

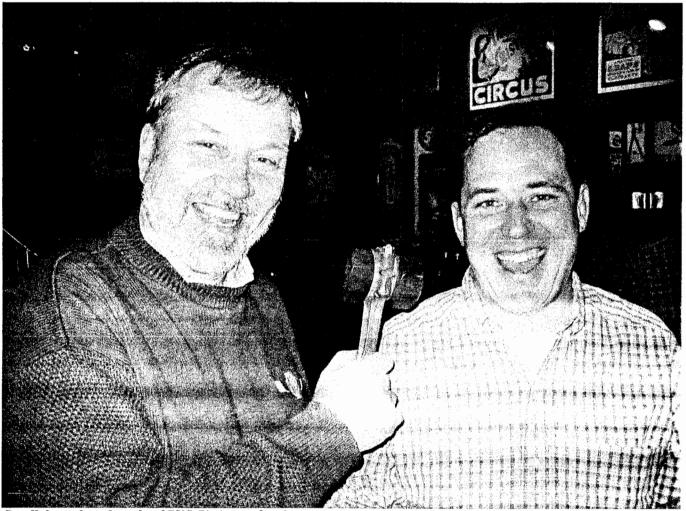
The Delaware Valley Classic (**B** Chapter

includes A-Talk and B-Talk

Vol. 32, No. 2

April 2002

T-Talk is the newsletter of the Delaware Valley Classic MG Chapter and is published four times a year, in January, April, July, and October. Articles and opinions appearing in T-Talk are solely those of the author, and are not necessarily endorsed by the Officers or staff. Anyone with an interest in MG automobiles is invited to join. Full membership requires affiliation with the applicable Register: NEMGTR, NAMGAR, or NAMGBR. DVC dues are \$20 per year and application may be made to the Membership Chair whose address is on the back cover.



Ben Nolan takes the role of DVC Chairman for the next two years, with Mike Maloney as our new "Events Dude"!







BITS & SPARES.....

The Cook-Off that Never Was... We were thwarted by the white stuff once again. Same as last year. Next year we will schedule it for a nice HOT July day. Due to the dire warning of a winter storm by the weather channel DVC members decided on the side of caution and stayed home. Except for such DVC die hards Tom and Jaimee Rippert, Chuck and Judy Goelz, Barré (old POR) and Eleanor W., now that Barré has newly relocated arteries he thinks he's a superman or maybe a postman {neither rain, nor snow,nor dark of night, etc., and our hosts: Mike and Joellyn Williams and our grandchildren Justin and Brian. We consumed a lot of food and a f...e...w half & halfs, just to keep us warm you know. We had a properly chilled keg but I think it is a DVC record that it went untapped. I know we will do better next year. (submitted by Barre Williams)

MG 2002 - Everything's BIGGER in Texas... The 11th Annual Convention of the North American MGB Register is set for July 3 - 6, 2002 in Grapevine, Texas, just outside Dallas. There's a full schedule of events, including 9 different tech sessions and seminars, Fourth of July fireworks, a Texas BBQ dinner, a Funkana, Valve Cover Racing, a Parking Lot Party, a Day Rallye AND a Night Rallye, a Car Show, and of course, a gala Awards Banquet... plus lots more! For more information, go to the Official website: www.MG2002.com

New Members Dept... Only one new member to report this time: Lewis Phillips, 1329 Campbell Road, Green Lane, PA 18054 (215) 205-4362 e-mail: LRPHILL@VOICENET. COM MG B, 1963, RED, "ALSO HAS A HARD TOP". **WELCOME**, Lewis!! Hope to see you at a DVC Event soon!

Puzzlement Dept... Classic Car Puzzles, PLUS of Shelby, OH is marking its 2nd anniversary with an MG puzzle. For more info, check out their website at www.classiccarpuzzles.com or call toll-free at (877) 499-1424.

More Puzzlement... Bob Dougherty writes, "In the last issue of MG World, there was an article about a guy who restored Archie Brown's first MG (TD). In the article it mentions that the shocks have been replaced with MGB levers, which are "beefier" and easier to find & rebuild. The article says they fit with "minimal fitment"! As far as I can tell. they match up on the mounting plates but don't match to the links. Anyone ever heard of fitting MGB shocks to a TD, and if so, what "minimal fitment" is required? Thanks, Bob" ... If indeed anyone has info on this, please send it to the editor (as well as to Bob, at rkdoc@earthlink.net), so a reply can be placed here in the next issue of T-Talk.

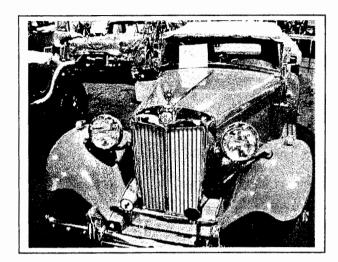
Original British Car Day Change of Location... The Chesapeake Chapter of the New England MGT Register announces that The Original British Car Day (BCD) will move from Bowie, Maryland to a new location and a new date. The show will be held on Sunday, June 16, 2002. The new location is: Smokey Glen Farm in Gaithersburg, Maryland. This event will be open to up to 1000 cars and held in an attractive country setting. Quality barbecue food and drinks will be available for sale at reasonable prices, and family activities will also be provided. For more information contact BCD Chairman, John Tokar by telephone at 301-831-5300, or by e-mail, tokarj@erols.com.

