancy and insisted the kit they supplied was the correct one. They asked me to send a photo of my cylinder's deconstructed innards next to the new bits in their kit.



The following day I received a call back to say that after seeing the photographic evidence they too had taken a cylinder apart and could now confirm that the parts in their kit were indeed the wrong ones. Apparently, Alan and I are the first to discover this anomaly. However, MGOC Spares had no explanation as to why this was and could not supply the correct seals. So stalemate.

The best they could offer me was a third set of cylinders, not under warranty but "at cost" with next day delivery. In the circumstances I had little option but to accept this compromise.

On arrival we fitted the new parts, together with fresh brake shoes. We really struggled with the shoe spring steady that holds the shoes in place. The blighter really wouldn't go on. After the best part of an hour of struggling we made a tool out of some 10mm pipe with a slot in the end that would allow us to compress the spring with more force than fingers alone could muster, thus extending the hook and shoving and twisting it into place. I later added a handle because the way things go for me it may be needed again sometime.



Then we bled the brakes until all the bubbles were gone and fresh fluid came through the system. So finally all is well once more with no leaks. For how long that lasts only time will tell. I give it until October 2022! Once again, thanks for all your help Alan.



Spotted in Mannamead At first glance from a few cars back, I thought it was Alan driving a bathtub on wheels. Moving closer I then assumed it was an old Morgan, but neither car nor driver seemed quite right (*there's a joke in there somewhere but I can't quite find it – Ed*).

A DVLA search of the number plate revealed that it's a 1935 BSA Scout powered by a 1075cc 9hp twin engine driving the front wheels. The picture on the right is of a similar car which shows the front and side. One sold in 2012 for £12K. BSA of course stands for British Small Arms Company.
(*Photo taken whilst stationary at Manadon traffic lights, Officer! – Ed.*)



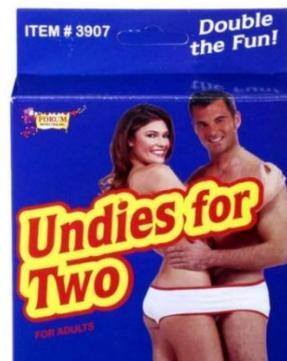
MORE CHRISTMAS PRESENT IDEAS



Emergency inflatable Zimmer frame



Beer tie



Get closer to your partner as never before!



More from up't north

Following on from the piece about Howard & Jan's visit to an extraordinary garage in Yorkshire, Gavin was inspired to send us this.

I have been to Holmfirth several times to visit University friends, but I haven't been for the last thirty years. Time to go again perhaps.

Holmfirth is the home of Dathan Tool and Gauge who make gear shaper cutters. These are the tools that make gear wheels. When I visited the factory in the early eighties there were only four firms producing gear shaper cutters in the whole of Europe. Two were in the UK.

My University buddy, Richard Moorhouse is in the photo, second from the right. We were both canoeists and we shared a flat in the second year along with a Royal Marine officer who was also a canoeist. We intended to continue the accommodation arrangement in the third year, but Richard failed his Mechanical Engineering exams for a second time and so went and worked for the family firm.



They were using CNC computer-controlled lathes then, but the machines had to be programmed by recording a skilled lathe man's work, for up to six weeks, to make a gear shaper cutter. Subsequent pieces of work could be produced much more quickly as a result. Richard wrote a programme to take the details from the blueprints and programme the CNC lathe directly, ready for the initial job. CNC said it couldn't be done. Apparently when the CNC representative witnessed the lathe and its tools working at speed on a fresh job he was incredulous (this was in the early eighties).

Richard took me on a tour of the factory and showed me the stock room. He handed me a gear shaper cutter. It was pristine, covered in brown wax and wrapped in waxed brown paper. He asked me what I thought it was. I replied "Well, it looks like a steering rack, so a tool for cutting a steering rack". He replied "Yes, it's for a 1919 Rolls-Royce Silver Ghost. Their original tool is worn out and this is the replacement which is about to be sent to them".

One of Richard's first jobs was a rush delivery, in person, of a replacement gear shaper cutter to the Ford factory at Dagenham. On arrival he was waved through and made to drive right onto the factory floor where he handed over the small cardboard box that contained the tool. It was fitted, and the gearbox factory came to life around him. Ford had been using the wrong settings on their Escort gearbox production line and had gone through six months' worth of gear shaper cutters in under six weeks. Aptly he was driving his personal car, an Escort XR3i.

