

Newsletter June 2026



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(Spoiler - it wasn't a Mustang!)

The new electric Mustang



Happy Father's Day on June 24th



Get more smiles to the gallon with TVMGOC



Secretary's Report



Dear Motorneers,

I recently had yet another reason to be grateful that I get my MGA MoT tested every year. At the same time, I ask my local garage, where I have been taking various cars for more years than I care to remember, to give the MG a full lubrication service - a much easier job when it's up on a lift. It's also an opportunity for my mechanic mate Rob to have a good look around. He found two problems. This made me anxious, as a week later Jan and I would be driving to Blackburn for the MGA Register Spring run, and from there to Centre Parcs in Elveden. By the time we got home again this would be a road trip of around 1000 miles, so I needed to get the MG fettled and quick! (See also my report about this eventful trip).

With my garage too busy to do the job in time and Andy in Callington occupied fitting front disc brakes to Simon's MGA, yet again Roy offered to help fettle my car. The first problem was weird. One of the pistons on an SU dash pot had come off. I ordered a new one. We later found the remnants of the old piston and clip stuck inside the pot itself.

The other issue was a leaking back wheel-bearing seal. When we took the brake drum off, the whole of the inside was covered in oil, rendering that brake entirely useless. I ordered a new hub kit next day express delivery from MGOC and we also replaced the brake cylinder as I have had numerous problems with these over the years and I just don't trust them. I always carry a spare.

The point of relating this tale is that the car was running and stopping fine. I wouldn't have been aware of these issues had I not had the car MoT tested and examined. So...you know what to make of this regarding your own MG!



Happy MGing!
Howard

A depressing thing happened to me recently. Jan & I caught a bus back from town. It was a bit busy, but Jan found a seat and I decided to stand. Then a young woman offered me her seat. I was shocked! Taken aback by this kind and well-intentioned offer, with tongue in cheek I asked her, "Do I look old?" She gave me a weak smile and sat back down. I said, "I'm not pregnant either!" At that we both had a bit of a giggle, though it was a bit of a traumatic experience for me. Huh!

Perhaps MG should start making Zimmer frames.

To contact our club secretary,
call +44 7801 055128 or email
clubsecretarytvmgoc@gmail.com



Chairman's Report



Greetings Everyone.

People wonder why the Brits always talk about the weather, and this last month has been a good example of why we do! In these latitudes, with the mercurial jetstream able to block or change weather patterns with the slightest flex of its imaginary muscles, we can see hot Mediterranean weeks replaced by North Atlantic roughers in a heartbeat. At least in the former, driving our cars is very pleasant, albeit with half an eye on the temperature gauge in traffic. I say half an eye - the RV8 temperature gauge was so damped that it never moved once it hit operating temperature.

Not so its 1958 sibling which shows exactly what the engine is doing. I rather like that, although it's clear from the internet that not everyone does. Tales of 'my engine is running far too hot' abound, and yet the figures quoted suggest that they just don't understand the physics (or they expect modern car characteristics such as the RV8). You would expect them to know that the radiator, once the thermostat is open (at 180F), is a relative cooler - relative to the ambient temperature. On a typical day the normal operating temperature will be about 190F but on a hot day you should expect the engine to run hotter, particularly in traffic or accelerating uphill for example. How hot is ok depends on the boiling point of your coolant - if it boils it will lose efficiency. Filled with just water (sorry about Fahrenheit - that's what the MGA world measures temperature in) this boils at atmospheric pressure of 212 F, but of course we have the system under pressure and the MGA's 7lb pressure cap raises the boiling point to 235 F. If we have a 50:50 glycol mix, this boiling point increases to 255 F. Despite the manual suggesting that 'normal' temperature is 190 F, (above which people seem to be panicking on the internet), a rule of thumb might suggest that 190-220 F is both normal and likely in hotter weather, but that you don't need to get too excited about slightly more (unless the fuel in the carbs starts to boil - quick fix, pull the choke).