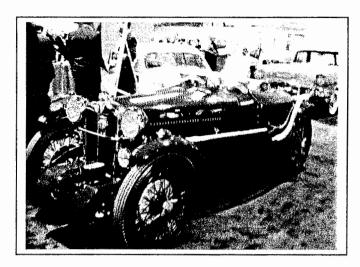
Decals to Decorate your Doepke Dept... Kim Tonry, editor of MGB Driver magazine, writes:

"I read in the latest T-Talk about Ernie Feldgus' great flea market find. I was interested in the mention of the dash decal for the Doepke TD. I bought a new one a few years back to replace the missing one on my Doepke. It's an excellent quality reproduction available from: Thomas Toys, Box 405, 2017 Bly Drive, Fenton, Michigan 48430 (313) 629-8707. They were \$5.00 when I bought mine. Thomas also reproduces a number of parts of the Doepke." Thanks, Kim!!

Who You Gonna Call?? Didja ever have a problem with your MG that you just couldn't solve? Ever wonder where the best place would be to get that frammajaggit that just broke? Maybe someone in the DVC has one sitting in their spares box! But how to find out? Just respond to the invitation you recently received to join DVC-MG-CLUB, the BRAND NEW, DVC MEMBERS ONLY private e-group, and you'll have contact with many of your fellow members by just sending an e-mail to the group mailbox. Try it!! If you haven't received your personal invitation yet, send an e-mail to k3mgt@arrl.net and your editor will see to it you get invited. REMEMBER...IT'S FREE, AND IT'S FOR DVC MEMBERS ONLY!!

DVC MG at the Philadelphia Car Show... DVC members Bob & Terri Tiley recently attended the Black Tie "Tailgate Friday" show opener, and although they did not meet fellow DVC member Greg Lake, they found his MG TD and provided the following photo... also one of another very nice MG that was on display... anyone know what and whose it is?





How about a little trip up north this summer?....

An open invitation to British car clubs...

British Car Days Across the Bridge 2002 combines one of the most spectacular vacation settings in North America with the fastest growing British car event on the north east coast. Organized by the British Motoring Association of Prince Edward Island with support from the Confederation Bridge, proceeds go to Cymbria Lions' charities. Last year, 1,000 spectators and 145 vintage British vehicles from all over the eastern U.S. and Canada gathered for this event. Why not join the fun this coming summer? This year's event will feature the Mini with a new 2002 Mini as part of the show. Set in and around the spectacular scenery of South Rustico, Prince Edward Island, Canada, from JULY 12 THROUGH 14, activities will include: Friday evening reception for all preregistered participants; Saturday show including valve cover races, miniatures display, concours judging, and awards banquet at the New Glasgow Lobster Suppers; Sunday breakfast British style and tour of the north shore of Prince Edward Island to the new Greenwich National Park. For more information contact: Bob Bentley, (902) 964-3294 or email: rbentle@isn.net. Also, check their website for updated information, at www.bmapei.com. (thanks to Brian Jones of Pownal, PEI)

More of the SEMA old thing Dept... as reported by the DVC's ever-vigilant Larry Cordiero, recently there was an attempt in Washington to establish a program that would crush a lot of old cars. This got the attention of SEMA... the Specialty Equipment Market Association... whose members manufacture lots of aftermarket accessories for old cars. SEMA was seeking support for their position that the Bill before Congress, if passed into law, would devastate the old car hobby and ruin their members' businesses. Opinions differ as to whether this is a real problem or not, but the question is now moot: Congress has, in their wisdom, chosen to bypass the issue entirely...for now. It's bound to come up again eventually. Well, read the story for yourselves...

WASHINGTON, D.C. (March 14, 2002) – Car hobbyists and related businesses scored a major victory yesterday when the U.S. Senate voted to approve an amendment sponsored by Senator Ben Nighthorse Campbell (R-CO) to remove old car scrappage language from the "Energy Policy Act of 2002." The vehicle scrappage provision (Section 822 of S. 517) would have created a new U.S. Department of Energy bureaucracy to federally fund state-run scrappage programs for vehicles over 15 years old. Under the program, owners who turned in vehicles for crushing would have received a cash payment and a credit toward purchasing a newer vehicle, in an ostensible attempt to improve the overall fuel economy of the country's vehicle fleet. The scrappage provision would have denied automotive aftermarket businesses the availability of older cars necessary to market products and services. It also threatened vehicle enthusiasts nationwide with the loss of valuable parts and parts-cars for repair, restoration, and customization projects.

More Racing Info... from (who else?) Bob Dougherty, who reports that there is occasionally some MG stuff on cable TV's Speedvision channel. For example, recent programs have included: "Legends of Motorsport, Safety Fast, Thoroughbreds All"; "Legends of Motorsport, LeMans 1965"; "British Touring Car Championship from Brands Hatch".

A Date to Remember Dept... Please add the following dates and events to your Event Calendar:

- (1) Saturday, May 4th BRITFEST '02, Succasunna, NJ Info: (201) 612-6595 ctregidgo@att.net
- (2) Sunday, June 9th Annual British Motorcar Gathering, Hellertown, PA Info: (610) 865-3419
- (3) Sunday, June 30th DVC Hornsby Memorial Rallye Info: Sam Waddington (610) 489-2109
- (4) Sunday, July 14th DVC Summer Picnic at Waltz Golf Farm Info: Jerry Keller (215) 234-0846
- (5) Saturday, July 27th Antique Car Show, Chadd's Ford, PA Info: (610) 388-7376

THE TOP TEN REASONS YOU KNOW YOU'RE A CERTIFIABLE MG NUT.....