Gavin



Received entries	From
<i>I'll make no bones about it, you've done a great job, but you have forgotten my nuts!</i>	John I.
<i>Howard managed to get his car fixed at the Holmfirth garage despite there only being a skeleton staff.</i>	John I.
<i>Peter O` Toole was not looking so good after filming Lorries of Arabia.</i>	John I.
<i>I knew I'd left my whitworth and BSF spanners somewhere</i>	Roger
<i>An essential navigator for any M G morning run</i>	Keat
<i>Have tools will travail</i>	Keat
<i>Grandad was told not to complain when his toolbox provided the basis for his grandson's art project. 'Body like a bag of spanners' was an interesting choice of title for the result.</i>	Simon
<i>This former car mechanic, aka King Dick, had all the tools of the trade but it still didn't stop him from losing his nuts! (King Dick is a make of spanner!)</i>	Alan
<i>Only skeleton staff today due to covid.</i>	Janis
<i>That's the bare bones of the situation.</i>	Janis
<i>The skeleton's out of the cupboard now.</i>	Janis
<i>The mechanic told me that due to staff shortages they were working with 'skeleton staff' only this week!</i>	Nigel S
<i>Now they have all gone metric, I feel Awfully Flat being A/F, and my mate BSW feels the same.</i>	John N.
<i>When I was young apprentice mechanic, I was considered somewhat obese, until..... I discovered 'Snap on'!</i>	John H
<i>His misuse of the Body Spanner* kit had caused a gut-wrenching reaction!</i>	Vanessa

It was a close tie at the top for the best caption for this photo of a nobody, but last month's winner, Howard, decided to go with a worthy first-time entry from Vanessa. Well done! She will choose next month's winner.

***A 'Body Spanner' is a piece of fitness equipment.**

Lifted from numerous social media pages, here's a photo of a very famous, not-so-stylish F1 driver and a clown.

You decide which is which.

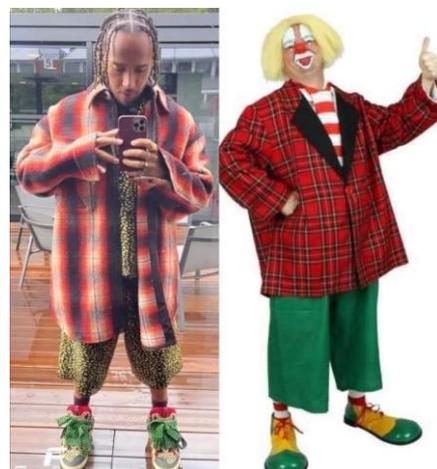
But this fashion victim* requires a suitable caption.

Speed your entries by email to:

mediatvmgoc@gmail.com

**Yes he really does dress like this!*

For more examples, Google 'Lewis Hamilton fashion'.





And finally...



I got this back after I sent my car in for an M.O.T

Advisory Information

001 Ridiculous Christmas CD playing in the car. It's November!

what does it mean when this light comes on



**I think my local garage is ripping me off!
Does anyone else think £500 for a Tesla exhaust is a lot?**

Name and shame

Last year without an apology, some members didn't turn up to our club dinner & dance party. We have decided to name and shame. They were:

Mr and Mrs Wall Carpeting and their son Walter.

Mr and Mrs Baldy-Biscuit and their son, Gary.

Mr & Mrs Torders and their son, Lars, went to the pub instead,

Fish & Chip shop owners Mr & Mrs Peebatter, and their son Chris.

Furniture shop owners Mr and Mrs Ningchair and their daughter Di.

On the run from the Police, Mr and Mrs Dandylover and their highwayman son, Stan.

Angling tackle shop owners Mr & Mrs Bigunslately and their son, Courtney.

Police couple Mr & Mrs Allcars and their son, Colin.

That dodgy couple, Mr and Mrs Larceny and their daughter Betty.

Our most elderly members Mr & Mrs Atric, and their son, Gerry.

Old-school farmers Mr and Mrs Cart and their son Orson.

Mr and Mrs Calcutta and their Afro/Scandinavian son, Black Olaf.

Builders Mr and Mrs Loadabrixs and their son Laurie.

Tree surgeons Mr and Mrs Shaw and their daughter Jane.

Interior decorators Mr and Mrs Glypta and their daughter Anna.

And finally...they still didn't come to the party even after escaping for the evening,

Mr and Mrs Tittybelt and their son Chas.