I thought that the Bearslake Inn run was lovely, and it was great to see how many attended. Time is ticking closer to the Fat Lamb and Shrewsbury mini break, with some lovely options on offer for those making the trip.

So - you can see that I am enjoying the technical part of going back in time carwise (apologies for those not interested!), and it appears that Charlie is also enjoying the reaction of bystanders and is referring to it as 'our car' which is a first.

Look forward to seeing you on Monday!

Warmest Regards

Simon



Event Secretary – The show must go on

After a May which was not too congested with runs and shows we are heading into the busiest period of our season. June through to the end of August is packed with places to go.

Our first Club Event is:

21st June. Darts Farm, where we have 10 cars going at present. We shall meet up at the Hunting Lodge and go in convoy to Exeter so that we will be parked together at the event

I have heard from Janis that she will be unable to go so there is a spare, paid for, place if anyone would like to go.

27th June I shall be going to the **St Merryn Steam Rally** but we have heard of an event called The Devon Run on the same day and entry is still available if anyone is interested in taking part.

28th June we have been invited to join the **Jaguar club** for their annual gathering at Buckfastleigh Railway Station. I shall be going along so please join me if you wish.

I recently spent a day servicing my MGC and changing the brake pads at the Tamar Valley MG Centre in Callington with Andrew Timothy. He is fairly short of work at present so it could be an opportunity to have some bits sorted on your cars, if they need it of course.

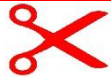
Finally, please don't forget that next month's meeting is on 6th July because of the Club Holiday.

Andy

<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="font-size: 2em; font-weight: bold; color: white;">2026</div> <div style="text-align: right; font-size: 0.8em; color: white;"> Upcoming events – for the most up to date and detailed information see: www.tvmgoc.org.uk SOME OTHER SHOWS YOU MAY WISH TO ENTER AS AN INDIVIDUAL ARE ALSO LISTED ON OUR WEBSITE </div> </div>		
June	7	S'ton & New Forest MGOc - New Forest Run start & finish at Exbury Club. https://www.1009mg.org.uk/new-forest-run-2026/
	7	MGs in the park – Cotswold Wildlife Park OX18 4JP http://www.oxfordshiremgoc.co.uk/
	8	Club 2 nd Monday meeting at The Hunting Lodge with a Highway Code Quiz
June	21	Darts Farm Classic Car Show (Typically on Father's Day) We will attend as a club so lots of entries please. Closes 12 June. Entry form from here or from our website: https://www.flow.estuaryleague.org/index.php/car-show
	20-21	Plymouth Motor Show, Newnham Park Adam 07776281740 Steve 07781156128 Theplymmotorshow@gmail.com
	26	Cream tea run organised by Janis + Helen.
NEW	27	The Devon Run in aid of The Great Escape Memorial Fund. This event marks the launch of a campaign to establish a permanent memorial in the UK to honour all those involved in The Great Escape. The 100-mile run starts Chawleigh. Fee £35. Details on our website.
	27 & 28	St Merryn Steam and Vintage Rally - Entry forms at https://stmerrynrally.com/entry-forms/