- (10) You know the VIN of your MGs...ALL of them... by heart.
- (9) You save old toothbrushes to detail your MG.
- (8) You have more photos of your MG than you have of your relatives.
- (7) You think of a "driver" as an MG, not a golf club.
- (6) You refer to people as "the guy with the red MGA", or "the lady with the white TD".
- (5) At least half of your shirts are screen-printed with MG and/or DVC logos.
- (4) You give directions by reference to the location of auto parts stores, like NAPA.
- (3) You watch the Weather Channel at 7:00 AM on weekends.
- (2) Just by looking at the Car Show Entry list, you already know who will win all the MG classes.

AND... the Number One Reason You Know You're a Certifiable MG Nut...

(1) You have more than 2 or 3 back issues of T-Talk, TSO, MGA!, or MGB Driver lying around the house!

Hail and Farewell Dept... At the DVC's 32nd Anniversary Party on March 9th, as it is the DVC tradition the Chairman's gavel was passed to our new Chairman, Ben Nolan. Outgoing Chairman Jeff Rose was unable to attend, and sent along his best wishes to Ben and to Mike Maloney, who assumed the role of ... as Mike put it... "Events Dude". In a brief speech (it was SO noisy!) Ben spoke of his ideas for the upcoming year, good times to come in the usual DVC manner, and expressed the appreciation of the Club to Jeff Rose for his service as Chairman the past two years. Mike then summarized the events for this year and his plans to work closely with those who have volunteered to run the events, to ensure they have all the help they need and see that advance flyers and post-event write-ups are delivered to the T-Talk editor in time for the proper issue. (Three cheers...ed.)

ATTENTION!! DUES NOTICE!!! THIS MAY BE YOUR LAST ISSUE!!!

Be sure to check the date on your address label.... it indicates whether or not you have paid your dues for 2002. If it still says "2001", this will be your last issue of T-Talk unless the Treasurer receives your 2002 dues by June 15th. Don't miss a single issue, and don't miss belonging to the best MG Club around....the DVC!!!

IT IS WITH DEEP SADNESS AND REGRET THAT WE MUST INFORM YOU OF THE PASSING OF OUR FELLOW DVC MEMBER AND FRIEND ANTHONY DICROCE, AT HIS HOME IN WILLINGBORO, NJ ON MARCH 14TH. TONY WAS BORN AND RAISED IN PHILADELPHIA, AND WAS A FORMER DVC CHAIRMAN AND LONG-TIME DVC MEMBER. MANY OF US REMEMBER HOW MUCH TONY LOVED HIS MGs, PARTICULAR THAT BLACK TC THAT RAN SO QUIETLY AND SO WELL. HE WAS A GREAT MECHANIC AND CAR-BUILDER. BUT ALSO TONY WAS ALWAYS LOTS OF FUN TO BE AROUND, AND HIS READY SMILE AND LAUGH WILL BE SORELY MISSED. OUR DEEPEST SYMPATHY GOES OUT TO TONY'S WIFE MARLENE AND THE ENTIRE DICROCE FAMILY.

MG IS BACK IN THE RACING GAME!!!

(Editorial thanks to Bob & Kim Dougherty, who submitted the following)

Great news about MG racing @ Sebring and Le Mans. I emailed Steve Knight and wished him good luck and recieved a pleasant email back vowing to "advance the honor of MG". Why not send off an email to let them know the DVC & MG Drivers Club is behind them! Visit the web site for a schedule for the ALMS races. **Bob & Kim**

Feb. 8, 2002: KnightHawk Racing, runner up in the 2001 American Le Mans Series LMP 675 Championship, announced today that the team has acquired the first MG Lola 675 LMP to be provided to a privateer team by Lola Cars International, the UK based designers and manufacturers of the trend-setting prototype racecar. KnightHawk owners, Steve Knight and Mel Hawkins, campaigned a previous generation Lola B2K/40 in the ALMS 675 Class in 2001. "We wanted to build on our 2001 success with Lola and AER (the engine builders), and aim to move on to win the 2002 ALMS 675 Championship. We also have unfinished business at the Le Mans 24 Hour race in June, where we raced last year. Now in 2002, we will be in France with a package capable of winning overall and that was also a factor in our choosing the MG Lola," said co-owner and driver Steve Knight. The MG Lola is powered by a 2.0 liter, turbocharged, intercooled AER/MG engine. The car, designed by Lola Cars International in England, is the most technologically advanced sports car ever built. Capable of reaching a top speed of over 220 mph, the car recently set a new record for lap times at Sebring International Raceway. The car's main characteristics of high power, light weight and maximum fuel economy give the car a decided advantage in long distance races and will provide KnightHawk Racing with the opportunity to capture overall wins at every race venue. Lola Cars Sales Manager, Nick Jordan, said, "We have worked with KnightHawk now for some time, and Lola is always impressed by their organisation, enthusiasm and race performances. Now with the MG Lola, the team has set itself a whole new horizon, and our engineers will be working very hard to assist KnightHawk, in both testing and races".

February 12, 2002: Road Atlanta, GA, MG to race in American Le Mans Series (ALMS) KnightHawk Racing has raised the ante in the LMP 675 class by securing the coveted first MG Lola 675 LMP. KnightHawk will field the lightening-fast prototype in the 2002 American Le Mans Series Championship and the 24 Hours of Le Mans. Ever since the MG Lola 675 LMP debuted at the 2001 Le Mans 24 Hours returning the famous MG name to the legendary sportscar event after a 30 year absence the entire sportscar racing community has anxiously waited to see who will be the first to possess this beautifully engineered machine. The interest escalated to a fevered pitch following the blistering times the car turned during tests, conducted jointly by the British-based MG Lola 675 LMP team and Archangel Motorsports. During the testing, conducted at Sebring, the car turned an amazing 1:48.5 on the second day...faster than the 1:48.825 track record set by Frank Biela in an Audi R8 in 2000. The ALMS season will start with the 12 hours of Sebring on March 16th. KnightHawk Racing, co-owned by drivers Steve Knight and Mel Hawkins, fielded a Lola B2K in the 2001 ALMS series, placing second in the LMP 675 Team Championship (missing the title by only 2 points), delivering the ChassisManufacturer, Engine Manufacturer and Tire Manufacturer Championships. Their stellar effort netted 2 wins, 3 poles and 7 podium finishes. Drivers Knight and Hawkins finished the season 4th and 7th in driver's points, respectively. Building upon this success, KnightHawk racing has secured the much-anticipated first MG Lola 675 LMP and will mount a strategic effort to capture the 2002 American Le Mans Series LMP 675 Championship, with eyes set on a championship sweep of the entire category, and the fabled 24 Hours of Le Mans. We're very excited about this new opportunity," says Knight. "We have worked very hard to assemble a great team and now, with the MG Lola an outstanding car. All the pieces fit perfectly and we promise the fans a very exciting show as we drive for the championship!" KnightHawk will begin their assault with the new MG Lola at the 50th running of the 12 Hours of Sebring this March 16, 2002 at Sebring International Raceway.

Additional information about KnightHawk Racing is available at www.knighthawkracing.com.

(Ed. Note: On March 16th, MG LOLA took top honors in the LMP 675 class at Sebring!! We're Baaack!!)

NEMGTR 2002 Noggin n' Natter

The New England MGT Register held its Annual General Business Meeting on Saturday, January 26th at 1:30 PM in the Marriott Hotel in Richmond, VA. This is a yearly event that Liz & I try to make because it's a great cure for cabin fever and it also allows us to see our NEMGTR friends of many years. We arrived in Richmond on Friday after a drive of some four and one half-hours from DVC land by way of Interstate 95. We decided to make a quick walking tour of the immediate area after checking in to our room. We ran into some register friends so we took in the sights and of course we wondered into a local watering hole. We even found a British pub later on for dinner. The shepherds pie and bitter hit the spot just fine. As usual all of us gathered back at the hotel bar for lots of reminiscing. We enjoyed talking with fellow DVC members Hank & Bette Rippert (NC), Dave & Joanne Raymond (CT) and Don Lawson (Stroudsburg, PA). We also got to chat with Norm & Paula Jambard from MA, Tony Thomas from NC, Martin Schorer from ME, Ron & Judy Embling (NY), Mike Leckstein (NJ) and ex long time DVC member Herb Walling from NC.

Saturday dawned absolutely beautiful and very spring-like. We enjoyed a wonderful brunch, and then we took a walking tour eventually winding up at the Confederate War Museum and Confederate White House. The Confederate White House was a really enjoyable tour as the period furnishings were about 90% original to the house. The museum also was nicely arranged and presented the Civil War from a historic and accurate southern perspective.

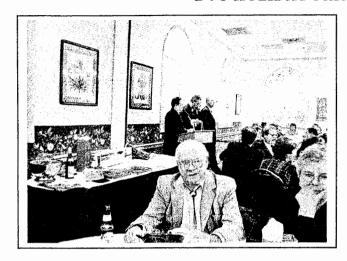
The business meeting started promptly at 1:30 PM. Hank introduced the Register's new Treasurer, Tuck Southworth who is taking over from Ron Embling. There was discussion on the upcoming GOF to be held in Nova Scotia this July 2 – 5. The Knudson-Churchill Scholarship Fund was also discussed as well as the announcement that a board of directors has been selected to oversee the fund. A letter was read from Bob Grunau of the Ontario Chapter asking for the NEMGTR to establish a policy or guidelines that would define what is acceptable when restoring T series cars. The board agreed to table this until more information can be garnered. Several other items such as MG2001, future GOF's and regalia were also discussed. All in all, the NEMGTR is in excellent shape, has newer members actively taking part and is serving its members well through its publication: The Sacred Octagon.

Other news that we learned during the roll call and regrets portion of the meeting was that Ann Knudsen has been ill for a while, hope she is on the mend. Geoff Wheatly is recovering from recent surgery. Vicky Hempstead is also recovering from a recent illness. We missed seeing the Knudsen's, Wheatly's and Hempstead's at this year's "Natter".

The Natter n' Noggin was capped off with a nice banquet and farewells in the lounge afterwards. Our drive back home on Sunday gave us time to reflect on our many friends in Register and how that little red TD of ours has caused our lives to be enriched by the many wonderful folks that we have met at GOF's and on Register road trips.

Lee Niner

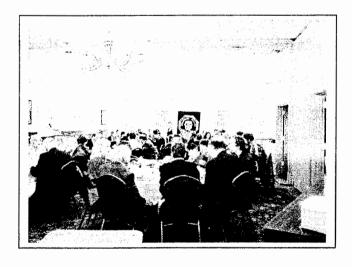
DVC HOLIDAY PARTY - DECEMBER 2001

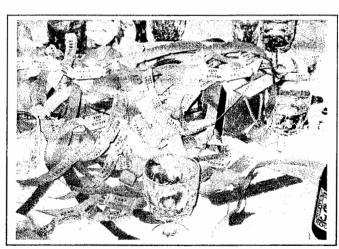












A-TALK...