	28	Tamar Region Jaguar Day – Buckfastleigh. We have been invited to join them. South Devon Railway Station, Buckfastleigh, TQ11 0DZ on Sunday 28 th June. Arrive between 09:00 and 09:45. Let Andy know if you will take part.
July	4	Totnes Classic Vehicle Show https://riverdartrotary.co.uk/totnes-classic-vehicle-show-2026/
	5	Cotswold Caper https://glosmgoc.co.uk/the-cotswold-caper-2026/
New date	6	Club meeting on the FIRST Monday at The Hunting Lodge
Date clash	11&12	Powderham Castle - The Crash Box Classic Car Show We will attend as a club so lots of entries please via Andy
Date clash	10 - 12	Club holiday to The Fat Lamb, Kirkby Stephen - organised by Howard & Jan
Date clash	13 - 15	Club holiday to Albright Hussey Manor, Shrewsbury - organised by H & J
	19	Club lunch to Tre, Pol & Pen, Nr Launceston organised by Roy & Sonia
	19	Wadebridge Wheels https://www.wadebridgewheels.co.uk/
NEW	26	Flete House club display fundraiser for St Lukes. Contact Andy to take part
CANCELLED	25-26	Rosemoor Vintage weekend
August	1 & 2	Sticker Vintage Rally. www.stickerrally.com for exhibit entry form. Andy goes on Saturday so he can also attend Truro on the Sunday.
	2	Truro CC Show https://www.trurobid.co.uk/projects/eventsmarketing/truro-classic-car-show
	7,8,9	Boconnoc Steam Fair - entry form is on our website https://boconnocsteamfair.co.uk/
	9	Sunday lunch to Widecombe organised by Andrew H
	10	Club 2 nd Monday meeting at The Hunting Lodge
	14-16	Car Club Fest - Three Counties Showground Malvern. This is a follow-up to the 2024 Inter-Club Weekend that attracted 2000 classics. carclubfest.com
	20	Fowey Regatta CC Show We will attend as a club so lots of entries please https://www.foweyclassiccar.com/
	22-23	RAF Harrowbeer 1940 show. We will attend as a club on the Saturday so lots of entries please https://form.jotform.com/250797361540359
	26	MG Fest '26 comes to the iconic Brands Hatch https://www.mgcc.co.uk/mgfest/mgfest-2026/
Sept	6	Saltram Rotary CCS Lyneham Estate https://rotary-ribi.org/clubs/homepage.php?ClubID=1501
	14	Club 2 nd Monday meeting at The Hunting Lodge – First Aid talk by Simon
	TBA	Sunday lunch run – organised by Janis & Nigel S.
October	TBA	John Hunt Tulip Trophy Run – organised by Gavin
Nov	TBA	Sunday lunch run – organiser required
Dec	18	Club Christmas lunch at Yelverton Golf Club organised by Janis





News snippets



Following on from John's talk on holiday bugs of the creepy crawly kind, he recently received this notification from UKHSA:

- UKHSA, Defra and APHA have published the first annual One Health Vector-Borne Disease Surveillance report
- The report brings together human, animal and vector data from 2025
- Lyme disease remains the most common locally acquired vector-borne infection in England, with 1,168 acute cases reported in 2025
- No locally acquired mosquito-borne infections were reported in England, but UKHSA says the risk picture is changing

Potholes

All motorists must have noticed that the state of our roads seems to be getting worse and figures back this up. The RAC attended 225 pothole related callouts a day during February, three times as many as in the same period last year. These figures were reported in a Guardian article which is well worth a read.

More than 53,000 people brought claims against local authorities in 2024, claims councils spend millions on defending. It's little wonder that 'pothole vigilantes' are growing in number to take the situation into their own hands and fight back.

The word 'vigilantes' conjures up images of angry, violent people, but what some people get up to in order to highlight potholes is quite funny. When pictures on social media appear of flowers planted in potholes, plastic ducks swimming around or even people fishing in them, sometimes it shames councils into action.

The article also explains what causes the road defects and how you can go about getting them repaired. Other statistics are shocking: since 2023 cash-strapped councils have only maintained 2.4% of their roads. Then there's the number of people killed in accidents involving road defects. See:

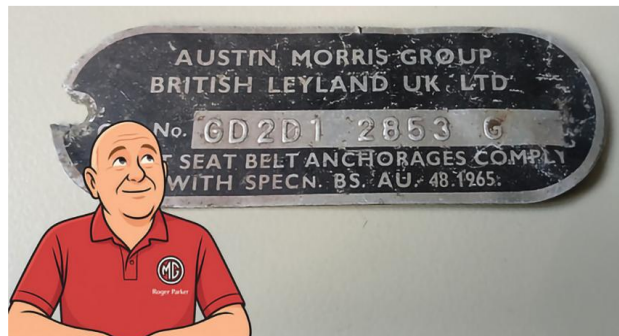


https://www.theguardian.com/world/2026/may/31/one-day-i-thought-thats-enough-the-people-fighting-back-against-pothole-riddled-roads?CMP=Share_AndroidApp_Other