THE A'S HAVE IT

BY YOUR MGA CORRESPONDENTS – LEE & LIZ NINER

After a couple of minutes of taking an old diaper and dabbing it in pewter polish and then rubbing it in fast circular motions, the pewter plate shined with the same brilliance that it had the day it was awarded to us in 1997 at the car show. The reflected light off the trophy from the car show was transformed into the sights, sounds and smells of that hot, humid August Saturday afternoon. Geez, it was 98 degrees with 90 percent humidity and no shade except for the DVC fly. The car show always brings out several members who we seldom see except at car shows. Their cars are always absolutely pristine, immaculate restorations with the exact correct color exteriors and stunningly gorgeous fresh as new Connoly leather interiors. Some of these MG's arrived in their color-matched trailers with their color coordinated owners. Our MGA, with its chipped not quite original OEW paint, less than perfect metal finish, Amco interior, halogen bulbs and radial tires was positioned right in middle of several Orient red models of MGA's. (Why does it seem that lately all pewter queen A's are red?)

Driver: "These cars are incredible, even the owners have color matched outfits and chairs with double cup holders. I wonder how much money they have tied up in them." Navigator: "Are you talking about the cars, the owner's clothes or their chairs with double cup holders? Now please get out our \$9.95 Kmart chairs without double cup holders, your beer cooler and my romance novel. Take them over to the DVC fly as I plan on being there in the shade till it's time to go." Driver: "Yes dear. I am also going to walk around and look at these cars that I only get to see once a year." Navigator: "Have fun and wipe the saliva from around the edges of your mouth, your envy is showing."

It just seems that the high degree of restoration work seen at car shows, that is, the body work, interior and paint jobs is better than when those cars were new. The cost of a total frame off restoration must also be soaring. Why would people take the time and money to restore a MG and then not enjoy driving those wonderful roadsters or coupes on those back twisting roads? Are we splitting into two diverse groups of MG owners: wind in your hair, can't wait to drive'em versus professionally restored show cars that are rolled on and off of trailers? If an automobile is not used and enjoyed, does it cease to be a car but instead become just another restored work of collectable art such as a painting? The judges are really getting picky too. They're checking on correct spring heights, making sure all the lights, gauges and other electricals work and are also asking questions about their car's particulars to the owners. I'm sure glad that I had our BMIHT certificate and a copy of Clausinger's "Original MGA" with the car. I had to prove that MGA 1600 MK1's had the #15 on the cylinder head not the #16 as MKII's.

Driver: "I am really confused, I do not know why we're here. We can't possibly compete with these trailer queens. Besides those show car people are afraid to leave their vehicle and seek the shade of the DVC fly." Navigator: "You've been out in the sun too long. Will you please stop pondering the unanswerable. We, you and I, are here to support our club and be with our friends. Who cares about MG's that are never driven and MG owners that never socialize? Can't you just enjoy those expensive restorations?" Driver: "Yes dear." (Why do I get in these inane conversations with her when my passions about MG ownership fall on uncaring ears!) Navigator: "Oh, by the way, check out our MGA, it's got a 3rd place sticker on it. We won over some of those very same MG's that you were just verbalizing about. Now aren't you ashamed of your trailer queen comments!" Driver: "Yikes, we won, but how, it's impossible. I'm going back to the our car and talk to the judges if they'll talk to me."

"Wow, some of those expensive restorations had incorrect dash knobs or the wrong air cleaners or had an MGB 1800 engine or the engine would not start or some of the lights didn't work. Also, the owners were abrasive to the judges when they had asked questions of them and didn't like the responses they received about a particular point about their car."

Driver: "You know, we really do not deserve this 3rd place trophy. There were much better looking cars out there today." Navigator: Honey, you've missed the point, car show judges today are looking past the paint. Our car was technically more correct than the others and that's why we won. Now, pack up the chairs and cooler, it's unbearably hot and we need to get to the post car show party or we'll miss the food." Driver: "Yes, dear. By the way, do think it's time for us to purchase a couple of those expensive chairs with built in double cup holders and maybe a couple of matching outfits that go with our car?" Navigator: Just pack up the car, I'm not going down that road with you about matching chairs with double cup holders and clothes." Driver: Yes dear."

B-TALK... "British Motoring Spring 2002"

By Connie & Larry Cordeiro

In the post this month we received our copy of "British Motoring" a publication produced for Moss Motors. Perhaps many of you who purchase parts from Moss received your copy as well. Actually a very nice product that has evolved over the years from a two-color newsprint rag called "Moss Motoring" into the full color glossy magazine that it is today. On the cover of the Spring 2002 issue is a bright red Triumph Spitfire. The owners Jim and Beth Philion claim to be a official Works car that may have run at Le Man's? Turned out to very nice one page article that pays tribute to a valiant little race car that is still raced at places like Monterey, and Willow Springs.

But it was another article about Triumph Spitfire's, "Filling the Void", by one Wiley Davis that caught my eye. "Filling the Void" is, in Mr. Davis words; "What you do if you own a car manufacturing company, and the owner of another car company unveil a small affordable sports car that become successful from a sales standpoint? Well, simple really. You construct a small, affordable sports car of your own, and make it better than the competition. This is exactly what Triumph did in response to the Austin-Healey Sprite, and the M.G. Midget."

What was it really like back then, does Mr. Davis have it right? Was the Spitfire really better than the Spriget? Well a publication in the U.K. Autocar published a direct "on the road" comparison between a new Midget and Spitfire MK III's back in April 1969, and this is what they found. The Specification sheets did look pretty equal. Standing start ¼ mile showed the Midget at 19.3 sec, the Spitfire at 19.4. And so it went, gas mileage 29.8 for the Midget, 31.3 for the Spitfire (with overdrive). Oil consumption, 250 miles per pint for the Spitfire, nil for the Midget? The Spitfire did cost a bit more with radial tires, and overdrive transmission.

But the Spec sheets didn't tell the whole story. The photographs that accompanied the Autocar article told a better story. Looking at the Spitfire cornering with the Midget at the same speeds on the same corners is laughable. To quote a few of the captions below the photo's went like this; "Whoops! Under full power the Spitfire swing axles eventually take over, and flick the back out. As the outside wheel tucks under, the tail end grip reduces!" No kidding! With the Midget they said; "Safety Fast is M.G.'s slogan, and speed holds no perils in the Midget. It is quick and tidy through the corners, and always remains stable."

What were the Autocar editor's personal views? "If my journey was relatively short, or around town, or a blast of a distinctly sporting nature, then the Midget is an easy choice. If a lot of boring mileage had to be covered the choice would be the Spitfire. If the situation arose whereby one was to be mine, the two sitting side by side, and I had one set of keys. The tyre dust would settle on the Spitfire as my Midget buzzed off." Enough said.

I guess Mr. Davis didn't do all of his homework before he stated "better that the competition" when the two marque's were really competitors? Performance of the Spitfire didn't start to improve until the MK IV in the early-seventies. About the time British Leyland's Sports Car Division with their Triumph biased managers took the helm, but that's another story. Sorry Mr. Davis.

Safety Fast!	

NOTICE: Don't forget to respond to your e-mail invitation to join the brand new DVC-MG-CLUB e-group!! And if you haven't received your invitation, please e-mail us at <u>k3mgt@arrl.net</u> and we'll arrange for you to receive your invitation. It's FREE, and it's FOR DVC MEMBERS ONLY!!

2002 DVC ANNIVERSARY PARTY A BIG SUCCESS !!

Saturday night, March 9th, was chilly and sputtering a little rain, but everything was bright and cheery in the back room of Julie's Steak House in Horsham, PA, where our hosts, Mike & Lisa Maloney, had arranged a wonderful buffet feast to celebrate the DVC's 32nd anniversary.

After dinner, the traditional ceremony of transferring the gavel to the incoming Club Chairman was handled by Jerry Keller, who explained that outgoing Chairman Jeff Rose could not attend due to employment obligations: "Jeff called me and said, 'I gotta make a living!'... and he sounded desperate!". He then read Jeff's short message thanking everyone for a great term in office, wishing the same to his replacement, Ben Nolan, and expressing appreciation to Ben for his service in managing DVC Events. Ben then took the podium to promise the DVC will remain the best MG Club around, and to introduce our new Events "Dude", Mike Maloney. Of course, Mike enthusiastically promised an MG in every garage, free gas for MG's everywhere, and then invited all to join in wishing a Happy Birthday to Lisa Maloney and Marie Alicea, complete with cake and candles!

Next was the presentation of THE BOOK, a DVC tradition of long, long standing. THE BOOK is... well, it just is, that's all. Nobody knows what is in THE BOOK... except those incredibly fortunate couples who have been privileged to receive THE BOOK at one of the Anniversary Parties. Each year a new couple is selected by last year's recipients, handed THE BOOK which (unlike some of the presenters) is well-wrapped, for secrecy. It is rumored that THE BOOK has it's origins in ancient times, and contains many of the truly potent secrets of....loooove. The lucky recipients are sworn to absolute secrecy about THE BOOK's contents, which can be dangerous, and in fact are cautioned NOT to open the wrapping of THE BOOK until later that night, when safely in bed with the shades drawn tightly. Then, and only then, may they peer carefully into the secrets of THE BOOK. Last year's honored recipients, Rocco and Louise Grillo, chose Mike and Lisa Maloney to receive THE BOOK this year, and Louise was present to hand it over. (Rocco was not to be seen, and it was rumored that he was home resting up after one last peek into the interior of THE BOOK.)

No list of attendees was available at this writing, but there were lots of hungry and thirsty DVCers there, and they all appeared to be having the time of their lives. The food and drink was excellent, and thanks are due to Mike & Lisa Maloney for a really fine time.

DUES NOTICE: it's time again for our annual notice to those who have not paid their dues. Please check your T-Talk labels on this issue... if you see "2002", you are paid up and THANK YOU! However, if you see "2001", unfortunately this will be your last issue of T-Talk unless your dues are received by Treasurer Liz Niner by June 1st. So please, check your labels and send in your dues... we don't want you to miss a single issue of T-Talk.

DVC 32nd ANNIVERSARY PARTY - MARCH 9, 2002













DVC Spring 2002 Tech Session

Date & Time: April 13, 2002 Sat. 9:00 AM

Where: Havis Shields Equipment Corp. (HSEC)
75 Jacksonville Road,
Warminster, Pa. 18974

Facilities: Indoor Parking for all MG's

PUSH IT, SHOVE IT, TOW IT...or just DRIVE IT...to the annual Spring TECH SESSION put on by the DVC membership. As the driving season approaches those MG's need a lot of tender loving care after sitting idle over the winter months. The usual maintenance (oil changes, tune ups, etc.) performed on our MG's at all tech sessions will be OK. Be sure to bring your own tools, if needed. Nothing from the facilities may be used. All used motor oil will be properly disposed of at Havis Shields Corp., but bring containers for the used oil. There will be enough room to put at least 6 or 7 MG's in at one time so there should be plenty of folks around to give you a hand if needed. Don't forget, this will be a very active driving season, so get your car up to speed.

DIRECTIONS TO HAVIS SHIELDS

FROM PA. TURNPIKE: Take exit 27- Willow Grove. Keep right, follow 611 north. Turn right at second traffic light (Nino's Pizza on right) to Blair Mill Ave. Turn right on County Line road (east). Turn right on Jacksonville Rd (332). HSEC is located on the east side of Jacksonville Road, 1/4 mile from the turn.