Decoding Classic MG Chassis Numbers

That little metal plate on your MG hides a secret code — and it reveals more about the car than the number plate ever could. From the MGA to the Midget, every letter and number tells a story: model, colour, even the build year. MGOCS have broken the whole system down so anyone can read it — no spanner required. 🔧

New to classic MGs or a lifelong fan, this one's worth a look. See:



<https://www.mgocspares.co.uk/blog/1415/decoding-classic-mg-chassis-numbers>

Supercars & souped-up motors Castle Coffee & Cars



Roy and I fancied taking a look at this event billed as “The biggest Cars & Coffee in the southwest is back by popular demand!” Both statements seem true.

I'll relate our experience so you can decide if you'd like to attend a future event there.

We arrived a bit later than expected and were shocked to see how busy it was by about 10am.

The place was already full, with access blocked by cones across the entrance. We were in a short queue of cars on the Saltash side of the A38 trying to get in, but from the Bodmin side the line stretched way into the far distance, with cars dangerously blocking the offside lane as they all tried to turn right into the venue. There was simply no room for all of them – it was one out, one in. Much to our relief, after only a short wait Roy and I in his MGA were eventually allowed to enter the site and a parking place was found for us.



This is a show more for supercars and souped-up cars than classics. There were countless millions of pounds worth of motors on display, some for sale, some visiting. If modern speedsters with extremely powerful and deafening motors is your bag, then this is the place for you.

However, it was heaving in there and the queue for coffee and breakfast grub must have been an hour long. As we wondered around, Andy S. called to say he had given up trying to get in, wise in the circumstances. John I. and Andrew H. couldn't get in either.

Alongside the polished, pimped and pampered Ferraris, Astons, Lambos and the like, there were a few classics that caught my eye.

This much modded low-slung Sunbeam Stiletto looked interesting and was rare.





In contrast I really liked this Can-Am off-road racer, but I'd want it to look a lot more butch before it would suit my manly persona. Ideal for negotiating Sainsburys car park.

This must be the ultimate VW Microbus, surely a world-class example. It was for sale too, but whether it was worth its £97,500 price tag is for you to decide...and that's not a typo!



New to me is the idea of transforming the look of a modern engine bay with transfers.



This event has become a victim of its own success. On that Sunday morning, access was ridiculous, bordering on dangerous. With so many people trying to get in and blocking a major highway, it needs a drastic rethink not just an apology. The Police weren't just being "kind" as it says opposite, they were trying to avoid a potentially very bad accident.

Howard

CASTLE MOTORS

— Quality Vehicle Distributors —

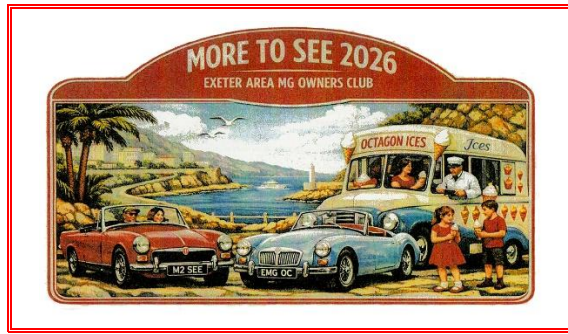
OFFICIAL STATEMENT

★★★★★

MESSAGE TO EVERYONE WHO EITHER TRIED OR SUCCEEDED IN VISITING OUR EVENT TODAY!

FIRSTLY, CONGRATULATIONS to all that made it in! We hope you enjoyed it as much as we did, what a day, what fabulous weather & what a turn out! Credit to the South West car community who never disappoint.