FROM 1-95: Take Woodhaven Rd. exit to dead end. Turn left to the first traffic light. Turn right onto Bayberry rd. Follow to third traffic light. Right on Bustleton Ave.(Gulf station). Follow Bustleton Ave 2.5 miles to Street Rd. (Rt 132). Left on Street Rd to Jacksonville Rd., and see directions above.

SEE YOU THERE !!!!!!!!

DVC SPRING DRIVING TOUR

MAY 17th, 18th & 19th 2002

We invite you along for the annual Spring Driving Tour. Among the many things to see and do in Lancaster & York Counties of Pennsylvania, this year's tour includes visits to one of our favorite Wineries, and a 19th century Brewery complex that's listed on the National Register of Historic Sites.

Lodging: Four Points Sheraton 1650 Toronita Street York, Pennsylvania (717) 846-4940

(www.fourpoints.com)

(We have a block of rooms reserved until May 1st 2002) Room Rates: \$75.00 + PA tax (King Bed). Luxury Suites are also available at a special rate.

We ask that you call as soon as possible to make your reservations with the hotel, plus RSVP with Connie & Larry Cordeiro. (This is very important to allow time to arrange catering services)

Make your reservations by calling the Hotel directly. Be sure to tell them you are with the DVC MG Spring Tour. Please specify your needs when you call, and they will make every effort to accommodate you.

*CONNIE & LARRY CORDEIRO will have information packages with the itinerary available with more details after April 8, 2002. Please call when you've made your hotel reservations for more information about the tour.

CALL Larry or Connie at (302) 453–0221 evenings for details.

or e-mail: connie2077@aol.com

CECIL KIMBER RUN 2002

A Joint Event of the MG Drivers Club of North America, the Eastern NY MGA Club, the MG Car Club Central Jersey Centre, the New Jersey Chapter of the New England MG T Register, and the Delaware Valley Classic MG Chapter, to honor Cecil Kimber, the founder of the MG Car Company, and Kimber's dream of an "affordable sports car".

Sunday, April 28, 2002 10 AM Sharp Rain or Shine

Start: Tarrytown, NY Metro North Railroad Station 10 AM Sharp. Eastbound across the Tappan Zee Bridge, take the Tarrytown exit. In center of town, turn left towards the river and follow signs for the train station, on left 7 or 8 minutes from the bridge.

Route: A drive through the historic and beautiful lower Hudson Valley area... "Sleepy Hollow Country". The 2002 run will be a "Q&A" type, scored by the number of correct answers. Route sheets and pre-ordered site tickets will be handed out at the start. (Entry to various sites is NOT necessary in order to answer the questions, and you may tour the grounds and gift shops without paying the admission charges.) At 3:30 pm, there will be a buffet "late lunch/early dinner" at the historic 76 House, 110 Main Street, Tappan, NY... where British Army Major John Andre was executed for his part in the Revolutionary War Benedict Arnold conspiracy.

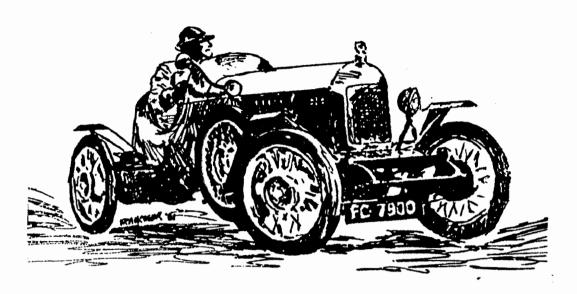
To Register:

Contact: Jeff Rose (610) 469-4660 e-mail: zbm1958@aol.com

(or) Richard Miller (908) 713-6251 e-mail: mgdriversclub@hotmail.com

28th ANNUAL

THE DELAWARE VALLEY CLASSIC (MC) CHAPTER



TOM HORNSBY MEMORIAL RALLYE

SUNDAY, JUN 30, 2002

RAIN OR SHINE

REGISTRATION: 12:00 NOON

DRIVER'S MEETING: 12:30 PM

FIRST CAR OFF: 1:01 PM

ENTRY FEE: \$10 PER CAR

RALLYEMASTER: Jim O'Brien "A Waddington Family Production"

"SEAT OF PANTS" ONLY - NO INSTRUMENTS



THIS YEAR'S RALLYE WILL START AT: The NATIONAL PENN BANK, Elverson Div., on Route 23, half a mile west of Route 100 in Bucktown. From the King of Prussia area, take 422 West and exit near Pottstown. at Route 100 South. Look for Coventry Mall on right, then follow 100 three more miles to Route 23 and turn right. Light refreshments will be served at the start. The Rallye will follow very challenging, scenic, extremely hilly and curvy "sports car roads" along a 50 mile route through Berks and Upper Montgomery Counties, which should take less than 2 hours. The end point will be at Judge Cooper's Restaurant on Route 29 in East Greenville.

FIRST, SECOND, AND THIRD PLACE AWARDS TO THE TOP TEAMS, WITH THE HORNSBY CUP PRESENTED TO THE FIRST T-SERIES MG.



NOW AVAILABLE!!!