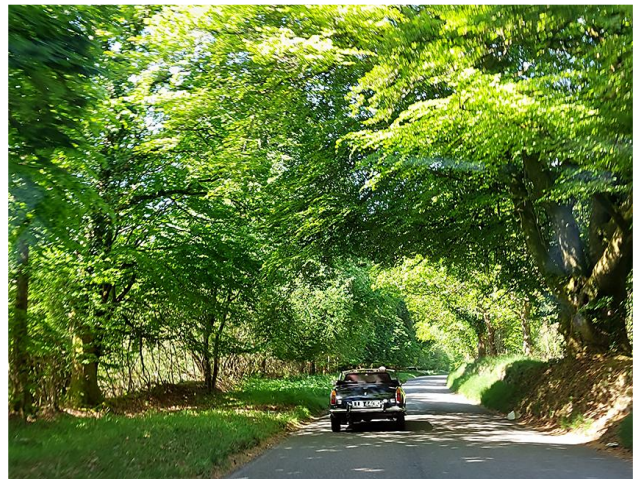
SECONDLY AND MORE IMPORTANTLY, to everyone that spent their time and effort to visit but could not get in. We at Castle Motors sincerely apologise and appreciate how annoying this would have been. For this years event we tripled the number of our own staff, brought in an outside traffic management company & increased our parking capacity. **HOWEVER** we were blown away and totally overwhelmed by the number of attendees. We simply could not cope with the sheer volume (as you may have noticed on the main A38 road!), the Police were kind enough to step in to keep the main road traffic moving and everyone safe. Unfortunately to achieve this they advised us to close the event to new traffic.



I'm sorry to say that if you didn't take part in Exeter MGOCs More To See run you missed out bigtime. This was a local MG day out as good as it gets, and I'm not exaggerating! Lots of shiny MGs gathered for the briefing, including this red Cyberster.



At first, we were a bit disappointed that the route would take us over familiar ground across Dartmoor, but as we started our drive from the Clyst St Mary, the first section via Topsham onwards over the Haldon Hills was fairly fresh to me at least. On this beautiful sunny day, the moor looked at its very best with stunning vistas everywhere. We often drove through wooded areas where shafts of light shone through trees festooned with new growth of a vibrant green colour.



Our club members were awarded two trophies. First, Andy's MGC GT deservedly won the best MG of the day, and then Tamar Valley MGOC won the award for the club with the most entries. To me, whilst appreciative, to win this with just five entries seems a bit lame. However, the organiser, Dennis, told me that they'd had no entries at all from their neighbouring club Torbay MGOC. It is very frustrating when these runs take so much organising that the numbers of participants are diminishing year-on-year. I don't understand why this is. What's the point of owning a lovely classic car if you aren't going to get full use out of it, especially when someone has gone to a lot of trouble to lay on a special event for you?

I understand that not everyone can do everything, me included, but every week that goes by with my MG having not been used is a wasted week. Fortunately, in summer especially, this is a very rare event. Jan & I have lots of outings to look forward to, some of them a considerable distance away, though we're not going abroad in the MG this year.

But back to More To See. On this lovely Sunday we had great cars, great countryside and great company. What more could we possibly want from our MGs?

Howard



Henry Ford's first vehicle

MG creator Cecil Kimber was just eight years old when, one hundred and thirty years ago on the 4th of June 1896, Henry Ford built his first vehicle in Detroit. After some years of experimentation and tinkering, the 32-year-old had completed 'The Quadricycle'. Built by hand by Ford at his home, its 2-cylinder engine used pure ethanol as a fuel. He had to remove a door frame and parts of a wall from his home to remove the vehicle from the house.



On the morning of June 4, Ford test drove the vehicle, reaching an estimated speed of 20 miles per hour. Ford sold the Quadricycle for \$200 in 1886 and would later purchase it back for \$60.

At the time, Ford was an engineer with the Edison Illuminating Company, and the vehicle impressed Thomas Edison, who would encourage Ford to build more vehicles.

In 1899, Ford resigned from the Edison Company and started Detroit's first car manufacturing company, the Detroit Automobile Company. After this was dissolved, the stockholders formed the Henry Ford Company in 1901, which was later reorganized as the Cadillac Automobile Company after Ford left in 1902.

His next attempt at car manufacturing, the Ford Motor Company, would go on to change the world.



Sunday Lunch Run to Bearslake Inn

Once again, we are grateful to Pam & Neil for organising our Sunday Lunch Run, this time to the Bearslake Inn, a very old traditional pub set in a 13th century longhouse which we have been to before on a similar Club run, and a very welcoming establishment serving local ales & food.



Our meeting place was just past the former Dartmoor Diner between Roborough & Yelverton. Many gathered there at least 30 minutes before the 'off' at just gone 11am, and there were at least 15 cars, so a very good turn-out!

The clouds were looking threatening, large and grey, and as we were on Dartmoor, many (including myself) weren't taking any chances and made sure the hood was up. In fact, those who arrived with theirs down quickly scrambled to put it up when the inevitable short shower came, and the umbrellas came out! The mood was one of enjoyment nonetheless, and everyone was happily conversing right up until Pam reminded us it was time to 'make tracks!' Our route covered 26 miles, initially towards Buckland, Gulworthy, then on towards Milton Abbot, Lifton, Sydenham, Portgate and Lewdown.

We finally arrived at our venue just before 12 noon. The rain largely held off during our drive, and it was a delightful route that took us along some lovely country roads with views across Dartmoor. Everyone I spoke to said how scenic it was, and that they'd really enjoyed it!





We were all seated in a large dining area separate from the other pub diners, and our drinks orders were taken by the staff for each of the tables.

We could happily have continued chatting away after our meal, but it was finally time to pay up and leave, after another memorable Sunday Lunch run we all enjoyed!

Nigel S.

Photos by Nigel, Gavin & Howard



MGCC MGA Register Spring gathering and (not very) 'Smart' motorways

Bear with me here with this longish report, as what follows involves a cautionary tale or two. Jan and I drove 330 miles up to Blackburn to take part in the MGA Register's Spring event.



This was based at a lovely hotel, even though it was the organisers' second choice. They had initially booked elsewhere but that hotel was closed to be adapted for Afghanistan refugees. However, no one had bothered to contact people who had made bookings. We could have turned up to find the hotel closed and fenced off, with security guards on duty.

One thing I admire about MGA Register people is that they don't mind doing long trips in all weathers. Some had travelled great distances from many parts of the country, as had we. Our first day run was over the Yorkshire Dales. The heather moorlands are punctuated by lush, green valleys (dales), dramatic limestone cliffs, and pastoral farmland. The high moors there differ from Dartmoor which is noted for its rugged rock tors and wooded valleys. But the biggest difference between the two moorlands is in the northern austere stone houses, centuries old farms and factories. This is a blackened industrial landscape dominated by quarries, mines and mills. It's a fabulous touring landscape which some of us will be able to enjoy as we travel down from Kirkby Stephen to Shrewsbury during our two-part club holiday this July.



The Register's second day run was very different. It was an uninspiring route to Blackpool. Frankly the town is a run-down shabby dump in my opinion. I'd not rush back.

However, Jan and I took the opportunity to visit Blackpool Tower. The views from top are spectacular and I was largely able to conquer my vertigo!



Jan reading jokes on the pavement



View from the top

We also visited the ballroom. It's no wonder the place is world famous. Having previously only see it on 'Strictly', in real life its ornamentation is stunning. We spent a happy hour watching dancers of all ages strut their stuff on the sprung dance floor to music played on the famous 1935 "Mighty Wurlitzer". That visit made an otherwise mundane daytrip very special.



After the Register's event we then drove 230 or so miles (partly on the A1 which is horribly busy) across to Centre Parc Elveden to enjoy the Bank Holiday weekend with our family - for a granddaughter's fifteenth birthday and the first part of Jan's and my 50th wedding anniversary celebrations. The weather there was tropical and it was great to be surrounded by hundreds of happy people. From there we stayed with our daughter in Cambridge for a few extra days and went to watch *Titanique* in the West End – I laughed so much my tears could have refloated the ship!