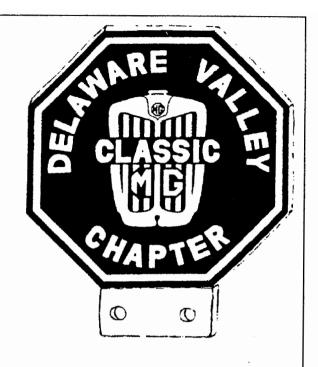
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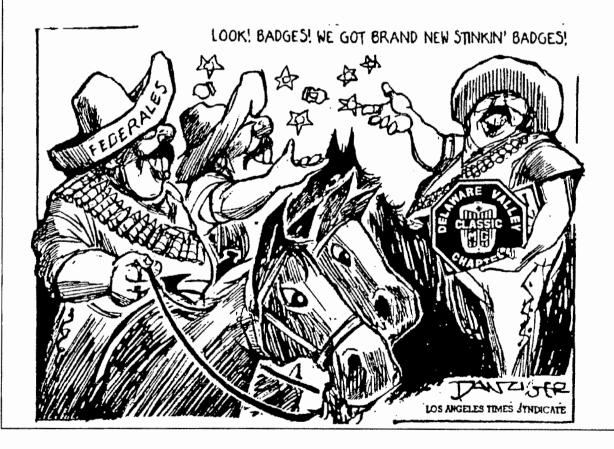
3" across. Hefty, solid metal casting with mounting tab. A top quality badge that you will be proud to display on your MG.

ONLY \$23

Send check payable to "DVC" to:

DVC REGALIA Bob Tiley 68 Winding Lane Feasterville, PA 19053





DVC SUMMER PICNIC

AT THE

WALTZ GOLF FARM

303 WEST RIDGE PIKE, LIMERICK, PA NOON, SUNDAY JULY 14, 2002

(RAIN DATE: July 21st)

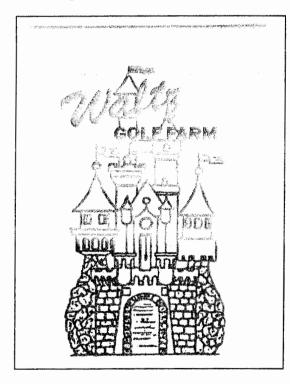
The Waltz Golf Farm has something for everyone of every age... two 18-hole miniature golf courses (FARM and CASTLE) or a nine-hole Par 3 course. There are other things to do as well, and we've arranged for a special parking area for display of our MGs. This DVC event is one for the KIDS and GRANDKIDS as well as the adults, so bring everyone along for a great afternoon of fun.

You can bring your own picnic lunch, or take advantage of the on-site snack bar which serves hotdogs, burgers, sandwiches, fries, and sodas...as well as nachos, popcorn, and icecream. We will have our own reserved tables from 12:00 to 2:00pm, and paper plates, cups, and utensils will be provided, along with a hostess to help out with set-up, clean-up, etc.

Your choice of: Miniature Golf - \$7 (Farm Course)
- \$8 (Castle Course)
Par 3 Golf - \$9

(Note: You will buy your golf tickets from Jerry or Lee Keller when you get there. No advance payment needed. A 21-oz beverage and a bag of chips is included for each golfer, plus the gratuity for the hostess is included. You will pay separately for anything you purchase at the snack bar, or for other on-site activities.)

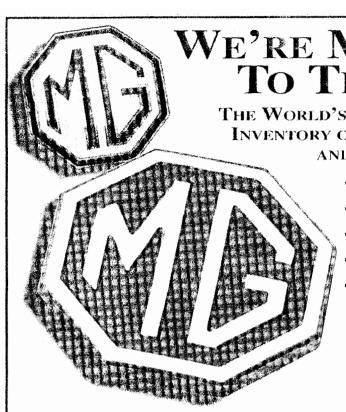
Directions: From King of Prussia area, take Rte. 422 West, exit at Royersford. Turn right at bottom of ramp, at 2nd traffic light turn left onto Ridge Pike. Waltz Golf Farm is 1.5 miles on left.



Please call Jerry & Lee Keller at (215) 234-0846 or e-mail k3mgt@arri.net no later than June 22nd, with your head count reservation... children and adults... and whether you will bring your own picnic or use the snack bar.

Remember, your golfing ticket will include a beverage and chips.

And if the weather appears "iffy" the morning of the event, call Jerry and Lee between 8 and 9 AM to find out what to do.



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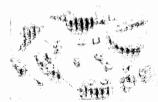
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DVC NAMETAGS

Yes, DVC nametags are still available. These are very valuable at events because, if you're like most of us, you can't remember your own name half the time... let alone anyone else's!! And best of all, they're CHEAP!

The nametags measure 1" X 3" in black plastic with the DVC logo in gold. To get one, send \$5, along with your name the way you want it to appear on the badge, TO:

Liz Niner 1125 Ellen Court, Box 510 Creamery, PA 19430-0510

Nametag will be mailed to you in 2 - 3 weeks

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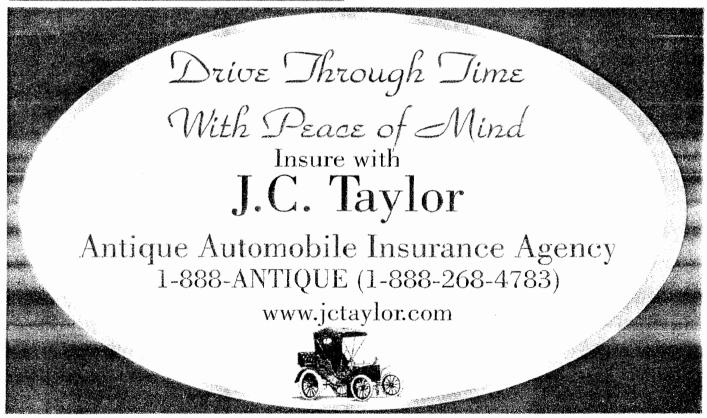
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www.comcat.com/~zoomer/index.html

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