This was during the heatwave. On the Tuesday, the hottest May day on record, I encountered three problems with my MGA, each one related to heat. Basically, it was an electrical problem which turned out to be frustratingly hard to locate. The ignition wouldn't come on at all and when it occasionally did, wouldn't start the car. I found a loose connection on the fuel pump but that wasn't the cause. There was another dodgy looking connection on my new coil. I think the heat had made both spade fittings expand and become loose. But with those tightened the car still wouldn't start and though the ignition light came on, some systems, such as the electric fans, were still dead. Now stuck, I called the AA, and the mechanic found another loose connection behind the ignition key assembly. He wiggled a wire and got the car to start but didn't fix anything. As my ignition key barrel was worn and ancient I had already decided to buy a new unit from MGOC Spares in Swavesey, which is just 7 miles from where our daughter lives.

The problem I now had was that, though the car ran, the two electric fans still weren't working. The MG's cooling is OK under normal running conditions but if there was a traffic jam on the motorways which we were about to drive hundreds of miles along, the stationary car might overheat and the carbs suffer from vapour lock. I popped round to the MGOC workshop, and manager Ian thought he'd found a loose clip on one of the two main fuses. The fans now came on but I still wasn't convinced that was the solution to the problem.

A couple of days later we were 150 miles into our 300-mile journey home when the engine cut out on the 'Smart' section of the M5. With no hard shoulder, the prospect of stopping on such a section of motorway is terrifying and highly dangerous, but fortunately I had a bit of a pre-plan in the back of my mind.

Lay-bys on smart motorways are between 1 and 1.5 miles apart. As much as I can I keep an eye on this spacing and guessed that at about 65mph I had enough inertia on a flat road to roll half a mile or so to the next lay-by. I quickly put the car into neutral and switched on my hazard warning lights (which should be mandatory for all classics in my opinion). Crucially, the car was still moving, and I did not have to stop it then and there.

I was able to easily change from the middle to the left lane, and we did indeed manage to coast into a lay-by, from where we called breakdown assistance to get us off the motorway.





Received entries	From
<i>Ferdinand thought of everything for his new bicycle but regretted not remembering a saddle.....</i>	John I.
<i>Croc, monsieur?</i>	Jan P.
<i>My daughter wants a pony - I told her she could have a zebra.</i>	Andrew H.
<i>No spots on him</i>	Teresa
<i>A leopard never changes its pots....</i>	Richard M.
<i>All that colour-coordinated effort and he wears a pair of lilac Crocs. "Footwear maketh the man".</i>	Gavin
<i>Wally just needs a string of garlic to complete the costume for his French trip.</i>	Jan P.
<i>The new army recruit was trying desperately hard to win his stripes.</i>	Pam
<i>"Wally found!!"</i>	Tony S.
<i>In a bid to appease drivers, Eric decided to become a mobile zebra crossing</i>	Janis
<ol style="list-style-type: none"> <i>Some worry about AI taking over from humans.Bar codes got there first!</i> <i>He likes to play hide and seek in a herd of zebras</i> 	<i>Howard but not eligible for judging</i>

And the winner chosen with no favouritism by Howard, is Jan P. Well done!

She will choose next month's winning caption.

**Please send your entries by the end of the month and title your email
Caption Competition
to:
clubsecretarytvmgoc@gmail.com**





And finally...



A policeman pulled over a car and asked the driver to step out and look at his broken brake light. The chap stood there scratching his head. "I know what you're going to say", said the Policeman, "it was OK when you left home."

"It's not that", said the chap. "I'm wondering where the caravan has gone!"

A bloke was speeding down the road when a cop car comes up behind him, so the bloke increases his speed. Then realising he can't outrun the cops, he pulls over.

A cop gets out and says, "It's 4:30 Friday afternoon. I finish my shift in half an hour. If you can give me an excuse that I haven't heard before as to why you were speeding, I will let you off."

The driver thinks for a moment and says "My wife ran off with a traffic officer. I was speeding because I thought you were bringing her back." "Good afternoon," says the cop walking away.

Policeman: "Excuse me sir, did you know that your Morris Minor has been stolen by a gang for a Bank Robbery?"

Owner (with thoughts of fame): "Wow - was it the getaway car?"

Policeman: "No sir. They used it to hold up the rest of the traffic."

